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Memorandum

To: Rebecca Hamilton and Ted Reid, Metro
 From: Mary Kyle McCurdy, 1000 Friends of Oregon
 Date: June 29, 2018

Re: City Readiness Advisory Group comments

The comments below are in addition to the thoughtful discussion the Crag had this week; however, a few focus on points that were raised, to emphasize them. As I said in our meeting, 1000 Friends really appreciates the time, information, and experience that each city put into these, and that we as a region are having this discussion at all. It illustrates the positive outcomes of the urban and rural reserve process and decision – we are discussing the policy, cost, and timing based merits of proposed UGB expansions, because of the predictability of where UGB expansions will occur when a need for additional land has been demonstrated.

Our comments start with some general ones that apply to all or most proposals, and then there are a few observations on each of the four proposals.

General

- Rural reserves and buffers. Where an edge of a UGB expansion area borders rural reserves, incorporate design buffers appropriate for each location. These could include larger lots near the border; a physical natural buffer; if a road is the boundary between urban and rural reserve, ensure the right of way is not larger than needed (for example, sidewalks and lighting on the rural reserve side might be eliminated), etc... Require the proposing city to consult with the Department of Agriculture and the local Farm Bureau to determine what works best for each interface with a rural reserve.
- Housing Diversity and Choice. All the proposals had segregated areas for single family (SF) detached housing, and often segregated areas for other types of missing middle housing. These 4 proposed expansions represent an opportunity to plan for the communities of the future and not zone them as we have neighborhoods since the 1950s, which no longer meet household needs and many cities are now trying to retrofit to allow more diverse housing types. Except where a line of homes borders a rural reserve (see above point), any area that allows SF detached housing should also allow missing middle housing, at least up to 4-plexes and maybe more. Within the building envelope (for example, 2800 sq. ft.), it should not matter whether, for example, there is 1 unit or 4 units. As was discussed in our Crag meeting, any area coming into the UGB in this round is likely to be mostly built-out at the same time, meaning the development cost/sq. ft. will be similar, whether the structure is a large SF house, a duplex, cottage apartments, or a 4-plex. So, the real way to have the market deliver some price differences in housing is

to diversify – as of right – the housing types. This housing diversity should be on every street and in every neighborhood.

- Housing/HNA. In most, if not every, proposal it was difficult to connect how the housing proposed for the UGB expansion directly related to the city's Housing Needs Analysis (HNA). There was a fair amount of discussion about overall city housing patterns, but lack of explanation of how the proposed areas would help meet the overall housing needs – tied to the HNA.
- Transit. Discussion of trails, parks, and bikeways seemed robust, but there was not (at least in the 15-page proposals or in some of the background documents we looked at) much discussion about transit readiness. Each proposal should describe: existing transit services near the UGB proposal – how close is service now and of what type and frequency; are there plans to increase or otherwise modify that service within the 20-year planning period; what planning has the city done with all relevant transit providers to extend transit service into the proposed expansion area during the build-out period, including identifying and protecting the right of way and other transit needs in corridors that transit would use; the locations for densities along those corridors to support frequent transit service (for example, 15 units/acre); location of walkable connections between transit and the rest of the expansion area. We recommend Metro send back any proposal that does not include at least this degree of future transit planning tied to housing locations and densities. This task can still be accomplished within the time period for this UGB expansion.
- Affordable Housing Tools. Each city should list specific actions and tools they have taken or will take (not “consider”) in the proposed expansion area and city wide, in addition to zoning, to make housing more affordable. One place where many of these tools is captured is on DLCD's *Measures to Encourage Affordable and Needed Housing (within existing UGB)*, <https://www.oregon.gov/LCD/docs/Affordable%20and%20Needed%20Housing%20Measures.pdf>

We would like to see each city include a specific target number and plan to attain both regulated and unregulated affordable housing in its proposed expansion area. What is the affordable housing need in the city on the whole, what is the city's plan to meet that need, and how does this proposal fit into that affordable housing need.

- Desired Outcomes - Climate change. The responses to the Metro “Desired Outcome” related to global warming are mostly focused on energy conservation, solar development, building efficiency, etc.... While these are good steps, about 40% of the state's greenhouse gas emissions are generated by cars and small trucks, i.e., driving. The proposals should address how the proposed UGB developments will result in a meaningful decrease in driving by current and future residents and employees.

- Desired Outcomes – Equity. In addressing the Desired Outcome on sharing the benefits and burdens of growth and change equitable, each proposal should address how the city plans to incorporate communities of color, lower income people, older residents, young people, and others often left out into the processes to both plan for and implement the development plans for these areas.
- Statements like the community is “running out of land for single family [detached] development,” are not, to us, particularly meaningful or persuasive. First, “single families” live in all types of housing. Second, many cities in the Portland region and elsewhere are essentially landlocked, and therefore look with more vigor at re-development, infill, and growing up. Additional land should be the last way in which any city considers growing its capacity, especially when the existing land supply often has some, if not all, the infrastructure in place. Third, the land onto which expansions occur, even in an urban reserve, is a finite resource of, in many cases, very productive farm land. It is part of Oregon’s #2 industrial land base and we would not lightly suggest that a high tech company convert its land to housing.

Beaverton: Cooper Mountain

Beaverton’s existing overall residential supply and detached/attached housing split seems strong, and the city’s actions to date to support affordable housing are good. For example, we applaud the actions Beaverton has taken described on p. 9 of its proposal, and the city’s commitment of \$200,000/year to programs related to homelessness. We appreciate the investment Beaverton has made in developing the downtown and MAX station areas, emphasizing mixed-use walkable neighborhoods.

The timing of the “Missing Middle” study described on p. 9 is unfortunate relative to this proposal, since it has not started and yet it should greatly influence the planning for this large new urban area. As we stated in our general comments, this UGB expansion proposal should incorporate missing middle housing into every residential zone, and the forthcoming study can support how to implement that.

The statement that of the 12,300 new units needed, 47% should be detached SF does not seem consistent with the conclusion, presumably from the HNA, that for “renter households, the need is greatest for lower income residents. For owner households, demand is high for lower income residents and higher income residents.” (both on p. 2 of summary proposal). Therefore, of the 3 groups of residents needing housing described, 2 are lower income. While there are no numbers attached to that statement, it seems hard to understand how this one group translates to a 47% SF detached housing need. Similarly, the proposal concludes that because Beaverton has approved almost 4 times as many permits for multi-family as SF housing in the past five years, it is “likely because the city has nearly depleted its inventory of vacant land.” This seems purely speculative. (p. 3) Allowing missing middle

housing outright in all the zones in which SF is allowed (see above) would allow both kinds of developments to happen.

We can understand how this area is the “puzzle piece” that could make the infrastructure required to develop both this area and South Cooper Mountain more cost effective. However, we would like to see a more complete explanation of the costs and likely funding sources and providers. For example, on p. 6 the “Funding” description sounds like quite a few aspects are tentative and depend on other actions/commitments that might or might not happen. Perhaps this is more spelled out in supporting documents.

As the Crag group discussed, Cooper Mountain is a challenging area for multi-modal connectivity, both within itself and back into the existing urban area; we support more focus on figuring out this challenge. In addition, committing to incorporate a small commercial node into the plan (p. 12) and similar concepts would support a community where some trips can be accomplished by walking or bicycling.

We applaud that Beaverton is looking to *Leading with Race*, the recent report of the Coalition of Communities of Color, <http://www.coalitioncommunitiescolor.org/leadingwithrace/>. However, we would like to see a commitment to use the report in the public engagement, outcome development, and planning for this area (e.g., on p. 14, rather than state the report is something the city “can” use, commit that the city “will” use it)

King City: Beef Bend South

We appreciate King City’s commitments to preserving and growing its diverse and affordable housing supply. And, we applaud what looks like an extensive public outreach program to develop this vision. Creating a civic center is a worthy goal for the city to pursue.

We are concerned that King City’s affordable housing seems to be mostly naturally occurring, and that to preserve this key characteristic of the city will require implementation of tools and investments that we do not see contemplated in the plan. Without a full suite of tools to preserve existing affordable housing stock, we are concerned economic displacement will result. We did not see a description of what tools King City intends to use to preserve existing or create new affordable housing.

The proposal mentions the King City Housing Needs Analysis (HNA), but does not describe its conclusions.

The proposal states that King City has “no realistic path to vertical growth,” but that is not explained and seems unlikely. Nor can we tell how that relates to the city’s HNA. Similarly, the proposal states that there are limited opportunities for infill. However, this is a 20-year or more planning period, and therefore the plan can reflect upzoning and redevelopment to accommodate the needs of future residents.

The proposal is weak in addressing transit. While the proposal discusses the SW Corridor and its potential beneficial impact on King City, the Corridor does not run through King City (therefore the analogy to Milwaukie is misplaced). The proposal also discusses Tigard's plans for its transit station areas. However, it was not clear to us how the plan proposed to connect the current UGB area or the proposed expansion area to the SW Corridor or other current or future transit. To address the transportation choice, housing, and climate requirements of this UGB evaluation process, we would like to see a plan developed for external connections, including non-auto, and an internal system, especially between the neighborhoods and to the proposed civic center, without relying on a car.

It appears that King City has some infrastructure challenges concerning septic systems and the need to convert those areas to an urban sewage treatment system. It is difficult for us to evaluate King City's readiness to do that, so this is just an observation of what seems to be significant.

Wilsonville – Frog Pond East & South/Advance Road

The Frog Pond West & West pieces fit well into the adjacent urban area and are a local development around the middle school and community park site. Wilsonville has been planning and preparing to develop this area for a long time, and has a good track record of successfully implementing its land use, infrastructure, and transportation plans. We also applaud the amount of regional affordable housing that exists in Wilsonville today, that it waives SDCs for ADUs, and other tools the city has employed for more affordable housing options.

While the plan incorporates diverse and missing middle housing types, the density is low, too low for meaningful frequency of transit. And unlike the other proposals, there is no geographic constraint on Wilsonville designing this area with much greater overall density (with the exception of the area bordering the rural reserve, which should be lower density or have a physical buffer). In this proposed UGB expansion in particular, the "missing middle" housing types of attached SF, plexes, townhouses, apartments, and cottages should be allowed in every zone; there is no reason for a larger lot, SF detached zone unless it is part of an intentional buffer with the rural reserve. In particular, the area around the school and park should allow all forms of attached, missing middle housing and should disallow detached SF housing, given the amenity and accessibility of the school and park. There is no rationale we can see to "gradually increase housing choice and densities." (page 2)

As with the other proposals, it is not clear how the proposal relates to the HNA. The statement that the existing plan provides for 57% MF and 43% SF housing and that "led the City and community members to seek a ratio closer to 50% of each type" does is not a justification under Goal 10 and related statutes and rules. (page 6)

The Frog Pond area presents a great opportunity to not repeat 1950s style suburban zoning that we are trying to undo in so many other areas now.

The transit aspect of this proposal is not as well developed as we would have liked to see. There is a statement that Frog Pond was “planned to include SMART transit service” (page 11), but it is not clear what that means, especially given the relatively low density and segregated housing types. As mentioned in our General comments above, we would like to see a detailed description of the existing and planned type and frequency of transit serving the adjacent UGB area, and how it will be extended into this area, including identifying and protecting transit corridors and stops and ensuring the highest housing densities are immediately around those stops and corridors.

It was not clear how this area (the entire Frog Pond area, not just the proposed expansion) is connected to the existing civic center and shopping center areas, including primarily by modes other than the car. Allowing more densities in a walkable patterns in the Frog Pond area could better support a small commercial node there, thereby decreasing driving trips to the main Wilsonville shopping center. Better connections by sidewalks and bikeways to the shopping center could also reduce car trips.

It is unfortunate the city’s affordable housing study if not going to be completed in time for this decision, but there should be a commitment to implement it – including in the expansion area – when it is.

Hillsboro – Witch Hazel Village South

As noted in its proposal, Hillsboro has invested with policy and funding in very good larger scale urban development projects, including Orenco Station and downtown Hillsboro. The city has demonstrated its ability to implement both development and re-development projects.

Perhaps more than the other proposals, the WHVS summary proposal focused mostly on what Hillsboro is doing citywide related to the various evaluating factors, and much less on how the actual WHVS proposal meets them.

Hillsboro’s description, on page 1 of its proposal, of the conclusion of its HNA and the Metro 2014 Urban Growth Report seems to indicate that Hillsboro has an adequate supply of land for housing. While it is a regional need that Metro forecast and will accommodate in the existing UGB and with any needed UGB expansions, it is unclear to us whether a UGB expansion at this time in this area is appropriate. As with the other proposals it is unclear how the HNA and its conclusions relate to the proposed UGB expansion area.

Hillsboro has experienced recent large UGB expansions that are still being built out, and provide cautionary lessons for WHVS. The South Hillsboro development is large (about 8000 dwelling units) and still under development, and its infrastructure costs have required far more public subsidy than projected when the UGB was expanded to encompass it. The large area of land (almost 1700 acres) brought into the UGB in North Hillsboro is also still developing for employment, and is doing so with a mix of commercial uses and jobs that was

also not projected (the area is not developing as industrial only). This might result in a different mix of future housing needs, as well as open up the possibility that some land in North Hillsboro should be used for higher density housing, given its proximity to that employment.

The discussion of affordable housing seemed largely focused on what other organizations have done in Hillsboro. It was not clear what ongoing commitment of tools and money Hillsboro has made, other than \$80,000 of annual General Funds contributed to the Community Housing Fund and a future grant of \$200,000, which does not seem significant given Hillsboro's economy. The gap financing for the Willow Creek Crossing Project is an excellent step, but it is not clear to us if this represents a long-term program of helping to finance affordable housing. There is no discussion of how WHVS would contribute to meeting Hillsboro's affordable housing needs.

The proposal should commit to other tools (see the DLCD resource cited above), such as adoption of a Construction Excise Tax for affordable housing, SDC waivers, density bonuses, parking reductions, etc.... , rather than state that these types of tools are being "considered, evaluated and explored." (Summary p. 7 and Concept Plan p. 17)

As with other of the proposals, the discussion of housing diversity and affordability was mostly citywide, rather than focused on how affordable housing would be incorporated into WHVS. The WHVS proposed development map in the Summary shows only low and medium density housing being proposed, so affordability without public investment or mandatory requirements seems unlikely. The proposal states that it is "anticipated" that certain "private-sector efforts" "may be employed" in WHVS to achieve missing middle housing, including use of PUDs, ADUs, and cottage clusters. (page 8) However, these can all be achieved by zoning the land to allow or require this housing variety and disallow low density SF housing. It is not clear, from the summary proposal, what the actual build out of WHVS would be.

The discussion of transportation is also largely citywide, with one sentence about WHVS in the discussion of Desired Outcome #3. (Summary p. 10). The relatively low densities planned for WHVS will ensure it is an auto-dependent community. The proposal lacks a discussion of the status of current and planned transit service to adjacent UGB areas, and how the WHVS area is being planned for extension of transit service. The WHVS Concept Plan (Attachment J to the Summary) discusses only roads, no transit, and the trails are only "recommendations" (pages 29-30 of Att. J)

Paulette Copperstone

From: marsha wahl [mlwahl@hotmail.com]
Sent: Thursday, June 28, 2018 6:13 PM
To: 2040
Subject: Sw brook wood and urban growth.

Follow Up Flag: Follow up
Flag Status: Completed

I have visited our son in law and daughter over the years, they have two homes on and at the end of brookwood. The growth plan to in large for more homes is ambitious!! Taking your beautiful farmland to expand is the Wrong way to go! Once you give up this valuable ground, it's lost forever. And won't build up any of the existing Nieghborhoods. Perhaps you should address the whole cities picture. Some of the older Nieghborhoods can be improved upon, and vacant lots filled in.



June 28, 2018

Metro Planning
600 Grand Avenue
Portland, OR 97232

RE: Support for Expansion of Urban Growth Boundary and Inclusion of Cooper Mountain Urban Reserve in Urban Growth Boundary

To Whom it May Concern:

I am writing to express my support for the expansion of the Metro urban growth boundary ("UGB") and, specifically, the City of Beaverton's application to add the South Cooper Mountain Urban Reserve to the UGB. My wife and I own an approximately 13-acre property located at 17071 SW Mount Hood Drive (1S 1 31 AC, tax lot 100; 1S 1 31 AA tax lot 1600) ("Property"). Although we have enjoyed living in the Cooper Mountain area, we believe the inclusion of the South Cooper Mountain Urban Reserve is the next logical step in the long-range expansion of the urban area. We also believe that the Property is ideally situated for development in the near future and, as such, support its inclusion in the UGB expansion area.

Expansion of the of the UGB is necessary to accommodate the Portland area's growth over the next 20 years. Based on our review of the population and jobs forecast and the general lack of developable land within the UGB, we believe the Metro Council should vote to expand the UGB.

Inclusion of the Cooper Mountain Urban Reserve is the next logical step in the development of the neighborhoods in the Cooper Mountain area. For many years, we have followed the long-range planning efforts around the Cooper Mountain area with interest. In particular, we understood through review of the South Cooper Mountain Concept Plan that the South Cooper Mountain Urban Reserve was part of a comprehensive and long-term plan for development of the neighborhoods in the entire concept plan area. As such, it comes as no surprise to us as property owners that the City is now proposing to include the Cooper Mountain Urban Reserve in the UGB, and we support the overall vision for the expansion of new livable, walkable communities in this area.

The Property is an ideal candidate for development in the near future. Not only do we believe that the City's long-term plan for inclusion of the South Cooper Mountain Urban Reserve is the logical next step in the overall plan to develop the area, but we know from multiple communications from listing agents and developers that the Property is a strong candidate for development in the near future. While there are no specific plans for development of the Property, our sense is that there is strong interest in developing the South Cooper Mountain Urban Reserve area because the City has prepared a thoughtful long-range plan that effectively addresses natural resource, transportation, and urban infrastructure issues.

Thank you for the opportunity to comment.

Sincerely,

Amit Tal



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes

June 27, 2018

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Sam Chase
Denny Doyle (*Chair*)
Amanda Fritz
Ed Gronke
Jerry Hinton
Gordon Hovies
Linda Simmons
Don Trotter
Mark Watson

Jeff Gudman
Carrie MacLaren

AFFILIATION

Metro Council
City of Beaverton, Second Largest City in Washington County
City of Portland
Citizen of Clackamas County
City of Gresham, Second Largest City in Multnomah County
Tualatin Fire and Rescue, Special Districts in Washington County
TriMet
Clackamas County Fire District #1, Special Districts in Clackamas County
Hillsboro School District Board of Directors, Governing Body of a School District
City of Lake Oswego, Largest City in Clackamas County
Oregon Department of Land Conservation and Development

ALTERNATES PRESENT

Gretchen Buehner
Theresa Kohlhoff
Anthony Martin
John Griffiths

AFFILIATION

City of King City, Other Cities in Washington County
City of Lake Oswego, Largest City in Clackamas County
City of Hillsboro, Largest City in Washington County
Tualatin Hills Park & Recreation District, Special Districts in Washington County

MEMBERS EXCUSED

Martha Schrader

AFFILIATION

Clackamas County

OTHERS PRESENT: Adam Barber, Miranda Bateschell, Chis Neamtzu, Anna Slatinsky, and Laura Weigel

STAFF: Miranda Mishan, Ted Reid, Megan Gibb, Alison Kean, Elissa Gertler, and Sima Anekonda

1. CALL TO ORDER, SELF INTRODUCTIONS, CHAIR COMMUNICATIONS

Chair Denny Doyle called the meeting to order at 5:02 PM.

2. PUBLIC COMMUNICATIONS

There were none.

3. COUNCIL UPDATE

Councilor Sam Chase, Metro Council, described the Regional Transportation Plan as a blue print that would guide travel in the region. He stated that based on the direction of MPAC, JPACT, the Metro Council, and ODOT, there would be a public comment opening on June 29, 2018 to August 13, 2018.

Councilor Chase reported that the Oregon Zoo received two different kinds of lemurs: a black and white roughed lemurs and a three ringed tailed lemurs. He stated that a group of lemurs is called a conspiracy.

Councilor Chase expressed that an application to join a stakeholder committee within the Parks and Nature Stakeholder Advisory Table has opened and would be due on July 9th. He stated that committee would help develop a potential 2019 bond measure to protect clean water and restore fish and wildlife habitat.

4. MPAC MEMBER COMMUNICATIONS

Commissioner Amanda Fritz, attended a League of Cities meeting where she learned that there is a ballot measure regarding the grocery tax. She stated that tax would include local food and beverages taxes. Fritz mentioned that the League of Cities opposed the bond measure and stated that an argument would be placed in the voter's pamphlet.

Commissioner Fritz also shared that there was constitutional amendment that would allow Metro's Affordable Housing Bond measure to be used by both government and nonprofit entities. The board did not pass the amendment as they required more information. She expressed that she would get more information to the delegates. Commissioner Fritz stated that the amendment was qualified for the ballots. She urged the council to provide more information as well. Councilor Chase stated that he would assist.

Councilor Gretchen Buehner, City of King City, Other Cities in Washington County, stated that King City would be having its second annual 4th of July parade.

Councilor Jeff Gudman mentioned that a company in Texas, ICON, could 3D print a 350 square foot unit of housing within 48 hours. He included an article entitled “Your Next Home could be 3D-Printed” that detailed this endeavor.

Chair Doyle amplified Commissioner Fritz’s sentiments and added that the grocery tax would infringe on city rights.

5. CONSENT AGENDA

Commissioner Fritz recommend a change to the June 13th, 2018 MPAC minutes.

MOTION: Councilor Jeff Gudman moved and Councilor Gretchen Buehner seconded to adopt the consent agenda.

ACTION: With all in favor, the motion passed.

6. INFORMATION/DISCUSSION ITEMS

6.1 City Proposals for UGB Expansions (Wilsonville/Beaverton)

Chair Doyle summarized that four cities had proposals for UGB expansions: Beaverton, Hillsboro, King City, and Wilsonville. Chair Doyle stated that the council would hear from Beaverton and Wilsonville. He proceeded to introduce Mr. Ted Reid, Metro.

Mr. Reid stated that MPAC would play a crucial role in the decision making process. He mentioned Wilsonville and Beaverton would respond to code factors Metro adopted as per MPAC’s recommendation. Mr. Reid added that the cities would seek housing affordability and choice, and payment options.

Key elements of Wilsonville’s presentation included:

Mr. Chris Neamtzu, City of Wilsonville, spoke to Wilsonville’s UGB expansion proposal. He mentioned that Wilsonville had requested the same expansion area twice before in 2011 and 2014. He stated that the plan was complete and contained a high level of detail due to the luxury of time. Mr. Neamtzu continued to introduce Ms. Miranda Bateschell, City of Wilsonville.

Ms. Bateschell began the presentation on Wilsonville’s Advanced Road Urban Reserve. She expressed the City looked at the area specified in the proposal for long term growth for the residential build out. Ms. Bateschell stated that Wilsonville completed a housing need analysis in 2014 which formed the basis of their long range planning, informed housing choices and overall housing plan and propelled the town center redevelopment projects. She detailed the key findings of the analysis and stated that Wilsonville

contained a strong mix of housing types. Ms. Bateschell mentioned that the City had a 57% multifamily to 43% single family housing ratio at the time the study was published. She recalled that the 43% of single family housing units included attached townhomes. Ms. Bateschell explained that the analysis pointed out the City required more single family units. Ms. Bateschell stated that plan unit development style zoning encouraged the large mix of housing. She reported that the analysis pointed to a potential capacity issue and that without the expansion, Wilsonville would not meet their 20 year demand for housing.

Ms. Bateschell described the proposal referred to the Advanced Urban Reserve located within the Frog Pond area. She reported that the total area was about 500 acres and the Urban Reserve Area was 275 of those acres. She stated that the concept plan dealt with the following areas: Frog Pond West, Frog Pond East, and Frog Pond South. She stated that the puzzle piece located south of Frog Pond South was brought into the UGB for the Meridian Creek Middle School.

Ms. Bateschell showed the land use framework map for the concept plan. She stated that the colors represented the mix of houses and lot sizes. She pointed out how the framework marked out a complete community that includes: small neighborhood retail nodes, parks and trails, schools, multimodal connectivity network, and natural areas.

Ms. Bateschell described the first phase of concept plan which sought to increase single family housing in Frog Pond West, an area that was already in the UGB. She articulated that the first phase of the plan would focus on detached single family housing in a variety of lot sizes. She emphasized that incorporating a variety of lot sizes would meet the diverse needs of the community. Ms Bateschell noted the master plan included cohousing and cottage housing and mentioned these characteristics would continue in Frog Pong East and South.

Ms. Bateschell detailed plans for Frog Pond East and South. She stated the City included a full mix of housing types: small lots, attached housing, cottage housing, etc. She stated that adding a retail node would support residents and would add to the area's connectivity network. She mentioned that while going through the housing process, Wilsonville sought to achieve housing diversity using average techniques. She used the map to point out larger lots for single family attached units. She then detailed the commercial areas which would introduce attached and cottage type housing clusters. She stated these duplexes and cottages could all interact together. Ms. Bateschell mentioned that Wilsonville also conducted a site study to better understand the area and address public concerns.

Mr. Neamtzu pointed out that all 3 neighborhoods would deliver approximately 1,932 units and that the net density would be just under 10 dwelling units per acre. He addressed how the current transportation network would connect with new areas. He stated the City was faced with a number of rural roads such as: Beckman Road, Stafford Road, and Frog Pond Lane. He stated these areas needed an urban upgrade so that transportation systems could connect back into the city. Mr. Neamtzu conveyed that Wilsonville looked at bicycle and pedestrian frameworks, mapped safe routes to school, and developed trails to the high school. He stated that a considerable time looked at parks and engaged with school district partners and mentioned that Wilsonville purchased land from one of the school's for the creation of a park.

Mr. Neamtzu detailed the Frog Pond West master Plan which included new zoning code section, significant design guidelines that family homes need to meet, and a chapter on infrastructure funding. He stated the master plan was created with the cooperation of development partners. Mr. Neamtzu shared that Wilsonville used a sub-district approach to lay out the density and lot standards, and that the residential design standards in Frog Pond were applied to facades facing streets as well as bicycle and pedestrian pathways. He conveyed that design standards addressed main entrances and garage placement as well. Mr. Neamtzu stated that the plan provided opportunities for alleys and showed how homes could be clustered along the irregular edge. He showed that main entries were grouped along a common lane, and that the plan utilized a lineal street grid to allow for terminal vistas and views.

He then discussed the street demonstration plan, which knit together 25 ownership plans. Mr. Neamtzu stated that design guidelines for perimeter fencing were included to bring neighborhood together. He mentioned that the green connections located on the map represented Oregon wide oak groves where pedestrian connectivity was preferred. Mr. Neamtzu noted that there has not been pedestrian connection plans, but described innovative street designs. He stated the plan detailed street cross sections and mapped the street trees.

Mr. Neamtzu reported that the plan identified \$12 million worth of project, of that, \$7 million would fall on developers. Mr. Neamtzu stated that the City was initially interested in utilizing developers, but were ultimately concerned about how it would disrupt the neighborhood.

Ms. Bateschell described Wilsonville's population increase and household growth. Using the needs analysis, she reported that 37% of last year's construction were townhomes. She stated that this spoke to the diversity of housing types being built. Ms. Bateschell mentioned that 2,500 homes were expected to be in full build out and that the City provided 90% of the entitlements. She added that Wilsonville provided mental health

housing and reiterated the City's commitment to diversity. Ms. Bateschell reflected on how the commercial center has grown and stated that people would be able to live a full life cycle in that area.

Ms. Bateschell informed MPAC that the City worked to promote affordable housing and regulated affordable housing units. She stated the City partnered with affordable housing organizations and achieved 500 regulated units on 14 different sites. She mentioned that that Wilsonville contained 14% of Clackamas County affordable housing units, but the City itself only represents 6% of the county. She further discussed that 100% of those units are within a quarter mile of transit and within a half mile of a park. Ms. Bateschell listed the ways in which the City has provided affordable housing including their partnership with Northwest Housing Alternatives to build creek side wood which created 84 housing units. Ms. Bateschell described how the city has built relationships with the Latino community. She stated that Wilsonville partnered with La Tienda, provided interpretive services, and held open houses in Spanish.

Ms. Bateschell described the town center as the hub and the heart of the community. For this reason, she stated that it was vital the city support that area's vibrancy. To do this, she mentioned the town center plan. She stated that the plan would include the following: increasing density and land uses, developing a main street through heart of community, and creating a multimodal network within the center. She remarked that market and regulatory assessments helped develop implementation actions. The plan would also include displacement programs for local businesses and affordable housing.

Ms. Bateschell took a moment to address Wilsonville's vast number of job opportunities. She revealed that the City is looking for next generation employment in Coffee Creek and Basalt Creek areas. She mentioned that Wilsonville adopted one of the first industrial form based codes which would ensure that the design and construction of jobs were high quality. She mentioned the following transportation programs: improved safety, increased freight travel, increased non-vehicular transportation activity, and a pedestrian and bike connectivity plan

Ms. Bateschell described the City's dedication to that environmental stewardship. She revealed the City was involved in the following: Tree City USA, Overcoming Obesity, Backyard habitat program, and various restoration programs.

Member discussion included:

- Ms. Buehner stated that senior citizens were being driven out of their homes due to rising housing prices. She inquired whether Wilsonville was doing outreach to the senior population to cope with the issue. She included that it was important to include senior needs into the plan as they would mentor the kids in the area

and would create a balanced community. Mr. Neamtzu stated that the City had not outreach to the senior population. He mentioned the concept of co-housing and how it would be an interesting opportunity to embrace. He continued to discuss single level housing and stated that the area is not rich with those opportunities. Mr. Neamtzu indicated that the City would do more outreach to that segment. Gretchen added that she had seen more individuals interested in single story or attached housing to blend into a mixed community.

- Ms. Linda Simmons, asked if Frog Pond West already brought into the UGB? Mr. Neamtzu said that area was brought into the UGB in 2002. Ms. Simmons then asked about the orientation of the maps included in their slideshow to better understand the placement of Frog Pond West. She also sought to understand the lot sizes based on the map. Mr. Neamtzu and Ms. Bateschell clarified the maps orientation and lot sizes.
- Mr. John Griffiths asked what the difference was between a SDC and a supplemental fee. Mr. Neamtzu stated that there were a lot of statutory requirements with an SDC that are tied to a specified infrastructure segment. He stated that the City created a list of projects and single bucket of funding that would be filled with supplemental fee. He mentioned that this process would quicken completion of projects. Mr. Griffiths then asked if the supplemental fee was allocated on a per door basis. Mr. Neamtzu confirmed Mr. Griffiths question and added that this proceed would create a more fluid environment.
- Councilor Gudman compared Wilsonville's use of supplemental fees with Hillsboro's addition. Mr. Neamtzu confirmed this comparison. Councilor Gudman then asked how many more people would enter into the City between now and 2040 with the addition. Mr. Neamtzu approximated that the City could expect 35,000 build out.
- Mr. Ed Gronke, was impressed with the plan's detail. Mr. Gronke stated that Wilsonville a separate community and questioned if low-income families could commute to Portland metro area. He inquired if there would be rental properties designed for low income individuals. Mr. Gronke also asked if low income individuals could work and live in Wilsonville or if they would have to commute. Ms. Bateschell stated the city's annual housing report has helped better understand the supply and price of housing. She stated that Wilsonville, when compared to the rest of the region, contained cheaper housing opportunities. She also mentioned Wilsonville's wide array of unit types and price points. Ms. Bateschell stated that Wilsonville would provide jobs within the City as well as a number of transportation opportunities.
- Ms. Kathy Wai, asked if they could provide a ball park figure for the home values in the three neighborhoods they described. Ms. Neamtzu stated that smaller lots would be around 4,000 square feet and would cost over \$400,000 and that larger lot sizes would be over \$800,000.

Key elements of Beaverton's presentation included:

Ms. Anna Slatinsky, City of Beaverton, presented Beaverton's UGB expansion plan and stated that the City wanted to provide a place for growing families. Ms. Slatinsky indicated that the presentation would include what Hillsboro was doing for equity, transportation, and downtown development. For context, she mentioned that the City had 95,000 residents and 65,000 jobs.

Ms. Slatinsky emphasized that Beaverton's plan was guided by a community vision and which was constantly being updated to best represent the public. Ms. Slatinsky included a bulleted history of Beaverton's achievements and detailed the Voices of Beaverton Project. She said that the project was collaboration between the Diversity Advisory and city staff and included interviews with over 30 Beaverton residents. She stated that the project sought to better understand housing concerns. Ms. Slatinsky shared a narrative of a family living in Beaverton who was considered wealthy, but still struggled to live comfortably in the area. She included this story to indicate that rising costs of housing effected people at all levels.

Ms. Slatinsky said that Beaverton was on its second round of the 5-year housing program which included: affordable housing, homelessness issues, city investments and property, and dollar figures over the 5 years. Ms. Slatinsky highlighted that Hillsboro was able to finish their Affordable Multifamily Housing and Preservation study with Metro's help. She stated that the purpose of the study was to analyze the amount of rental housing units in the City that were naturally affordable. Ms. Slatinsky also stated that the study looked at the characteristics of that housing and created strategies to preserve low cost market rate housing.

Ms. Slatinsky expressed Beaverton's excitement to adopt a transportation plan that would be safe, comfortable, and inclusive to cyclists, pedestrians and cars.

Ms. Slatinsky said that Beaverton was looking to create a more vibrant and dense downtown. She mentioned that over 460 units of housing were built in that area in the last 5 years. She said that the City is in the process of creating an urban design framework that would promote density, jobs, and home creation in the downtown area. She also noted that Beaverton is near transit and therefore could cope with increased density, however would not be able to manage with housing needs. She said that this was why the City needed to expand the urban reserve.

Ms. Slatinsky said that expanding the UGB would help create a comprehensive neighborhood. She gestured to the presentation which depicted an area in blue. She mentioned that this area was covered by the South Cooper Mountain Concept plan. She

mentioned that area that was planned at Metro request. The plan recognized that North Cooper Mountain, South Cooper Mountain, and the urban reserves needed to function together. She said that adding the urban reserve portion would allow the plan to be fully realized.

Ms. Slatinsky reported on the housing needs which was completed in 2014 and adopted by Beaverton in 2015. She stated that the analysis indicated a high need for housing in order to adapt to a growing community. She said the analysis showed that Beaverton required over 12,000 units of housing by 2035. She mentioned that the urban reserve was 1,200 acres, however only half of that is buildable and would yield about 3,700 units. She continued to state that South Cooper Mountain was an area that was planned in detail along with the concept plan and has received land use approval. She said that the number of units that receive this approval would spark construction

Ms. Slatinsky walked through the different parts of the urban reserve. She mentioned that the colors on the map indicated density. She pointed out a drainage systems and park that was a Metro facility. She discussed one section of the land and described it as a high level habitat. Because it is a high level habitat, she said that there was not a potential for housing. Ms. Slatinsky spoke in detail on housing types and density.

Ms. Slatinsky showed that there were not many high density neighborhoods within the urban reserves. She stated that: middle density was signified through the beige color on the map, single family areas were encoded with the color yellow, and that green areas indicated larger lot sizes. She mentioned that the net density is actually at 10 and 6 units per acre. She said that this number is calculated to factor in streets and parks. Ms. Slatinsky explained that the South Cooper Mountain and urban reserve area densities averaged to 11.2 units per acre.

Councilor Buehner inquired about the density along the tile flat area. Ms. Slatinsky pointed out the tile flat region and stated that were a variety of densities in that area. She explained that the white area was hybrid habitat area and would not be developed on.

Ms. Slatinsky addressed the following transportation features: North-South Connections (where the West edge would be developed as a regional arterial) and areas around 175th. She stated that this would help build out urban reserves, urbanize Washington County, and connect different cities. She mentioned that Washington County was doing planning work to address feasibility of constructing arterials which required developing possible financing strategies. She said that the area was outside of the UGB, but there would be a process the City would go through in order to build roadways. She noted that developers would pay for and build part of the transportation facility.

Ms. Slatinsky said that due to the slopes and drainage for the water sewer systems, the City of Beaverton is in the process of updating their concept plan. The concept plan detailed alignments, capacity, and financing strategies.

Ms. Slatinsky said that the concept plan anticipated developer and SDC financing and the creation of supplement SDCs. She noted that South Cooper Mountain established SDCs for transportation and parks. She emphasized that the City would want to use this toolkit to ensure infrastructure could be paid for in a sensible way. She explained that transportation funding was complex because there would be additional sources of funding and it would build roads. To exemplify this, said that South Cooper Mountain did not include the establishment of a local improvement district for that area. Ms. Slatinsky said that if it had that local improvement district, it would have given the area to the opportunity to spread out costs. She acknowledged an agreement between two developers in South Cooper Mountain and the City to construct a high pressure water line.

Ms. Slatinsky described the following project the City of Beaverton had taken on: creation of a new high school road work on 175th, investment in a new reservoir, and continued updates to the Sewer and Water Master Plans. Ms. Slatinsky concluded the presentation by stating that the plan sought long term planning to ensure supply of land. She stated that adding the area would create complete neighborhoods and best utilize resources.

Member discussion included:

- Mr. Griffiths drew MPAC's attention to the corridors presented in the plan. He explained that the mountain side structure on the south facing slope of Cooper Mountain was characterized as highly at risk yet biologically rich in 1995 by Metro's Citizen Advisory Committee. He described that the original vision for that area was to build park, however the property owners did not want to sell the land for outside UGB prices. He said that in order to complete the park, the stream corridors needed to be protected and a path needed to be created to allow wildlife to migrate. He mentioned the Metro and THPRD had a joint property acquisition on a large block nearby, but was ultimately unsuccessful. He emphasized that this park be completed and that it was necessary for the area to come into the UGB. He said that when the park was open, it was extremely popular among residents.
- Mr. Gronke asked what incentives they would offer developers so that it would be economically intriguing to provide affordable housing. Ms. Slatinsky explained that Beaverton had a wide variety of programs to facilitate affordable housing. She detailed a tax exemption, mentioned a vertical housing development zone, and said that the City looks for properties that would contain

affordable housing. She then said that the City partners with developers to find ways to carve out areas for affordable housing. Ms. Slatinsky identified a feature City's housing policy which looked to facilitate housing development. She explained that affordable housing in urban reserves was different from other areas and mentioned that families that would live in the area would probably have access to a car. Mr. Gronke then asked if the City was satisfied with their success rate in affordable housing. Ms. Slatinsky stated that most people are disappointed because need was so much greater than supply.

- Councilor Gudman asked how many more people would in Beaverton over the next 20 years with the addition of land. Ms. Slatinsky said that it was hard to answer because Beaverton is surrounded by urbanized unincorporated Washington County. She also stated that there was a green field area that would affect population size. She then deferred to the Urban Growth Report because it looked at population regionally. Councilor Gudman stated it would be helpful to know this information compare to Wilsonville, Hillsboro, King City, Beaverton and Portland.
- Ms. Gertler stated that the Urban Growth Report would address regional population and employment projections. She then mentioned that adding all of the requests together would total to 9,200 housing units. Ms. Gertler reported that that was about a year's worth of growth. Ms. Simmons noted that Beaverton needed 12,300 housing units by 2035. Councilor Gudman responded and said that Metro looks at the totality of the urban growth boundary. He said that this would impact other cities and overall planning. Ms. Gertler stated that there are different ways to accommodate growth and emphasized the complexity of the discussion.
- Ms. Carrie MacLaren, asked if the City of Beaverton tracked the number of times a certain affordable housing tool was used? She stated this is important information to know while developing model codes or technical assistance for communities. Ms. Gertler recommended review of the Regional Equitable Housing Initiative as it would provide insight into those concerns.
- Ms. Simmons sought clarify of the areas West and North of the new high school in Beaverton. Ms. Slatinsky stated that 2,600 developers had their land use entitlements, 300 units were still undergoing that process, and a couple of parcels had not come into the UGB yet.
- Ms. Simmons emphasized the difficulty of providing transportation to such a dense area. She then reflected on Mr. Griffiths point and encouraged the protection of that area. Ms. Slatinsky emphasized that access to regional nature could be facilitated through development to preserve and enhance habitat.
- Councilor Buehner described various transit issues on 175th and asked if Beaverton would do necessary improvements outside of the UGB to connect transit to Scholls Ferry Road. Ms. Slatinsky remarked that that would not be a Beaverton endeavor, however highlighted the importance of the North and

South Corridors. Councilor Buehner wondered if making North and South movement viable due to the typography with the land. Ms. Slatinsky responded to the concerns and stated that transit was a complex issue and mentioned that Beaverton had sat down with different city planners to see how this could be improved. Gretchen mentioned that she tried explaining these matters to Trimet to no avail and recommended the Beaverton become more aggressive on improving this issue.

- Mr. Mark Watson clarified how density was presented on the map. Ms. Slatinsky stated that the concept plan looked at where future transit could be located and pointed at the densest areas where in South Cooper Mountain. She maintained that steep slopes in the area created difficulty for density. Ms. Slatinsky stated that creating a mix of housing types would accommodate different densities.

7. ADJOURN

Chair Doyle adjourned the meeting at 6:58 PM.

Respectfully Submitted,

A handwritten signature in black ink, appearing to be 'Sima Anekonda', with a large, stylized 'A' and a circular flourish at the bottom left.

Sima Anekonda
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JUNE 27, 2018

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
4.0	Handout	6/27/18	Your Next Home Could Be 3D Printed	062718m-01
6.1	Presentation	6/13/18	Wilsonville UGB Expansion Proposal Presentation	062718m-02
6.1	Presentation	6/13/18	Beaveton UGB Expansion Proposal Presentation	062718m-03

Wednesday, June 27, 2018 **5:00 PM** **Metro Regional Center, Council chamber**

- Upcoming MPAC Meetings:**
- *July 11, 2018*
 - *July 25, 2018*
 - *September 12, 2018*



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

2018 MPAC Work Program

as of 6/21/2018

Items in italics are tentative

	<p><u>Wednesday, June 27, 2018</u></p> <ul style="list-style-type: none"> • Chair Comments – MPAC rescheduling • City Proposals for UGB Expansions (Wilsonville/Beaverton) – Information/Discussion (Representatives from 2-3 Cities; 90 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; 40 min) • Tonnage Allocations (Molly Vogt, Metro; 40 min) • Elected Officials Survey Results (Jim Middaugh, Metro; 30 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; 30 min) • Report on RTP Performance (Round Two) – Information/Discussion (Ellis; 30 min) • Merits of City Proposals for UGB Expansions – Information/Discussion (TBD; 45 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) • <i>2030 Regional Waste Plan – Information/Discussion (Marta McGuire and Paul Slyman, Metro; 30 min)</i> 	<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><u>September 27-29:</u> League of Oregon Cities Annual Conference, Eugene, OR</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> <ul style="list-style-type: none"> • 2030 Regional Waste Plan – Information/Discussion (Marta McGuire and Matt Korot, Metro; 30 min)
<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>

MPAC Worksheet

Agenda Item Title: 2018 urban growth management decision: proposals from Beaverton and Wilsonville

Presenter: Ted Reid, Metro Planning and Development
Anna Slatinsky, City of Beaverton
Chris Neamtzu, City of Wilsonville

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 –submitted urban growth boundary expansion proposals by the May 31, 2018 deadline. At the June 13 MPAC meeting, two cities – Hillsboro and King City – presented their proposals. 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 Beaverton and Wilsonville 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 Beaverton and Wilsonville

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

5/30/18

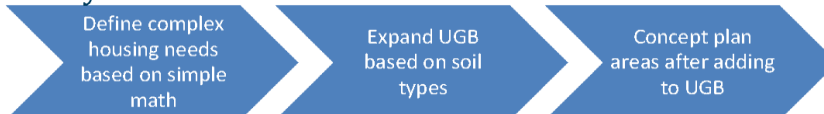
2018 urban growth management decision: engagement and process timeline

Per work program endorsed by Metro Council in February 2017

	Summer - Fall 2017	Winter 2018	Spring 2018	Summer 2018	Fall 2018
Program milestones	Clarify expectations for cities	City letters of interest due	City proposals due	Metro COO rec., followed by MPAC rec. Draft Urban Growth Report	Council decision
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

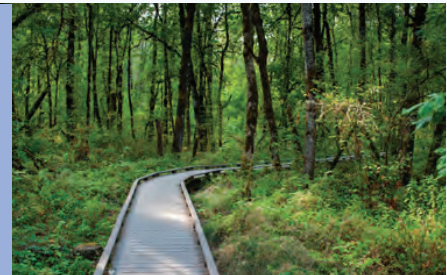
City of Beaverton

Proposal to Expand the Urban Growth Boundary to Include the

COOPER MOUNTAIN URBAN RESERVE

Prepared for Metro

May 31, 2018



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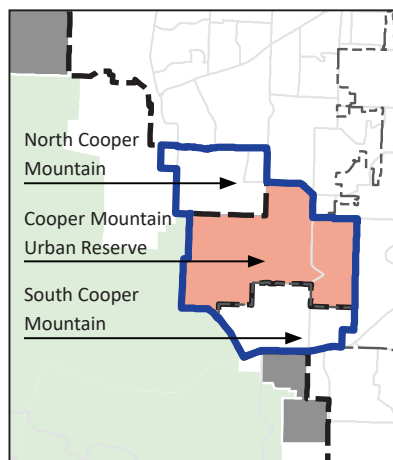
METRO REGIONAL FUNCTIONAL PLAN REQUIREMENTS

Beaverton's proposal to expand the urban growth boundary to include the Cooper Mountain Urban Reserve complies with all applicable Metro Regional Functional Plan requirements. The table below provides a list of all relevant Metro Titles, and the corresponding page number that provides evidence.

Metro Code		Page
Title 1	Housing Capacity	7, 9
Title 3	Water Quality and Flood Management	4
Title 4	Industrial and Other Employment Areas	7
Title 6	Centers, Corridors, Station Communities and Main Streets	7
Title 7	Housing Choice	9
Title 11	Planning for New Urban Areas	1, 4
Title 12	Protection of Residential Neighborhoods	12
Title 13	Nature in Neighborhoods	4
Title 14	Urban Growth Boundary	1-15

INTRODUCTION

The City of Beaverton proposes to add Cooper Mountain Urban Reserve to the urban growth boundary to welcome new community members and provide a wide variety of housing choices to households in the city. Beaverton is committed to enhancing economic opportunity, maintaining a high quality of life and promoting access to natural beauty equitably for all residents, including the full spectrum of incomes and cultural backgrounds represented in our community.



Adding Cooper Mountain Urban Reserve now makes sense because:

- The urban reserve is the “missing puzzle piece” of the South Cooper Mountain Concept Plan area. Areas already in the growth boundary are to the north, east and south.
- Beaverton’s greenfield growth area, South Cooper Mountain, is expected to be fully built out before the urban reserve is available for development.
- Housing demand is strong, as evidenced by rising housing prices and rents, and adding land now can help prevent future shortages.
- Cooper Mountain-area roads, sewer lines, water lines, trails and other infrastructure work better if the urban reserve, the “missing puzzle piece,” is filled in.

In addition, this expansion request meets or exceeds applicable criteria, including:

- **Housing needs.** Beaverton’s housing needs analysis clearly demonstrates the need for housing, including single-family homes, townhomes and apartments/condos.
- **Required concept plan.** The 2014 *South Cooper Mountain Concept Plan*, which is consistent with Metro rules, provides a comprehensive vision for the urban reserve as part of the larger Cooper Mountain area.
- **Growth inside the city.** Beaverton encourages growth in existing urban areas through projects and programs such as zone changes, development code updates, grants and providing support with urban renewal funds.
- **Affordable housing.** Beaverton creates and funds programs that support building affordable and market-rate housing; preserving existing, low-cost housing; and addressing homelessness.
- **Metro’s desired outcomes.** Beaverton prioritizes actions and investments that ensure all residents live in vibrant communities with access to jobs; safe and reliable transportation; and parks and recreational opportunities. Beaverton’s sustainability; equity and inclusion; language access; planning; and economic development efforts all support the six desired outcomes.

This document provides additional details about how Beaverton’s proposal supports regional goals and why adding the urban reserve now is important to house the region’s residents.

HOUSING

Beaverton promotes housing choices through policies, programs, and investments that respond to the needs of diverse household sizes and incomes. The [Housing Element](#) of the city's *Comprehensive Plan* includes policies that were based on Beaverton's 2015 "*Housing Strategies Report*," the city's title for the state-mandated Housing Needs Analysis (HNA) (Appendix F). The Housing Element was updated to address changing housing needs such as more people moving to downtown Beaverton; increasing racial, ethnic and cultural diversity; and the lack of affordable homes driven by the regional housing crunch.

The Housing Element responds to these changes with policies that stimulate housing in the central city, incentivize housing near transit, and encourage a mix of innovative housing types in large developments. For example, the city's development code has a section dedicated to the *South Cooper Mountain Community Plan* area. This section requires that all developments include a mix of housing types, and facilitate both renting and home ownership, so that families at a variety of household incomes can live in the same neighborhood.

With home construction about to begin in South Cooper Mountain, and multifamily buildings nearing completion downtown, city staff is observing an increase in housing production throughout the city. Even so, demand for more housing—and more housing choices—remains strong.

Housing Needs. In 2015, Beaverton completed its most recent Housing Needs Analysis, which was based on the 2035 distributed forecast released by Metro. The needs and solutions identified in this report provided the material for 2016 *Comprehensive Plan* updates. According to this report, acknowledged by the state of Oregon, Beaverton had just under 41,000 housing units. By 2035, the report concluded the city would need an additional 12,300 units, inside city limits, to meet local housing needs. This is an increase of 30 percent more than the city's 2015 housing supply. Of the new units needed:

- 47 percent are single-family detached housing.
- 20 percent are single-family attached (such as townhouses and triplexes).
- 32 percent are multifamily attached housing with five or more units.

For renter households, the need is greatest for lower income residents. For owner households, demand is high for lower income residents and higher-income residents.

Comparison of Needs and Supply. Beaverton's HNA identified the following unmet housing needs:

- Single-family detached housing inside the city limits.
- Single-family attached housing (e.g. townhomes) inside city limits.

Some additional supply was identified inside Beaverton's assumed urban service boundary (an area where the city assumed at the time it would eventually annex). However, some of that capacity (such as in North Cooper Mountain) cannot be realized without the roads and utilities that will run through the Cooper Mountain Urban Reserve once it is added to the urban growth boundary (UGB) and urban infrastructure development can occur.

Factor: Is the urban reserve adjacent to a city with an acknowledged housing needs analysis coordinated with the relevant Metro forecast?

Conclusion: Yes, Beaverton has a state-acknowledged housing needs analysis that was coordinated with the Metro regional forecast and population distribution in effect when the analysis began.

Takeaways:

- Beaverton coordinated the HNA, acknowledged by DLCD on March 23, 2016, with Metro's 2035 distributed forecast (Appendix E).
- Beaverton's HNA indicates a need for an additional 12,300 housing units, inside city limits, by 2035.
- The urban reserve could provide 3,760 units.
- Beaverton prepared a concept plan for the urban reserve that provides a mix of housing types designed to meet the needs of diverse household sizes and incomes.
- Beaverton has a track record of facilitating housing production in recently annexed areas that can help the region address future needs.

Beaverton has experience producing housing in recently annexed areas.

Within five years of annexation, nearly 2,600 homes received land use approval in South Cooper Mountain.

Projected Supply. Of the 12,300 units needed, the Cooper Mountain Urban Reserve could provide 3,760 units, nearly 31 percent of housing demand. The *South Cooper Mountain Concept Plan* estimates that this would include 2,310 units for single-family detached housing, 1,160 units for single-family attached housing, and 290 units for multifamily housing.

As seen directly to the south, housing demand in this area remains strong. Annexed in 2013, South Cooper Mountain is developing faster than expected. Within five years of annexation, nearly 2,600 homes received land use approval and 750 homes are in development review – this is 99 percent of the projected housing supply for South Cooper Mountain.

While redevelopment inside the city with denser home types is anticipated, the city is running out of land for single-family development in new, larger neighborhoods. Adding the Cooper Mountain Urban Reserve alleviates this constraint by providing much-needed land to increase housing supply.

What has changed since 2015? In short, demand has been, and likely will be, higher than our HNA anticipated, and supply is lower than expected.

When the city completed the HNA in 2015, Beaverton relied on Metro's Regional 2035 Forecast Distribution, adopted in 2012 and based on a regional forecast completed in 2009. Simply put, a lot has changed since 2015 (and even more since 2009). This includes:

Increased regional population growth. In 2016, the region experienced its greatest growth in 10 years, with nearly 45,000 people moving to the area. This influx pressures cities, already in a housing crunch, to produce more housing. At the same time, the region is still struggling to catch up after the fall in housing production during The Great Recession. Beaverton has a track record of facilitating housing production, including in recently annexed areas. Adding the urban reserve to the UGB would help the region address future housing needs.

Increased economic activity. Washington County experienced the fastest rates of post-recession job growth in the region. In 2011, there were 244,100 jobs. As of 2018, there are 288,600 jobs, an 18 percent increase. In the heart of "Silicon Forest," Beaverton is near many job centers, from high-tech companies and athletic apparel giants to small businesses and startups. Given Beaverton's proximity to job centers and transportation networks, more people are looking for a home here than expected.

Reduction in housing capacity. Additionally, a part of the urban service area assumed for Beaverton in the 2015 HNA is now designated to be part of Hillsboro. That means 1,079 housing units originally included in Beaverton's capacity to meet housing demand are now assigned to Hillsboro as part of their future housing stock.

Citywide decline in single-family housing construction. In the past five years, the Building Division approved permits for 1,144 multifamily housing units but only 316 for single-family detached homes (an 88 percent decline, likely because the city has nearly depleted its inventory of vacant land). The HNA indicated that the city needs 5,781 single-family detached homes to meet demand (47 percent of 12,300 units). Expanding the UGB to include the urban reserve would provide the land to meet this demand.

CONCEPT PLAN

The city's urban growth boundary expansion proposal is based on the *South Cooper Mountain Concept Plan*, a City Council-approved concept plan consistent with Title 11 of Metro's Urban Growth Management Functional Plan (Appendices F, G and H). The concept plan includes the urban reserve — the subject of this proposal — North Cooper Mountain and South Cooper Mountain.

At Metro's request, Beaverton led the concept planning for all three areas to consider holistically transportation, infrastructure, natural resources, and new development. Envisioned as one concept plan area, the plan works best if the urban reserve is inside the UGB. This allows roads, sewer lines, water lines, trails and natural habitats to cross boundaries and function efficiently. Expanding the UGB to include the urban reserve will then link north and south, unlocking the full development potential of the concept plan. Beaverton has been actively planning the concept plan area for five years, and is ready to take the next step. This section briefly describes the merit of the concept plan, and demonstrates that Beaverton knows how to facilitate housing production in recently annexed areas.

Housing Capacity. Beaverton's Housing Needs Analysis shows that the city needs more homes, especially single-family homes at a variety of income levels. The urban reserve would provide 3,760 units, nearly 31 percent of citywide housing demand. This includes a range of housing options so that families at a variety of household incomes can live in the same neighborhood (2,310 units for single-family detached housing, 1,160 units for single-family attached housing, and 290 units for multifamily housing (which will likely be rental housing)).

Transportation. Adding the urban reserve to the UGB helps Washington County and Beaverton upgrade rural transportation infrastructure and close gaps in the road network. Without the urban reserve, the road, bike and pedestrian networks remain constrained, especially for north-south routes. Currently underway, Washington County is leading the *Cooper Mountain Transportation Study*. The study will evaluate roadway network options to disperse traffic through the area and upgrade rural roads to arterials standards capable of safely and efficiently moving people.

Natural Resources. Beaverton will protect natural resources, including Cooper Mountain Nature Park, by only developing about 600 of the 1,200 acres in the urban reserve. In the concept plan, the land use framework identifies water quality and flood management areas (compliant with Metro Title 3), and riparian habitats I and II and upland habitats A and B (compliant with Metro Title 13). This guides development to protect these resources while allowing the residential development in the plan. In a follow-up community plan for the urban reserve, the city will consider strategies to protect natural resources, including natural resource designations, tree protection standards, hillside/slope protection standards, and the potential transfer of development rights. Many of those tools already exist in the city's current code and could be applied here.

Infrastructure. The urban reserve is the missing puzzle piece that connects North Cooper Mountain with South Cooper Mountain. Connecting all three areas

Factor: Has the area has been concept planned consistent with section 3.07.1110 of the Urban Growth Management Plan?

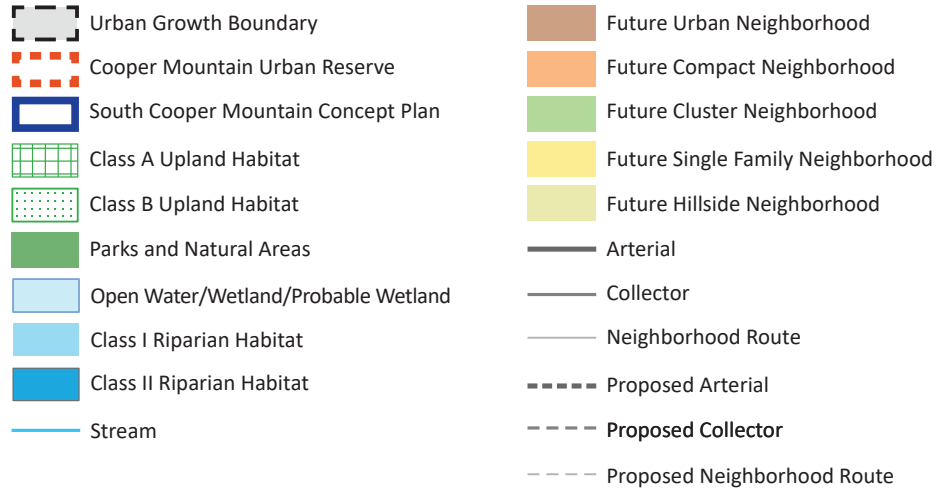
Conclusion: Yes, the South Cooper Mountain Concept Plan, adopted in December 2014 and found by Metro to be consistent with Title 11, provides a mix of housing types, transportation improvements, natural resource protections, and an infrastructure funding plan for the Cooper Mountain Urban Reserve.

Takeaways:

- Bringing the area into Beaverton will provide for needed housing and help avoid future housing shortages.
- Adding the urban reserve fills in the "missing puzzle piece" in the South Cooper Mountain Concept Plan.
- Expanding the UGB now lays early groundwork for development to occur in five or more years.
- Adding the urban reserve allows for comprehensive planning and building of needed transportation and utility infrastructure.
- Beaverton has an infrastructure funding plan that identifies anticipated revenues and project costs.
- The city has received letters of support from property owners in the urban reserve. Their combined land directly connects South Cooper Mountain with North Cooper Mountain, facilitating the installation of pipes through all three areas (Appendix D).

Concept Plan Land Use Framework

All proposed transport routes are conceptual. Washington County is conducting the Cooper Mountain Transportation Study which is evaluating three concept packages.



North Cooper Mountain

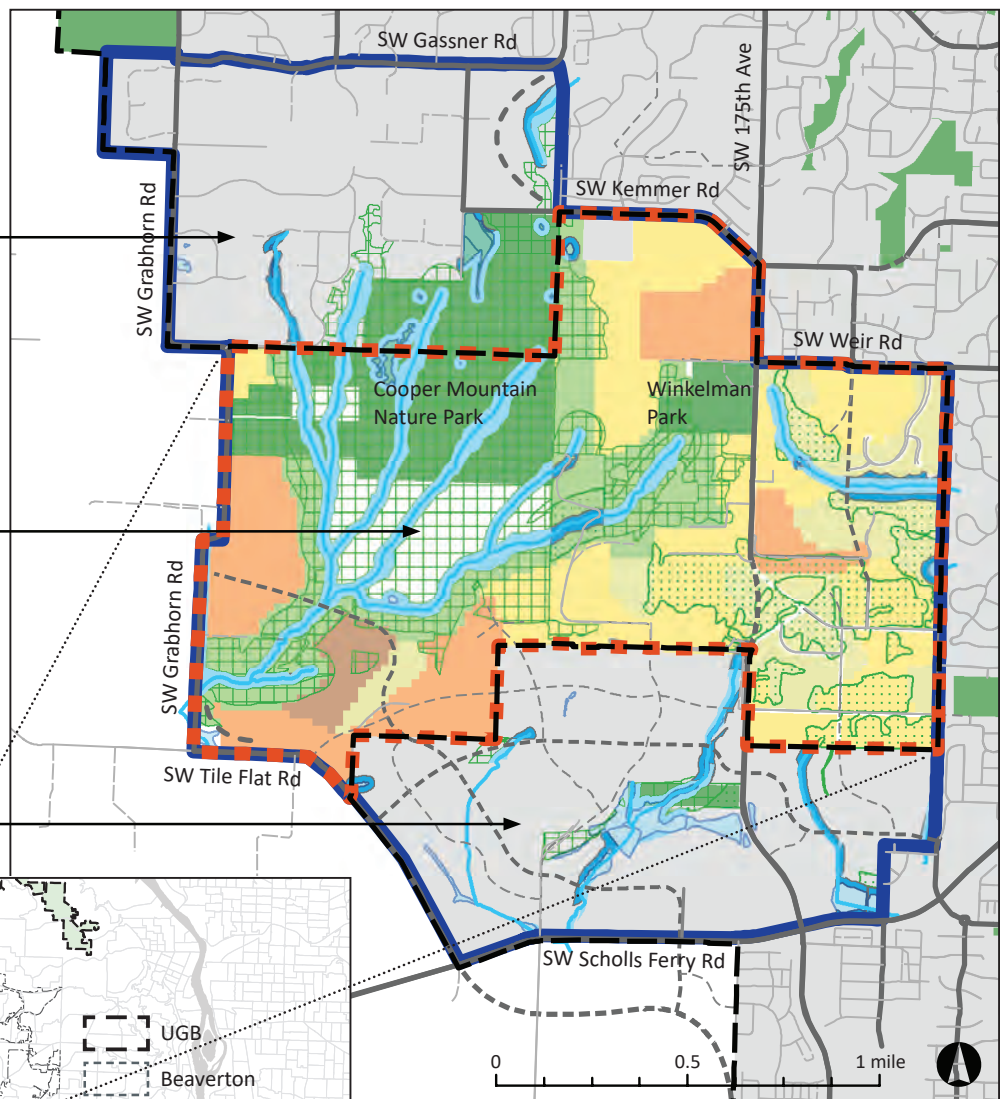
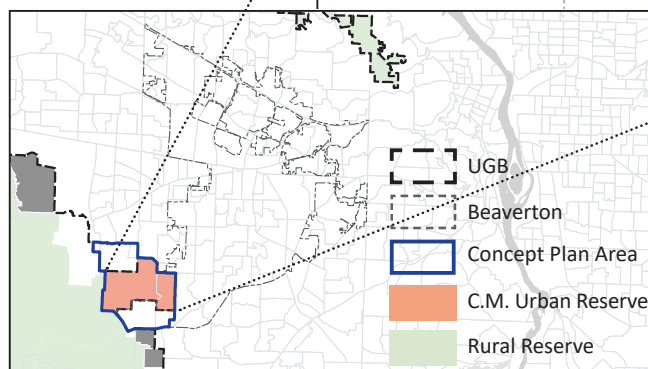
Inside the UGB, located in unincorporated Washington County

Cooper Mountain Urban Reserve

Outside the UGB, located in unincorporated Washington County

South Cooper Mountain

Inside the UGB, located in Beaverton



City of Beaverton UGB Expansion Proposal

allows pipes to run from South Cooper Mountain, through the urban reserve, and into North Cooper Mountain. This facilitates the efficient development and delivery of water, sewer, and stormwater services in the concept plan area.

North Cooper Mountain, especially, cannot be efficiently served without access to a robust utility infrastructure network. Most lots in North Cooper Mountain remain on individual septic systems. If the septic systems fail, lots in the southern two-thirds of North Cooper Mountain have no sanitary sewer connection options without provision of gravity sanitary lines through the urban reserve. Allowing it to capitalize on investments in the urban reserve not only services current homes, but also unlocks development potential for new homes (1,000 housing units according to Metro's buildable land inventory).

Funding. Beaverton worked directly with service providers to develop an *Infrastructure Funding Plan* for the concept plan area (Appendix J). The plan in 2014 estimated \$253 million in total infrastructure costs. Parks, water, and sanitary sewer infrastructure could be funded by existing SDCs and private developer contributions. A regional approach to stormwater infrastructure will depend upon collaboration among private property owners and service providers. Transportation infrastructure, accounting for \$113 million, may require a supplemental SDC to finance improvements. In addition, the city is updating its infrastructure plans, and the county is using the *Cooper Mountain Transportation Study* to plan for road upgrades in more detail and identify funding sources for that work.

Agreements with County and Special Districts. Beaverton and Washington County signed an intergovernmental agreement (IGA) providing Beaverton with the authority to annex the area, or portions of it, following addition to the UGB (Appendix I). In addition, a second agreement between both parties addresses the planning of transportation services for the expansion area (Appendix I). Beaverton also signed an IGA with Tualatin Valley Water District (TVWD), which now serves part of the urban reserve. Beaverton will eventually be the water provider for the entire urban reserve. The agreement with TVWD describes how services will transition from the district to the city. Other urban service providers provided letters of support that express their commitments to serve the area (Appendix I). Although they are not "urban service" providers as defined in state law, the Beaverton School District and Hillsboro School District participated in the creation of the concept plan, which includes a schools framework.

Experience Producing Housing in Urban Reserves. Beaverton can facilitate housing production in recently annexed areas – the proof is in South Cooper Mountain. The city adopted the *South Cooper Mountain Community Plan* in 2014, expecting that the plan area would develop over a 20-year period. However, with the upturn in housing development activity, South Cooper Mountain is developing faster than expected. Within five years of annexation, nearly 2,600 homes received land use approval. Developers anticipate building homes starting this year. The city estimates the area will be largely built out within five years.

The urban reserve would provide 3,760 housing units, nearly 31 percent of citywide housing demand.

This includes a mix of single-family and multifamily homes so that families at a variety of household incomes can live in the same neighborhood.

EXISTING URBAN AREAS

Factor: Has the city responsible for preparing the concept plan demonstrated progress toward the actions described in section 3.07.620 (Centers, Corridors, Station Communities and Main Streets) of Metros' Urban Growth Management Functional Plan?

Conclusion: Yes, Beaverton encourages growth in existing urban areas by assessing barriers to mixed-use, transit-supportive development and identifying actions that stimulate development in centers and corridors.

Takeaways:

- Beaverton is striving to create a vibrant downtown with transit-oriented development, storefront and tenant improvement programs, street improvements, and an urban design framework that will guide future development.
- The city provides financial assistance and land acquisition for affordable and market-rate housing developments downtown that further city goals.
- Job growth keeps increasing downtown, and 6,500 jobs were added in the past 10 years within two miles of the city center.
- In the past three years, Beaverton has added 463 housing units downtown across five multifamily projects.

Beaverton's Community Vision imagines downtown as the economic, social and cultural heart of the city. To realize this vision, city staff and elected leaders prioritize actions and investments that enhance the vibrancy of downtown. This focus extends to station communities, corridors, and main streets, as they all function as centers of urban life in the city.

City staff and elected leaders rely on the *Comprehensive Plan*, *Community Vision*, and *Beaverton Urban Renewal Plan* to provide policy direction that guides actions and investments. This section highlights several projects and programs that demonstrate the city's commitment to encouraging growth in existing urban areas.

Establish a boundary for the Regional Center, Corridors, Station Communities and Main Streets.

Beaverton has established boundaries for the Metro 2040 Growth Concept design types listed above. They are reflected in the *Comprehensive Plan's* Land Use Element (See Appendix C for land use and zoning maps compliant with Metro Titles 1, 4 and 6). The Land Use Element was updated in 2017 to further strengthen the connection between land use and transportation planning.

Perform an assessment of the Regional Center, Corridors, Station Communities and Main Streets.

Beaverton's Civic Plan serves as an implementation tool to achieve the *Beaverton Community Vision*. Based on community input and technical analysis, the plan presents three strategies — Central City, Land Use & Transportation, and Housing — that assess physical conditions, market conditions, and regulatory barriers to mixed-use and transit-oriented development (TOD). It then identifies actions the city can take to revitalize downtown, grow the economy, ensure diversity of housing stock and expand transportation options.

Adopt a plan of actions and investments to enhance the Regional Center, Corridors, Station Communities and Main Streets.

Prioritizing transit-oriented development. To create a dynamic urban center, the Beaverton Urban Redevelopment Agency (BURA) provides financial assistance for property and business owners to encourage redevelopment downtown. For example, BURA is investing in the transit-oriented subdistrict Beaverton Central, a collection of projects at the former Westgate theater property and The Round. Taking advantage of Metro TOD funding and the nearby Beaverton Central MAX station, the projects within the 12-acre area will further the city's mission to create an exciting downtown — increasing the number of people living, working, and visiting the city's central core. Recent and ongoing projects include:

- **Mixed-use buildings.** The Rise Central consists of two mixed-use buildings with 230 units, including 15 affordable units. Within a one-minute walk of the Beaverton Central light rail stop, the Rise Central, will be completed by winter 2018/2019.
- **Business class hotel.** The Hyatt House Hotel, a 120-room hotel and restaurant within 500 feet of the Beaverton Central Max, will be completed in early 2020.

City of Beaverton UGB Expansion Proposal

- **Beaverton Center for the Arts (BCA).** The BCA consultant team completed the preliminary design for a new 550-seat professional theater for dance, live music, and arts education. The team plans to submit land use applications in June 2018.
- **BG's Food Cartel.** The city provided a matching grant to the developer for BG's Food Cartel, a collection of 31 food carts developed on a vacant property across from City Hall that opened in February 2018.

Designing downtown. In 2017, Beaverton kicked off the Downtown Design Project. By spring 2018, the project will provide:

- **An urban design framework** for a vibrant downtown by defining districts and gateways, outlining building design and placement, highlighting opportunities for gathering areas, and identifying connections for pedestrians and bicyclists.
- **Updated development rules** to ensure the urban design framework can become a reality, removing barriers to mixed-use development.

Increasing housing density. In the past three years, Beaverton has added 463 housing units downtown across five multifamily projects. Through the Vertical Housing Development Zone (VHDZ) program, the city plans to add even more. The city's VHDZ program offers a partial tax exemption to eligible projects within designated areas to encourage higher density, mixed-use residential development near transit. As of May 2018, the city has designated three VHDZs but may add two more in the coming year.

Investing in building improvements. To attract new businesses and private investment, the city offers Storefront Improvement and Tenant Improvement grants. The Storefront Improvement Program helps revitalize the facades of buildings downtown. The Tenant Improvement program helps restaurants redesign interiors to be more inviting. As of May 2018, the city has completed 11 storefront improvement projects and 7 tenant improvement projects. The city is working on 25 additional projects in 2018.

Creating restaurant row. The city is actively recruiting restaurants to set up shop within downtown's burgeoning restaurant row. The newest addition is Ex Novo Brewing, a craft brewery with a restaurant and tap room, that will occupy the historic Cady Building within blocks of MAX and WES rail lines.

Enhancing connectivity. The city is completing construction on the Beaverton Creek shared-use path, a 10-foot wide path for pedestrians and cyclists that will connect the Beaverton Transit Center with the Beaverton Central MAX station (expected completion: summer 2018).

Strengthening culturally diverse neighborhoods. The *Allen Boulevard District Plan*, in progress, will identify goals and prioritize actions to help achieve desired outcomes for this culturally diverse district, home to a significant number of low-income households, immigrants and refugees.

Connecting town centers. If Metro approves the city's proposal to expand the urban reserve, Beaverton will advance Metro's 2040 Growth Concept because the urban reserve could connect two town centers – Aloha and Murray Scholls – and two major corridors – SW Tualatin Valley Highway and SW Scholls Ferry Road.

**Many communities
of color live near
Allen Boulevard.**

**That is why
Beaverton is
working with
Spanish, Arabic,
Korean, and
Chinese community
liaisons to talk
with residents and
business owners for
the Allen Boulevard
District Plan.**

AFFORDABLE HOUSING

Factor: Has the City of Beaverton implemented best practices for preserving and increasing the supply and diversity of affordable housing in its existing urban areas?

Conclusion: Yes, Beaverton creates and funds programs that support building affordable and market rate housing, preserve low-cost market rate housing, and address homelessness.

Takeaways:

- City Council's top 10 priorities for 2018 include five housing initiatives.
- Beaverton provides financial assistance and helps acquire land for housing projects that meet the needs of households making 0-80 percent AMI.
- Beaverton's development code facilitates a diverse supply of affordable housing types.
- The city is creating a best practices toolkit to preserve low-cost market rate housing (not subsidized).
- Beaverton is meeting with affordable housing developers and nonprofits to discuss strategies for integrating affordable housing into the community planning process for the urban reserve.

Beaverton's City Council identified housing as the most important issue of 2018 – 5 of 10 Council priorities address the regional housing crisis. Council relies on policies in the city's *Comprehensive Plan*, *Civic Plan*, and *Community Vision* to guide staff in addressing housing issues. In 2016, the city updated the policies in the Housing Element of the *Comprehensive Plan*. To implement these policies, Council adopted the *Beaverton Housing Five Year Action Plan* in 2017. Updated annually, the Action Plan pairs specific actions with forecasted budgets, addressing a spectrum of housing needs from emergency shelter to executive-level housing, with an emphasis on affordable housing. This section briefly discusses the highlights of that plan. More can be read about these initiatives in Appendix B.

Homelessness. The Mayor convened an internal Blue Ribbon Committee in 2016 to identify homeless issues affecting Beaverton. Recommendations to staff included opening a severe weather shelter (now serving 450 people/year), providing financial assistance to Beaverton Family Promise Shelter (Beaverton's first family shelter), and keeping people in their dwellings through service programs and financial assistance. In addition, the Mayor and Council allocate nearly \$200,000 per year to social services that prioritize homelessness prevention.

Affordable Housing. Beaverton understands that in addition to providing shelter and services, it is critical that it focuses resources on developing new affordable housing, preserving low-cost market rentals, and dispersing projects throughout the city. This section focuses on actions taken to preserve and increase the supply of affordable housing in existing urban areas.

Policies. The city relies on Metro Title 7 to guide strategies for integrating affordable housing in multiple neighborhoods; creating balanced housing options, at all price levels; and adopting strategies to address displacement in neighborhoods. The city pays development review and some SDC fees for affordable housing projects. Beaverton also provides tax exemptions for affordable housing projects, along with six other partners. Five projects, including 314 housing units, have saved over \$1 million in property taxes (a combined total for the city, county, and service providers). In addition, the city's development code allows:

- Reduced minimum parking requirements for households less likely to own a car.
- Density bonuses for Planned Unit Developments that include affordable housing.

Regarding Accessory Dwelling Units (ADUs), the city's regulations are close to meeting the requirements of SB 1051, and will be updated soon (the city will accept applications for ADU development consistent with SB 1051 in the interim). Beaverton is preparing to launch a study evaluating "missing middle" housing development opportunities in the coming year that will include an update of ADU rules, fulfilling the intent of Metro Title 1.

City of Beaverton UGB Expansion Proposal

Programs. Beaverton employs an affordable housing toolkit that includes land acquisition and assemblage, predevelopment assistance, gap financing, SDC relief and vertical housing development zones. For example, the city has acquired land and conveyed it to developers for new affordable housing developments at a value of \$1.2 million for 98 units. Funding for these actions comes from Community Development Block Grant (CDBG) funds, Beaverton Urban Redevelopment Agency (BURA) funds, and the city's General Fund (GF).

Recent affordable housing development successes include The Barcelona (47 units affordable), Bridge Meadows (32 of 37 units affordable), and Rise Central (15 of 230 units affordable).

Recent affordable housing ownership successes include funding low-income housing rehabilitation, including 40 units for Habitat for Humanity, and a financial commitment to Proud Ground (\$380,000 in the past several years for seven homes). Proud Ground relies on a shared equity housing trust that provides homes to first-time homebuyers between 30-80 percent Area Median Income (AMI).

The city's affordable housing tax-exempt program reached a milestone of \$1 million in leveraged subsidies in 2017.

Housing for families making 0-30% AMI.

The Barcelona is a 47-unit affordable housing complex downtown, giving priority to low-income households. The City of Beaverton expended \$409,000 in General Fund dollars to purchase the site.



Intergenerational living. Bridge Meadows provides affordable housing at 30-80% AMI for adoptive families of foster youth and older adults (32 of 37 units). The project benefited from a \$30,000 predevelopment grant, a \$200,000 loan, and an exemption from all property taxes.



Market rate with affordable housing.

The Rise Central consists of two mixed-use buildings with 230 units, including 15 affordable units. Within a one-minute walk of the Beaverton Central light rail stop, Rise Central, a Metro TOD award recipient, will be completed by winter 2018/2019.



Beaverton's Affordable Housing Preservation and Development Study outlines programs and funding mechanisms for preserving and increasing the supply of affordable housing.

Outreach. In 2017, Beaverton kicked off a five-part Housing Talks series attended by the Mayor, City Council, developers, affordable housing nonprofits, and city staff. The series seeks to create a common knowledge base regarding housing issues that will assist the Mayor and Council as they continue to confront the housing crisis and make policy decisions regarding housing development, tenant protections, and the city's role in housing. The city also talked with community members who are experiencing housing affordability issues and compiled their stories in [Voices of Beaverton](#).

Best Practices Research. Funded by a \$100,000 Metro Equitable Housing Grant, the city is finalizing recommendations for the *Beaverton Affordable Housing Preservation and Development Study*. The outcome is a set of recommendations for programs and funding mechanisms that help maintain the existing supply of income-restricted and low-cost market rate (LCMR) family housing and support the development of new affordable or mixed-income multifamily housing. As of January 2018, Beaverton has 17,270 total multifamily housing units: 805 are regulated, 448 are senior-specific, and nearly 16,000 are unregulated units without funding restrictions. The recommendations below apply to existing multifamily housing, as well as future projects:

- Use potential funding sources such as city funding sources (general fund revenue, tax increment financing revenue, and a potential construction excise tax) and partner funding sources (proposed countywide local option levy and proposed Metro general obligation bond) to invest in the provision of and preservation of affordable housing.
- Consider a housing preservation and development fund, an updated city land acquisition strategy, a citywide multifamily tax exemption, full or partial SDC exemptions, development code amendments, a community land trust, and a Real Estate Investment Trust with a mission to preserve LCMR housing and stabilize rents.

Market Rate Housing. The city is currently focusing development efforts on mixed-use projects downtown and in South Cooper Mountain. A recent project downtown includes LaScala, a mixed-use building with 44 market rate residential units, co-located with The Barcelona, a 47-unit affordable housing complex. In South Cooper Mountain, projects are still in the permitting phase. However, early plans indicate a mix of single-family detached, single-family attached, and multifamily housing that would respond to the needs of families at a variety of household incomes.

Next Steps. Beaverton has many affordable housing options, regulated and low-cost market rate, for families making up to 80 percent AMI. These homes are located throughout the city (in six of eight neighborhoods), and usually located near transit to reduce transportation costs. The city is committed to working with affordable housing partners to find opportunities for affordable housing in the urban reserve, keeping in mind that the targeted population, in the short term, may need to be people with automobiles because of the lack of transit and services in the area. The city also will consider prioritizing affordable housing as part of the community planning process that would follow UGB expansion.

METRO OUTCOMES

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

Beaverton envisions the urban reserve as a model of sustainable development — walkable neighborhoods linked by parks, trails and schools. The concept plan illustrates site-specific design strategies that privilege natural resource protections, accommodate public infrastructure, and connect to safe transportation routes. These guiding principles shape the vision of the urban reserve because it is what people expect when they live in Beaverton.

Known for great schools, scenic parks, and cultural diversity, the city relies on Metro Title 12 to provide guidance on creating livable neighborhoods. For example, the city updated the *Comprehensive Plan* to encourage higher intensity development near MAX and WES stations, creating mixed-use communities that co-locate housing, jobs, services and transit. The city plans to study, as part of a follow-up community plan for the urban reserve, whether small commercial nodes can be provided so people who live in the urban reserve have goods and services readily available.

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

In collaboration with industry partners and local governments, Beaverton fuels economic growth by leveraging regional strengths to attract local investments. For example, the Economic Development team recruits and supports industries that provide jobs at a range of salaries, from family-wage to executive. These industries tap into subregional business clusters such as electrical equipment, scientific and medical instruments, food processing companies, software and information services, and sporting equipment and apparel. Beaverton also provides CDBG grants to area nonprofits that provide job training skills for residents of Beaverton.

Factor: Has the City of Beaverton taken actions to advance Metro's six desired outcomes set forth in Chapter One of the Regional Framework Plan?

Conclusion: Yes, Beaverton prioritizes actions and investments that ensure all residents live in vibrant communities with access to jobs, safe and reliable transportation, parks and recreational opportunities.

Takeaways:

- Beaverton encourages development and land use patterns that support a variety of transportation options.
- Beaverton will plan the urban reserve to advance Metro's outcomes by providing walkable, mixed-use communities near jobs, parks, and multimodal transportation options.
- The *DEI Plan* emphasizes racial/ethnic diversity, and eliminating barriers that exist for communities of color, immigrants and refugees.

Sexton Mountain. A walkable, livable neighborhood known for strong community involvement, the Sexton Mountain Neighborhood Association Committee partners with the local elementary school on several projects, such as the Safe Routes to School Program.



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

In February 2018, Beaverton released the *Active Transportation Plan* (ATP) to make the city a better place for people traveling by bicycle, on foot, by wheelchair, or accessing public transit. The ATP identifies solutions that aim to fill gaps in the networks among neighborhoods. Beaverton has already included priorities in the *City's Capital Improvement Plan*, including five pedestrian projects and five neighborhood bikeway projects. Beaverton also has extensive plans for all modes, including automobiles and freight, in its *Transportation System Plan*. In addition, the city works closely with Washington County to enhance the transportation system, including major arterials in Beaverton. Already underway, Beaverton is providing input on the county-led *Cooper Mountain Transportation Study*, which is currently evaluating three concept plans for transportation in the urban reserve area.

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

Beaverton encourages energy conservation and efficiency by participating in national programs that reduce building energy usage and providing incentives to community members. In 2017, Beaverton achieved the highest designation of SolSmart Gold, a national initiative which recognizes cities that streamline solar development processes. Beaverton also participates in the Better Buildings Challenge which aims to make buildings 20 percent more energy efficient by 2020. A leading contributor is the Beaverton School District, nationally recognized for efficiently operating 5 million square feet of building space in 51 schools.

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

Beaverton protects the water supply by aligning the *Beaverton Code*, *Development Code*, and the city's *Storm Drainage System Facility Plan* to implement measures that prevent flooding, minimize erosion at construction sites, and enforce grading standards that help prevent landslides and degradation of streams. The city relies on cooperation with regional partners to meet these standards and comply with Metro Titles 3 and 13. In addition,



The Round. A transit-oriented development at the Beaverton Central MAX station, The Round is a mix of office space, retail shops, local restaurants, and luxury condominiums with light rail in the center of the plaza.

the city maintains healthy ecosystems by protecting significant natural resources, offering incentives for sustainable development, and providing access to parks. Adding the urban reserve will further advance this outcome.

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

To advance the city's equity work, Beaverton's volunteer Diversity Advisory Board (DAB) created a [Diversity, Equity, and Inclusion \(DEI\) Plan](#), adopted by the City Council in 2015 (Appendix A). Organized by eight key areas, the plan focuses on eliminating barriers for communities of color. For each key area, the city tracks outcomes and releases a progress report every two years.

Beaverton was also the first local jurisdiction to commit to *Leading With Race: Research Justice in Washington County*, a report on communities of color to be released in June 2018. The study reveals outcomes and indicators for communities of color in Beaverton. With this data, the city can develop policies that address inequities for communities of color at a granular level.

Using data from the *DEI Plan* and *Leading with Race*, the city can evaluate whether housing, transportation, job and park outcomes are worse for communities of color, and if so, what can Beaverton do to address these issues.

In Beaverton, communities of color generally live in neighborhoods near public transit and within ½ mile of parks. However, housing and job outcomes are worse for communities of color.

- **Housing.** More than half of Latino, Native American, Asian, Chinese, Filipino, Native Hawaiian and Pacific Islanders, and Middle Eastern and North African communities in Central and East Beaverton spend more than 30 percent of their income on housing. In addition to supporting affordable housing projects, Beaverton provides rental assistance, offers mediation services for rental disputes, and administers CDBG grants that support affordable homeownership and home repairs for communities of color in low-income areas.
- **Jobs.** All communities of color in Central and East Beaverton, except for Slavic households, have lower median household income than the White community. Beaverton provides CDBG grants, annually, to nonprofits providing technical assistance to people of color to increase household income via self-employment. The city also partners with Unite Oregon in hosting the BOLD program, a leadership development and civic engagement training for emerging immigrant and refugee leaders and leaders of color in Beaverton.

Planning projects also strive to include multicultural engagement that reaches people who traditionally are underrepresented in planning efforts. For example, the city hired Community Engagement Liaisons (CELs) to conduct outreach for a project involving the Allen Boulevard District, home to a significant number of low-income households, immigrants, and refugees. Spanish, Arabic, Korean, and Chinese CELs are meeting people in their homes, restaurants, and schools to determine what improvements they want to see in their neighborhood. Having recently completed engagement, the city will soon develop goals, potential actions and an implementation plan for the future of this district.

Beaverton's Diversity, Equity, and Inclusion Plan places a special emphasis on racial and ethnic diversity, and eliminating the barriers that exist for communities of color, immigrants and refugees in our community.

CONCLUSION

Like many other cities in the region, Beaverton is finding it difficult to meet community housing needs. The city knows that adding the urban reserve will not alleviate the current crunch in housing. The land will not be ready to build for a number of years – it takes significant time to create the policy framework and to plan and finance the infrastructure. That said, adding the urban reserve now provides the foundation for development to occur in five or more years.

Beaverton has shown, in South Cooper Mountain, that the city has the capability of working with the development community to build new neighborhoods in an urban growth expansion area. Along the way, the city has learned many lessons, including coordinating infrastructure service provisions, updating the development code to reflect the unique aspects of large greenfield developments, and building relationships with property owners and the development community. In addition, the city has also hired additional development review staff in anticipation of housing projects in the pipeline. Development in the Cooper Mountain Urban Reserve will benefit from these lessons learned, ensuring an even smoother process.

In conclusion, Beaverton is asking Metro to add the urban reserve to the UGB because the city needs more land for housing. The expansion will not only increase housing supply but also connect the urban reserve with South Cooper Mountain and North Cooper Mountain, making a reality of the vision established in the South Cooper Mountain Concept Plan.

Future Neighborhoods.

Beaverton will create livable, walkable communities in the in the Cooper Mountain Urban Reserve that complement existing neighborhoods and commercial areas so the area is a part of greater Beaverton.



Proposal for Expansion Of The Urban Growth Boundary To Include the Advance Urban Reserve

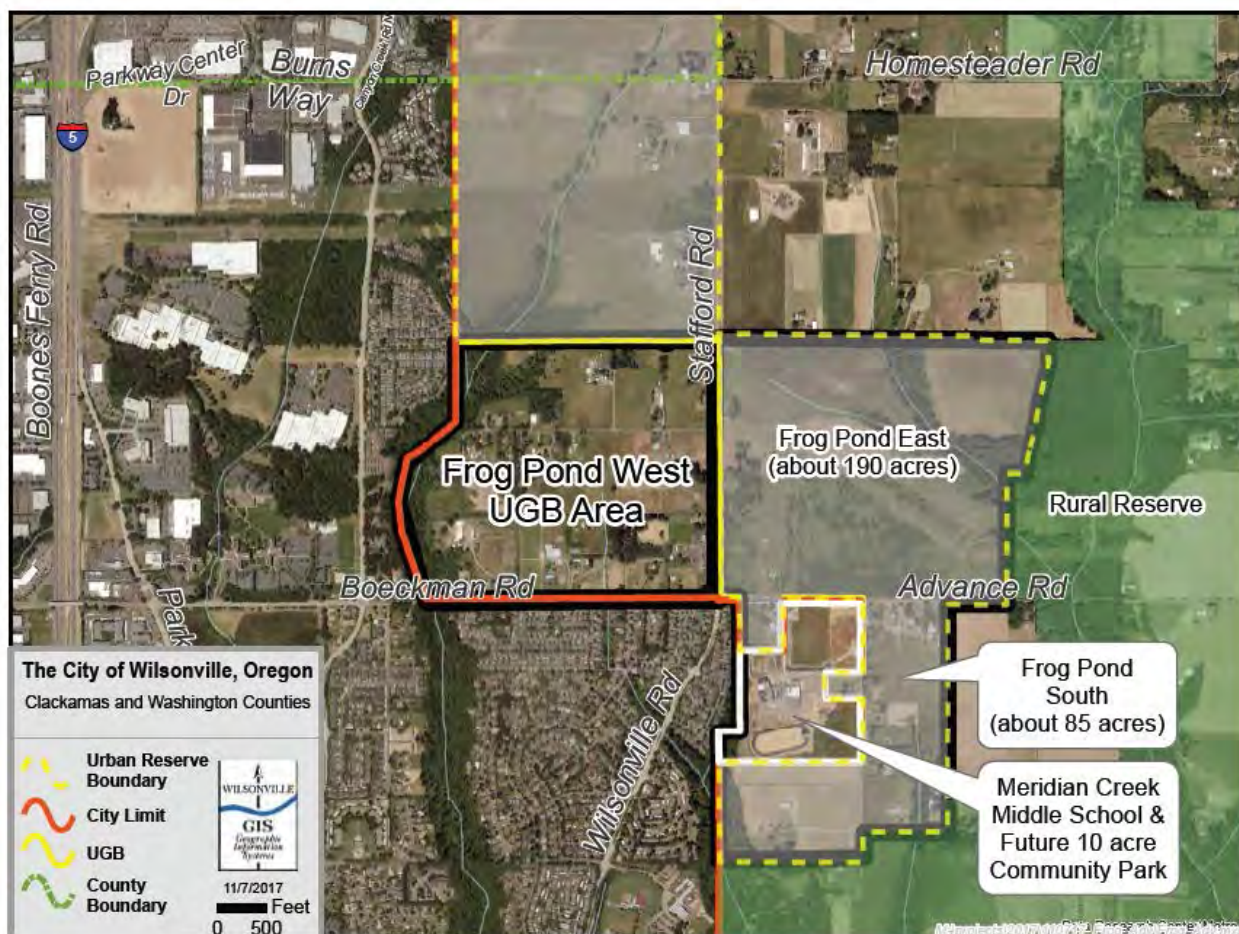


FROG POND AREA PLAN
Creating a great community

PROPOSAL SUMMARY AND OVERVIEW

The City of Wilsonville requests that the Metro Council add the Advance Urban Reserve Area (comprised of Frog Pond East and South Neighborhoods) to the regional Urban Growth Boundary (UGB) during the 2018 growth management decision (See Appendix B, Resolution 2685 Authorizing Submittal). This proposal is part of the UGB expansion process permitted under Title 14 of Metro's Urban Growth Management Functional Plan (UGMFP). The subject area includes 275 acres in east Wilsonville, as illustrated in Figure 1. It is part of the adopted 2015 Frog Pond Area Plan, where the vision is to create two new, walkable neighborhoods in Frog Pond East and South (see Appendix A and Appendix D). It is immediately adjacent to Frog Pond West, which was added to the UGB in 2002. Frog Pond West is also guided by the Frog Pond Area Plan, and is expected to begin construction in the summer of 2018. The proposed expansion area wraps around a 40-acre school/park site, which was added to the UGB as a Major Amendment in 2013, and is the home to the newly built Meridian Creek Middle School.

Figure 1: Proposed Advance Urban Reserve (Frog Pond East and South) UGB Expansion Area





Summary of Reasons Supporting the Proposal

The Advance Urban Reserve Area (Area):

- **Has a high degree of development readiness** – The Area has been fully concept planned, which provides a plan for a variety of housing, a potential neighborhood center, parks and open space, connected streets and trails, and utilities. The City has a detailed infrastructure funding plan that is adopted and being implemented for Frog Pond West. The infrastructure that will serve Frog Pond West has been sized and located to also serve the proposed Urban Reserve Area. Meridian Creek Middle School, and associated improvements to Advance Road, have been constructed, further laying the groundwork for implementation of the Area Plan.
- **Fulfills Wilsonville’s need for housing, consistent with the adopted Statewide Planning Goal 10 Housing Needs Analysis** – The two future neighborhoods (the Frog Pond East and South Neighborhoods) have been planned with a strategy to gradually increase housing choice and densities as each neighborhood is implemented. The housing types and densities are consistent with the 2014 Wilsonville Residential Land Study, which is the City’s adopted and state-acknowledged Housing Needs Analysis.
- **Supports continued implementation of Region 2040 in Wilsonville** – The Frog Pond Area is one of multiple initiatives and accomplishments by the City that implement the Region 2040 Growth Concept and Urban Growth Management Functional Plan. Others include: the Wilsonville Town Center Plan, including Village at Main Street; Villebois; Old Town neighborhood; Coffee Creek Industrial Area; Basalt Creek Concept Plan; and the Basalt Creek Transportation Refinement Plan.

COMPLIANCE WITH METRO FACTORS

Factor 1: Housing Needs Analysis

“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 May 19, 2014, the Wilsonville City Council adopted the Wilsonville Residential Land Study as an amendment to, and a sub-element of, the Wilsonville Comprehensive Plan.¹ The study serves as Wilsonville’s Housing Needs Analysis (HNA) and complies with Statewide Planning Goal 10, which governs planning for housing and residential development. Goal 10 requires the City to plan for residential development to meet the identified housing needs within an urban growth boundary at particular price ranges and rent levels. The Oregon Department of Land Conservation and Development (DLCD) acknowledges the HNA as compliant with Goal 10 (See Appendix G).

The HNA provides information that informs future planning efforts and policies to address Wilsonville’s housing needs over the next 20 years (2014-2034). The analysis was coordinated with Metro’s regional growth forecast and population distribution. The HNA concluded that Wilsonville’s Comprehensive Plan and Development Code complies with state requirements regarding housing mix and alignment with incomes, but the City does not have enough total capacity to accommodate forecasted growth in the low capacity scenario. The HNA’s buildable land inventory included Villebois and Frog Pond West (both areas are in the UGB), but it did not include the Advance Urban Reserve Area.

Using historic rates of household and population growth for the City, the HNA concluded that Wilsonville would run out of buildable land for housing needs before 2030. Wilsonville has historically grown faster than Metro’s

¹ Available at <https://www.ci.wilsonville.or.us/335/2014-Residential-Land-Study>



growth forecasts and recent housing development patterns in Wilsonville suggest that this trend is likely to continue. In that case, the City will experience a shortage of residential land supply by 2025. The HNA recommends adding the Advance Urban Reserve Area to the UGB and planning for additional housing in Town Center to meet the forecasted need. These areas are necessary to accommodate more housing in the 2014-2034 period.

Given these conclusions, the HNA recommends the City develop a monitoring program to understand how fast land is developing and inform future growth management decisions. The City has published an Annual Housing Report since 2014 to track trends related to population, issued permits, land consumption, and dedications. The 2017 Housing Report and previous reports (2014-2016) are available in Appendix I.

At the time of the HNA, Metro's 2035 forecast, which was adopted by the Metro Council in 2012 with Metro Ordinance No. 12-1292A projected that Wilsonville would grow by 3,749 dwelling units over the 2014 to 2034 period, resulting in a 1.8% average annual growth rate. Between 2014 and 2017, the monitoring reported that Wilsonville's population grew by 2.7% per year on average and housing stock by 2.3% per year on average. This holds steady with the 10-year historic growth rates as documented in the HNA and subsequent annual housing reports. Between 2014 and 2017, Wilsonville issued 1,143 housing permits, 30% of the City's forecasted housing growth of 3,749 dwelling units for the 2014 to 2034 period. During the same 4-year period, Wilsonville approved development on 19% (92/477 acres) of its buildable land inventory for residential development. The average residential density of the permitted dwelling units in Wilsonville was 15 units per acre in 2017. These metrics demonstrate Wilsonville's proven track record of efficient and smart growth management.

Wilsonville's housing construction activity also shows that the City continues to provide a mix of housing types and densities, consistent with the State's requirements for density and housing mix. Oregon's Metropolitan Housing Rule (OAR 660-007) requires Wilsonville to "provide the opportunity for at least 50% of new residential units to be attached single-family housing or multiple family housing" and to "provide for an overall density of 8 or more dwelling units per net buildable acre."

In Villebois alone, there is a broad range of housing types, including duplexes, triplexes, four-plexes, attached and detached row homes, carriage homes, apartments, condominiums, and small to large lot single-family homes with market rate, subsidized, and supportive housing opportunities – all with access to a Village Center, extensive and interconnected parks system, safe routes to schools, and public transit. The variety of housing types being planned for and built in Wilsonville address the needs of varying household sizes and incomes. This city-wide approach is customized to local conditions, such as surrounding land uses and access to services. The Wilsonville Town Center is the perfect location for more multifamily and mixed-use residential developments. The Frog Pond Neighborhoods, including the proposed expansion Area, are ideal to provide a variety of single-family attached and detached housing options in walkable neighborhoods, serving current and future residents.

At the time of the HNA, Wilsonville's had a housing mix of 57% multifamily and 43% single-family (attached and detached), and there was an identified need for the City to provide more single-family housing opportunities to meet local growth and demand needs. In 2017, the City's supply was 52% multifamily and 48% single-family.

The HNA recommends bringing the Advance Urban Reserve Area into the UGB and planning for additional housing in Town Center to accommodate the forecasted housing need between 2014-2034. The City is in the process of developing the Wilsonville Town Center Plan, which will be adopted later this year. As the City plans more multifamily infill opportunities in Town Center, Wilsonville will need the Advance Urban Reserve Area to continue to provide attached and detached single-family housing opportunities. Located at the edge of the city, where Urban Reserves meet Rural Reserves, the Frog Pond Area can provide more "Missing Middle" housing



choices, maintain a balance between single-family and multifamily housing development in the City, and offer different housing choices at varying price points to meet the various needs in the community.

Overall, Wilsonville has demonstrated its ability to address rapid growth, need for additional land, and commitment to provide a mix of housing types and densities. Villebois is approaching full build-out, and the City has already received two development applications for Frog Pond West. Adding Frog Pond East and South into the UGB, coupled with adopting a new Town Center Plan, will be critical for Wilsonville to continue to provide a diverse mix of housing and range of density to meet the state requirement to provide enough land to accommodate forecasted housing needs for the next 20 years.

Factor 2. Concept Planning and Master Plan Implementation

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

The Frog Pond Area Plan and Frog Pond West Master Plan

The Frog Pond Area Plan (Area Plan) was adopted by the Wilsonville City Council on November 16, 2015 (See Appendix C, Resolution No. 2553). Subtitled “A Concept Plan for Three New Neighborhoods in East Wilsonville,” the Area Plan is the long range concept plan for the Frog Pond planning area. It provides a vision and set of “framework plans” for the entire 495-acre Frog Pond planning area, which includes 220 acres of land within the regional Urban Growth Boundary (UGB) and 275 acres of land in the adjacent Advance Urban Reserve (the subject of this proposal). The framework plans address land use, multi-modal transportation (streets, pedestrian ways, and bicycle ways), open space and natural resources, community design, and infrastructure. Please see Appendix A for Area Plan graphics of the adopted plans and concepts. The adopted Frog Pond Area Plan can be found as Appendix D.

Following the successful adoption of the Area Plan, the City continued the planning process to prepare the Frog Pond West Master Plan for the area within the UGB. The Master Plan provides a detailed blueprint for the development of the 180-acre area Frog Pond West neighborhood. It includes detailed zoning (the new “Residential Neighborhood” Zone), design guidelines, Comprehensive Plan map designations, and policies. It includes design and development guidance, such as a local street network demonstration plan, street cross-sections, trail alignments, park locations, natural resource area protection, and recommendations for public lighting, street trees, gateways, and signage. The adoption package also includes a detailed Infrastructure Funding Plan that was closely coordinated with the development community. The Infrastructure Funding Plan estimates the funding gap for key street, water, and park facilities, and recommends a supplemental infrastructure fee to fill the gap (currently being implemented by the City).

The Master Plan was adopted by the City Council on July 17, 2017 (Ordinance No. 806). The City received its first two land use applications for development in Frog Pond West less than one year since adoption of the Master Plan, and, based on many inquiries and pre-application conferences underway, the City expects more. The City intends to prepare similar Master Plans and implementation strategies when the Frog Pond East and South Neighborhoods are added to the UGB.

As part of the adoption of the Frog Pond Area Plan, the City Council adopted findings of compliance with Title 11 of Metro’s Urban Growth Management Functional Plan. The findings address Title 11’s Section 3.07.1110, *Planning for Areas Designated Urban Reserves*, which are the concept planning requirements. While Metro Code Section 3.07.1110 is strictly applicable to the Urban Reserve portion of the Frog Pond Area Plan, the findings provide additional information for the Frog Pond UGB area because the area was planned as a whole. The findings are 16 pages in length and attached in their entirety as Appendix E. For a key to the Title 11 findings, see Appendix L. Key findings and conclusions include:



- a. The City took the lead for concept planning and formed a Technical Advisory Committee, which resulted in coordination with a variety of agencies, including Clackamas County, Metro, ODOT, West Linn-Wilsonville School District, BPA and Tualatin Valley Fire and Rescue (See Appendix F, Letters of Support from the Service Districts). Many community members participated through the project's Task Force meetings, open houses, online surveys, website, and extensive public outreach (See Appendix H, Letters of Support from Property Owners and Homebuilders).
- b. A mix of residential types were planned through the land use designations summarized in the following table. Residential uses are integrated with two schools (Meridian Creek Middle School and a future primary school), four parks, trails, a walkable neighborhood commercial center, and public utilities sized to serve the entire area.

Table 1: Housing Capacity and Density by Neighborhood

	Residential Designation	West Neighborhood Units	East Neighborhood Units	South Neighborhood Units	Frog Pond Total Units	East+ South Units	Average Lot Size (SF)	Max Units/ ac net
West Neighborhood Designations	LLSF (8,000 – 12,000 SF)	124	-	-	124	-	10,000	4.4
	MLSF (6,000 – 8,000 SF)	281	-	-	281	-	7,000	6.2
	SLSF (4,000 – 6,000 SF)	205	-	-	205	-	5,000	8.7
East & South Neighborhood Designations	Future LLSF (7,000 – 9,000 SF)	-	120	28	148	148	8,000	5.4
	Future MLSF (5,000 – 7,000 SF)	-	125	162	287	287	6,000	7.3
	Future SLSF (3,000 – 5,000 SF)	-	123	286	409	409	4,000	10.9
	Future ACSF (2,000 – 3,000 SF)	-	481	-	481	481	2,500	17.4
Total Units		610	849	476	1,935	1,325		
Overall net density		6.3	10.8	8.8	8.4	10.01		

- c. Transportation analysis was prepared for the initial project alternatives and on the final plan. This work included evaluation of the Wilsonville Road and Elligsen Road interchanges with I-5 (shown to operate within standards when the area is built out). Findings of consistency with the Transportation Planning Rule were prepared. The connected street plan is supported by a complementary network of pedestrian and bicycle connections. The City coordinated with the School District on Safe Routes to School as part of the recent opening of the Meridian Creek Middle School, located in the South Neighborhood. The City will do the same as part of planning for the future primary school in the West Neighborhood.
- d. The following strategies were used to provide a range of housing of different types, tenure and prices addressing the housing needs in the area.



- The overarching concept is to plan three walkable neighborhoods, referred to as the West, East and South Neighborhoods.
 - The West Neighborhood Plan focuses on detached housing on a variety of lot sizes in the existing UGB to fulfill the near-term need for single-family detached housing identified in the HNA. This focus is also in response to the many voices in the Area Plan process, who advocated for single-family housing in the Area Plan. Prior to adoption of the Area Plan, the City's Comprehensive Plan provided for 57% multifamily and 43% single-family housing, the highest multifamily percentage in the Portland region's suburban areas. This led the City and many community members to seek a ratio closer to 50% of each type, which will be accomplished through the implementation of the Area Plan.
 - In the East Neighborhood (in the Advance Urban Reserve), the strategy is to plan for higher densities and more housing variety, including attached housing. This will provide the opportunity for a variety of housing choices that are aligned with the trends and needs identified in the market analysis. The East Neighborhood will allow for townhomes, cottage lots, small lot residential, and duplexes, as well as medium (5000-7000 square feet) and large lot (7000-9000 square feet) residential adjacent to the rural reserve areas.
 - The location of the attached and cottage single-family housing designation in the Urban Reserve Area follows a "transect" model, with highest residential densities located closest to transportation infrastructure, retail uses, school facilities, and community open space.
 - There are four residential designations, allowing a total of eight different housing types and lot sizes, in the East Neighborhood, with an overall average density of 10.8 dwelling units per net acre.
 - In the South Neighborhood, the planned densities are between those estimated in the other two neighborhoods. This will provide for housing types needed by the community, while allowing for a transition to lower urban densities adjacent to the rural reserve. Within the South Neighborhood, there are three residential designations provided, with an overall average density of 8.8 dwellings per net acre.
 - Within all three neighborhoods, the Area Plan anticipates promoting variety and affordability through the City's Planned Development Residential (PDR) review process, guided by the Residential Neighborhood Zone uses and standards. This structure allows flexibility in housing types and allows lot size averaging, density transfer from natural resource areas, and accessory dwelling units.
- e. A small walkable retail node in the Urban Reserve Area will provide some employment opportunities (approximately 75-95 jobs), but is not expected to significantly impact the overall economy of the City of Wilsonville. According to the School District, the new schools are expected to employ approximately 85-100 staff.
- f. The proposed parks, natural areas, and public open spaces are linked together on the Park and Open Space Framework (See Appendix A). They include: Boeckman Creek; a future linear park adjacent to Boeckman Creek located where the Boeckman Creek Trail (a local and regional trail) will meet the western edge of the West Neighborhood; a second future neighborhood park in the West Neighborhood; the tributary to Willow Creek; private tree groves in the West Neighborhood; a future primary school in the West Neighborhood; the Frog Pond Grange; a future neighborhood park in the East neighborhood; the open space within the BPA power line corridor; the tributaries of Newland Creek located at the east end of the Frog Pond Area; the planned 10-acre Community Park and sports fields in the South Neighborhood; the completed middle school in the South Neighborhood; and the Willow Creek open space adjacent to the South Neighborhood. These greenspaces join into an open space



system where nature is just a short walk from every home, regional trails and greenspaces are readily accessible, and connections are made to Wilsonville High School, the Town Center, employment areas and other local destinations.

Factor 3: Demonstrated Progress in Existing Urban Areas

“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 City has, and continues to, take action and make investments in the Wilsonville Town Center and other commercial and social centers in the community. Wilsonville incorporated as a city in 1968, and just five years later adopted the Wilsonville City Center Plan. The area served by that plan became the basis for the 2040 Town Center boundary designation. Over the next forty years, private development and public-private partnerships helped build infrastructure and realize the suburban village approach to development (with a mix of housing and commercial uses lining a loop road with a park/lake in the center) as recommended by the plan. Since then, the City has changed significantly, as has the community’s vision and planning approach for Town Center. While Village at Main is not within the Town Center Plan study area boundary, its location directly adjacent to the south makes it a key development to complement the City’s central commercial district. By the late 1990s, much of the Village at Main Street planned development was completed, adding over 500 new residential units, both multi and single-family, as well as over 100,000 square feet of commercial space along the south side of Wilsonville Road within walking distance of Town Center.

Starting in 2012, the area north of the Town Center began to re-develop with new residential opportunities, bringing even more residents within walking distance of the Town Center. Almost 60 acres were re-developed into more than 850 homes, including the Terrene Apartments, Portera at the Grove (a 55 + community), Jory Trail apartments, the Grove single-family north subdivision, and the Brenchley Estates single-family subdivision.

The City has also invested significantly within Town Center. SMART provides critical transit service to Town Center and important connections to the SMART/WES transit center/commuter rail station. Key public services such as City Hall, the police station, and the Community Center, which provides important programming for seniors, are all located in Town Center. In 2005, Town Center Park was completed – a popular hub of community gatherings and activities, including Rotary concerts, Fun in the Park, and Art in the Park events. The water feature in Town Center Park is a favorite destination for families during warm summer months, and the park is home to the Korean War Memorial, developed by the Oregon Trail Chapter of the Korean War Veterans Association, dedicated on September 30, 2000.

After three decades of development and a lot of change, the City recognized the need for a new vision for the Wilsonville Town Center (as designated on Metro’s 2040 Growth Concept Map, 3.07.620B). In 2014, City Council adopted Wilsonville’s Urban Renewal Strategy and the Tourism Development Strategy, both of which identified a Town Center Redevelopment Plan as a priority action item. This happened on the heels of adopting the HNA, which recommended that the Town Center and Advance Urban Reserve are needed to accommodate forecasted housing needs for the next 20 years. The City secured funding in 2015 for the project, kicked off the Wilsonville Town Center Planning effort in October 2016, and will adopt a Town Center Plan with implementing land use regulations later this year.

The Plan will implement a new vision for Town Center established by the community: *“Town Center is a vibrant, walkable destination that inspires people to come together and socialize, shop, live, and work. Town Center is the heart of Wilsonville. It is home to active parks, civic spaces, and amenities that provide year-round, compelling experiences. Wilsonville residents and visitors come to Town Center for shopping, dining, culture, and entertainment.”* The Plan will reflect the Community’s Design Concept for the Town Center, with increased



density and mixed uses designed to be more pedestrian-friendly and transit-supportive (consistent with and exceeding activity levels outlined in Title 6, 3.07.640). The concept includes multi-story buildings adjacent to I-5, a “Main Street” through the heart of Town Center and adjacent to Town Center Park, and a mix of 2-3 story buildings adjacent to the existing residential neighborhoods.

The desired outcomes, as well as the actions and investments laid out in the Plan, are consistent with those outlined in Title 6 of the UGMFP. The Wilsonville Town Center Planning project is assessing physical and market conditions, and regulations in the City’s Comprehensive Plan and Development Code (3.07.620C). This information will inform how the community’s vision for a vibrant, walkable, mixed-use Town Center can be realized. Using this information, the Town Center Plan will outline actions and investments for: removing regulatory barriers, making public investments, setting up incentives for development, reducing vehicle trips, and managing parking (3.07.620D). Upon adoption of the Plan, the City will also adopt relevant revisions to the Comprehensive Plan and Development Code to begin implementation and immediately set the framework for the new vision. A representative from Metro is involved with both the Technical Partners team and the project’s Task Force and has been very supportive of the project’s work. The City will be requesting a compliance letter during adoption of the plan (3.07.620E).

While the Wilsonville Town Center is the only officially designated center on the Metro 2040 Growth Concept Map, the City of Wilsonville has other commercial and neighborhood centers (i.e. Argyle Square, Village at Main Street, Villebois Village Center, Old Town Square) which are essential to serving neighborhoods in Wilsonville and creating complete communities. The Wilsonville Old Town Square development demonstrates the City’s partnership with ODOT and the private sector to solve a transportation level of service problem at the interchange, which in turn removed a barrier to the development of this center for the community. The result: a greatly improved transportation facility (for all modes) and a successful mixed-use center with pedestrian-oriented design, as highlighted in Metro’s Community Investment Toolkit: Innovative Design and Development Code.

Villebois is another great example of a mixed-use, pedestrian-friendly and transit-supportive community. The Village Center is a focal point for community gathering, with denser development around the Piazza with commercial uses such as a tap room, convenience store, day care and coffee cart. A strong sense of place results from the mix of uses, public spaces, detailed building architecture and urban design. The interconnected parks, multi-modal street system, and SMART service make this a truly walkable community. Villebois is of an adequate scale (500 acres/2600 rooftops) to successfully implement, in a complete community, the principles and performance measures of the centers and corridors described in the Urban Growth Management Functional Plan.

Factor 4: Best Practices for Affordable Housing

“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. ”

Housing Affordability in Wilsonville as a Whole

Providing diverse and affordable housing in Wilsonville has been a long-standing priority for City Council. The City of Wilsonville is committed to providing a wide range of housing types, sizes, and densities at prices and rent levels, as outlined in Comprehensive Plan Policy 4.1.4.



Policy 4.1.4: The City of Wilsonville shall provide opportunities for a wide range of housing types, sizes, and densities at prices and rent levels to accommodate people who are employed in Wilsonville.

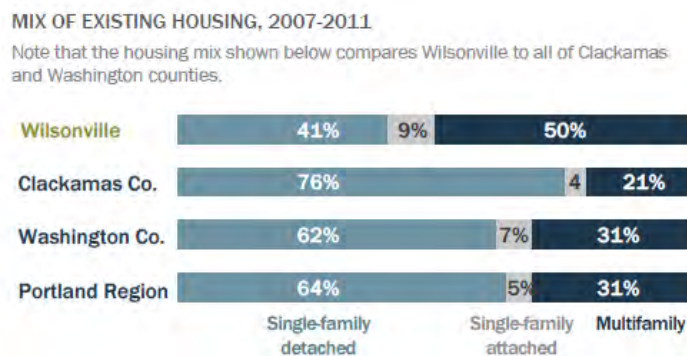
The City has taken steps and made investments to preserve and increase the supply and diversity of affordable housing within the City, as described below.

Regulated Affordable Housing. According to the 2015 Metro Regional Inventory of Regulated Affordable Housing², Wilsonville has 544 regulated affordable housing units among 14 different sites. These units amount to roughly 14% of the regulated units within Clackamas County (Wilsonville makes up only about 6% of the county's population). 100% of these units are within 1/4 mile of bus service and within 1/2 mile of a park.

Housing Mix and Multifamily Inventory. Wilsonville's longstanding contribution to the region's multifamily inventory was a key component of concept planning for the Frog Pond Neighborhoods. As noted in the City's Residential Land Study³:

- More than 50% of households in Wilsonville rent. The city has a higher percentage of renters than other cities in the region.
- Wilsonville has a higher proportion of multifamily and single-family attached housing types than the regional average (see Figure 2).

Figure 2: Mix of Existing Housing, Wilsonville Residential Land Study



Equitable Housing Strategic Plan. Wilsonville received a Metro Community Planning and Development Grant in 2016 for its Equitable Housing Strategic Plan. This Plan will assess affordability of the housing market and city demographics to help determine gaps between housing needs and supply. The goal is to adopt and implement programs and policies to address any gap(s) found by the Equitable Housing Strategic Plan. Due to the sudden passing of the project manager last summer, this project was put on hold for one year and is anticipated to be pursued later in 2018.

Property Tax Exemption. Each year, property tax exemptions are requested for properties located within the city limits that offer subsidized rent to families, seniors, and individuals meeting certain income requirements set forth by the federal government. The requirement is 60% of the estimated state median income. On December 15, 2003, Council approved the first resolution to allow property tax exemption status for low-income

² Available at <https://www.oregonmetro.gov/regional-inventory-regulated-affordable-housing>

³ Available at <https://www.ci.wilsonville.or.us/335/2014-Residential-Land-Study>



housing. This property tax exemption benefits five multifamily properties with a total of 366 dwelling units, and together is assessed at over \$24 million in value. In 2018, this exemption resulted in an estimated \$601,308 in rental savings for tenants. The total amount of foregone property tax to the city is in excess of \$71,500 per year (the remainder of the rental savings is due to similar exemptions from other taxing jurisdictions, such as the West Linn/Wilsonville School District).

Accessory Dwelling Unit (ADU) SDC Waiver. In 2010, the Wilsonville City Council elected to waive all SDC's associated with ADU's. This policy intends to encourage the creation of this affordable housing type in the City.

Mobile Home Park Closure Ordinance. In 2007, Wilsonville passed this Ordinance which requires reimbursement of homeowners who are subject to displacement as part of the closure of a mobile home park. The Ordinance included \$750,000 seeded in a compensation fund for former residents of the mobile home park. Additionally, the City (in partnership with NW Housing Alternatives) constructed Creekside Woods, a development with 84 senior units, many which are provided for low income residents, in response to needed housing after the City's largest mobile home park closed. This project demonstrates the City's ability and efforts to provide affordable housing to vulnerable populations.

Mental health housing in Villebois. There are 73 units of Community Housing for the mentally ill integrated into the fabric of the Villebois community on the West side of the City. These units were a statutorily mandated condition on the sale of the former Dammasch State Hospital site, on which the urban village of Villebois was built. These homes are dispersed and incorporated seamlessly into the neighborhood, providing essential housing opportunities in a truly inclusive and diverse residential neighborhood. The City's SMART public transit service receives funding from Clackamas County to provide transit services for residents living in the Villebois Community Housing.

Providing Housing Options. Through planning efforts in Wilsonville Town Center, the City plans to provide additional multifamily and higher-density housing within the core of the City, where housing is currently limited. In areas of the City adjacent to Rural Reserves, on the other hand, the City is planning for a mix of single-family, cottage, duplexes, and attached housing types. Taken together, the City is arranging for a wide variety of new housing, and multiple housing options at a variety of given price points.

Housing affordability within Frog Pond East and South

Housing affordability was a significant part of the discussion when planning for Frog Pond East and South. Several key points are summarized below.

- Lowering Per-Unit Infrastructure Costs.** Land, home construction, and infrastructure costs all play a role in housing affordability. As part of the evaluation of options for the housing element of the Frog Pond Area Plan, two analyses (See Appendix J, Land Development Financial Analysis and the Infrastructure Funding Strategy, Leyland Consulting Group) were prepared to address housing affordability, development feasibility, and how to pay for infrastructure. What followed was a community discussion aimed at balancing the needed infrastructure to create livable neighborhoods with the burden of passing these costs onto future homeowners. The Planning Commission and City Council approved the plan for Frog Pond East and South to provide a greater number of housing units compared to Frog Pond West, to distribute costs and enjoy the associated amenities. The strategic objective was to increase housing variety and improve affordability as new phases of the Frog Pond Area develop. Additionally, the City has pursued a substantial amendment to the Year 2000 Urban Renewal District to pay for the rebuilding of the Boeckman Road "dip" just west of the project area. The preliminary cost estimates for the new bridge structure ranges from \$12 - 14 million. The adopted average density of the Frog Pond



West neighborhood (within the UGB) was 6.3 units per net acre. Frog Pond East and South are planned at 10.8 and 8.8 units per net acre respectively.

- **A Variety of Housing Types.** An important part of the housing affordability picture is "Missing Middle" housing, which includes a variety of small lot attached single-family and low-rise multifamily housing types. The East Neighborhood Demonstration Plan, included in the Frog Pond Area Plan, shows an example layout of the neighborhood that would meet density targets primarily through small-lot homes, duplexes, townhomes, and cottage developments (Appendix A).
- **Walkable and Bikeable Amenities.** Transportation costs are a significant economic burden on those with low-incomes. The Frog Pond East and South neighborhoods are planned as highly connected and multi-modal parts of the City, allowing for access to the neighborhoods' many amenities by bike, on foot, or via SMART transit. Front doors face vibrant green streets with safe bicycle and pedestrian facilities, a planned commercial center provides locally-serving commercial businesses, and active green spaces abound within these neighborhoods. Frog Pond East and South are also an easy bicycle or transit ride to major employers in the City (see response to Factor 2), as well as Wilsonville High School and the new schools in the Frog Pond Area.
- **Transit Availability.** Frog Pond East and South were planned to include SMART transit service, allowing future residents a greater range of transportation options. Transit access may reduce reliance on automobile ownership and related transportation-related costs for residents able to commute to Wilsonville employers and other amenities within the City.
- **Equitable Housing Strategic Plan items.** Additional specific actions and strategic recommendations will come from the Equitable Housing Strategic Plan to further promote affordable housing in the Frog Pond Neighborhoods.

Factor 5: Advancing Outcomes set forth in Metro's Regional Framework Plan

"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. "

Responses to each of the six outcomes set forth in Chapter One of the Regional Framework Plan are included below. Within each response, the narrative is broken out into two sections: "Wilsonville as a Whole" addresses policies or investments citywide; and, "The Frog Pond Area" addresses the concept plan for the expansion area itself and how the proposed expansion advances each outcome.

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

Wilsonville as a Whole. As seen on the Metro 2040 Growth Concept Map, the City of Wilsonville contains a diverse mixture of neighborhoods, employment land, a town center, a corridor, regional open space, and a station community. Wilsonville has supported and approved projects that span the range of land uses and Functional Plan growth strategies. A few examples of results include:

- **Neighborhoods:** Villebois (award-winning new urban community); Canyon Creek Meadows (award-winning walkable subdivision with single-family detached, single-family attached and cottage lots blended together), several new multifamily projects (now 52% of all housing in Wilsonville is multifamily); and thousands of residents located in and within walking distance to Town Center (an active, mixed-use commercial and residential area).
- **Employment:** With approximately 1/3 of the city zoned for industrial/employment, Wilsonville is home to over 800 businesses that employ 21,000 citizens. High tech companies such as Mentor Graphics, Rockwell Collins, FLIR Systems and DW Fritz call Wilsonville home.



- **Town Center:** Wilsonville's Old Town area has had successful pedestrian-oriented commercial development under the City's Old Town Design Overlay. With the help of a Metro Community Planning and Development Grant, the City is currently leading a community planning process for the Wilsonville Town Center, which will establish a new vision and plan for the Town Center area with performance measures consistent with the six desired outcomes.
- **Regional and local open space:** Regional open space at the 250-acre Graham Oaks Nature Park (a partnership between the City and Metro) on the City's west edge and the 100-acre Memorial Park to the east provide examples of large scale parks and open spaces where environmental restoration of Willamette Valley habitat types is taking place. The City has over 15 active parks totaling more than 256 acres providing complete recreational opportunities and experiences, whether it be active sports fields or quiet, contemplative natural areas with trails.
- **HEAL City:** The City of Wilsonville is one of the first in Oregon to become a HEAL city. HEAL stands for Healthy Eating, Active Living. The HEAL Cities Campaign promotes policies that lead to equitable health outcomes and support the overall well-being of all families and businesses, especially those in neighborhoods with the greatest health disparities. One successful example of this program includes the healthy snack check out aisle at the Safeway grocery store in Town Center where only healthy natural snacks are available as opposed to candy and junk food.

Frog Pond Area. The Frog Pond Neighborhoods continue this tradition of planning in the City and are planned as a vibrant and walkable area that is integrated with the rest of the City. The Frog Pond East and South Neighborhoods are designed around easy access to parks and trails, Meridian Creek Middle School and the future primary school, a future community park, and a proposed neighborhood-serving commercial area at the corner of SW Advance Road and SW Stafford Road. These neighborhoods are near (about one mile to) Wilsonville's Eastside high-tech employment centers (Mentor Graphics, Xerox, Rockwell Collins, FLIR), and Wilsonville High School. The Wilsonville Town Center is only about 1.5 miles away - a quick bike ride. Frog Pond residents will also be able to access Town Center via the future Boeckman Creek Trail. The neighborhoods are planned so that SMART transit will circulate through and connect them to the above-referenced destinations.

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

Wilsonville as a Whole. Wilsonville contributes a strong employment base to the region's economy. Major employers include the Xerox Corporation, Mentor Graphics, Sysco, Rockwell Collins and Precision Interconnect, among others. The City is currently planning for additional employment lands in the Coffee Creek and Basalt Creek areas, with a high level of coordination with Tualatin, Washington County and others. The City has established an urban renewal district to support the successful implementation of the Coffee Creek area through construction of catalytic infrastructure and transportation improvements. The strong, local economy provides a tax base for the City to provide SMART transit options free to all throughout the City, as well as needed infrastructure improvements.

Frog Pond Area. Wilsonville has a very strong economy and recognizes the opportunity to support it by adding more housing choices and capacity in Frog Pond and other areas of the City. As part of the land planning for Frog Pond, the City adopted an innovative Infrastructure Funding Plan for Frog Pond West to add certainty to implementation. This approach will also be utilized for Frog Pond East and South when these Urban Reserve areas are added to the UGB. Additionally, the City committed to providing the major infrastructure that is needed but beyond the ability of developers to cover, including the Boeckman Creek sewer interceptor, Memorial Park sanitary sewer pump station and Boeckman Road "dip" bridge replacement. Adding land for housing and certainty for necessary infrastructure ultimately leads to homes built within proximity to Wilsonville's job centers and increases the potential to both live and work in Wilsonville.



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

Wilsonville as a Whole. The Wilsonville Transportation System Plan (TSP) lays out a coordinated multi-modal transportation system that is strategically designed and collaboratively built. Wilsonville's transportation system provides mode and route choices to deliver safe and convenient local accessibility to ensure that the City retains its high levels of quality of life and economic health. The City of Wilsonville is the southern terminus of the Westside Express Service (WES) commuter rail, and is served by South Metro Area Regional Transit (SMART), which provide residents, employees, and visitors additional transportation choices and offers free service within the City as well as connections to Portland and Salem.

The City was recently re-designated as a *Bronze Walk Friendly Community* for the second time and was granted the *Voice of the People Award for Mobility* from the International City/County Management Association (ICMA) for accessibility of a community by motorized and non-motorized modes of transportation (e.g., ease of travel, traffic flow, ease of walking, availability of paths and walking trails). The City recently completed a Bicycle and Pedestrian Connectivity Action Plan that highlights numerous connectivity projects and ongoing programs that the City offers. Recently completed multi-modal street projects include the Canyon Creek Road extension to Town Center and the Kinsman Road extension from Boeckman Road to Barber Street which is a freight corridor. Tooze Road on the north side of Villebois is currently under reconstruction. Engineering design is underway for a new road connecting 5th Street in Old Town to Kinsman Road, providing a much needed parallel route to Wilsonville Road. The City received a Metro RRFA grant for design and acquisition and is in the planning stages for a new bicycle and pedestrian bridge over I-5 that will connect the Town Center to west Wilsonville/Villebois/WES in addition to planning the type, size and location of the French Prairie Bicycle Pedestrian Emergency Services Bridge over the Willamette River.

The Frog Pond Area Plan. The vision and strategy for the Frog Pond Area is to create three distinct neighborhoods that are connected to each other and to the rest of Wilsonville through a transportation network that is safe and convenient, whether one is traveling by foot, bike, SMART, or personal automobile. The Plan's Transportation Framework (See Appendix A) emphasizes high quality pedestrian routes to planned school and park sites in the South Neighborhood, as well as the numerous other park and trail amenities in the Frog Pond Area. The West Linn-Wilsonville School District's Safe Routes to School program has been part of the planning process for the Frog Pond Area and will build upon the Transportation Framework by providing additional detail and site-specific recommendations. The City of Wilsonville is making significant investments in multi-modal transportation, including an improved Boeckman Bridge that connects the Frog Pond Area to the rest of the city, improves pedestrian connectivity, and fixes vertical curve safety issues with the existing bridge and roadway.

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

Wilsonville as a Whole. The City of Wilsonville is the southern terminus of the Westside Express Service (WES) commuter rail, and is served by South Metro Area Regional Transit (SMART) with a hub at SMART Central. These transit solutions help reduce transportation-related greenhouse emissions by providing alternatives to the personal automobile. SMART is a leader in the region for integrating alternative fuel vehicles into its service routes, capitalizing on federal grants to purchase and incorporate these buses into its fleet. Currently, SMART operates a fleet of four CNG vehicles, going to 10 by 2020 in addition to expecting their first two fully electric vehicles by March of 2019, with another to follow in late 2020. Also, SMART currently operates two hybrid electric vehicles.

SMART also provides regional services to Canby, Salem, and Portland to facilitate public transit for employees who live outside of the City, and works with local businesses to promote ride sharing and carpooling opportunities for the employees through the SMART Options Commuter Program. SMART further participates



in the statewide program, Drive Less Connect, which is an online tool that matches individuals with people traveling the same way for work or other activities.

The City requires protection of Statewide Planning Goal 5 significant natural resources, Metro UGMFP Title's 3 and 13 natural areas, riparian areas and upland tree groves through its Significant Resource Overlay Zone (SROZ), as well as significant individual trees into the fabric of new development at the project level. The City also requires planting of diverse street trees for all new developments within Wilsonville. In 2017 and 2018, the City undertook an inventory of all its street trees and provided data of the street tree benefits to the City, including a total stored carbon dioxide benefit of almost 50 million pounds and an annual sequestered carbon dioxide benefit of almost 4 million pounds.

The City of Wilsonville has created a robust bicycle and pedestrian network for a suburban community that gives residents choices to walk, ride or take transit reducing carbon emissions. The City also participates in PGE's Clean Wind program to utilize renewable energy sources, and the Environmental Protection Agency's Green Power Community program. Additionally, Wilsonville is home to several leaders in clean and green technology, such as Energy Storage Systems (ESS) and XZERES wind turbines, as well as Oregon Tech, which provides training and education for such jobs through its Renewable Energy Engineering Degree Program.

Frog Pond Area. The housing planned for the Frog Pond East and South Neighborhoods addresses residential demand that may otherwise occur in areas outside the UGB, either in rural residential areas or in communities such as Sherwood, Newberg, Canby, and Woodburn. During the Frog Pond Area Plan, there was extensive citizen comment about the need to increase local housing supply and choices. Residential growth within the City of Wilsonville will help support economic growth as noted in the response to outcome 2, leading to more housing near Wilsonville's major employment centers and potentially allowing for more local commutes. Additionally, the focus on walkability and bikeability, local retail and transit access for the planned Frog Pond neighborhoods will allow trips to and from school and services without relying solely on automobile travel.

Consistent with the City's requirements for street trees with new development, the Frog Pond East and South neighborhood developments will also be required to plant street trees, further bolstering the environmental benefits of the City's street tree inventory. Additionally, significant individual specimens and groves of native trees, particularly Oregon white oak, will be retained and natural resource areas such as the Boeckman Creek canyon will be enhanced and restored over time as part of the project.

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

Wilsonville as a Whole. The City has been a leader in natural resource protection since the adoption of its first Comprehensive Plan where Primary Open Space protected all of the City's riparian corridors and significant upland resources. The City again led the region with adoption of a comprehensive set of policies that addressed Statewide Planning Goal 5 significant natural resources (including upland wildlife habitat), Metro's Title 3 water quality areas, and a response to the federal listing of endangered salmonids in the upper Willamette River. This comprehensive program, the Significant Resource Overlay Zone (SROZ), was adopted in 2001 and was later found to be in substantial compliance with the requirements of Metro's Title 13 Nature in Neighborhoods. The City also heavily engages in restoration activities with Friends of Trees and has been designated a Tree City USA for 20 consecutive years. Recently, outreach and community engagement with the Northwest Center for Alternatives to Pesticides (NCAP) led to a Bee City USA designation for the City.

Frog Pond Area. During the Frog Pond Area Plan process, the City looked closely at how to protect and enhance natural resources within the area. The three creeks that frame the planning area (Boeckman, Newland and Willow Creeks) were an important consideration in laying out the plan. The land uses and streets organization maximizes physical and visual access to these resources, while minimizing direct impact. The City of Wilsonville's



Significant Resource Overlay Zone (SROZ) will protect natural resources and implement Metro Titles 3 and 13, as well as Statewide Planning Goal 5. The City's rigorous tree protection standards will also apply, and a verdant canopy of street trees is a key component in plans for the area's roadways and walkways. Frog Pond's natural areas are connected to its three neighborhood parks and Community Park via trails and the connected street system.

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

Wilsonville as a Whole. With the adoption of the Strategic Plan to Advance Racial Equity, Diversity and Inclusion in 2016, as well as creation of the 2015 Equity Baseline Report, Metro has committed to addressing barriers experienced by people of color and improving equity outcomes for historically disadvantaged groups. As noted in the Wilsonville Residential Land Study, the Hispanic/Latino(a) population is Wilsonville's fastest growing ethnic group. The City recognizes that the implications for this are a need for larger, lower-cost renting and ownership opportunities for larger households with more children, and multigenerational households, which will be an important housing type in the city's Equitable Housing Strategic Plan. The City actively partners with Northwest Housing Alternatives, San Francisco La Tienda, and Wilsonville schools' Latino Advisory Groups to engage the City's Spanish-speaking and Latino(a) population in planning efforts. During the recent Wilsonville Town Center process, the City provided interpretative services for public meetings, provided Spanish-language materials, and hosted an Open House led in Spanish. These efforts are an example of the way the City is providing more meaningful engagement and can help identify better ways to promote cultural equity. In addition, the City conducts outreach at Wilsonville Community Sharing (a local food bank, utility assistance, prescription help, and housing support center) to reach low-income and multicultural perspectives, including a growing refugee community. As demonstrated in Outcome 4, the City is also working toward housing equity with more progress anticipated to be made as part of the Equitable Housing Strategic Plan. SMART promotes transportation equity through fare less rides, and the diverse distribution of housing types throughout the community provides access to parks and open spaces offering environmental equity. While the benefits and burdens of plans and policies are not currently being measured in a meaningful way, the City strives to improve its processes in these areas and desires to be a partner with Metro in advancing these important outcomes. The Council's commitment to equity and inclusivity is expressed in Resolution No. 2626 Declaring the City of Wilsonville a Welcoming and Inclusive City (See Appendix K).

The Frog Pond Area Plan. As noted in the response to Criteria 4, the City of Wilsonville already has a high proportion of multifamily housing and rental housing compared to other suburban cities of the region. An explicit part of planning for the Frog Pond Neighborhoods has been the addition of more single-family detached homes to the housing stock, which may be more suitable for multigenerational and Hispanic/Latino(a) households in the future. Additionally, new schools, parks, and other amenities within the Frog Pond Area will provide walkable and bikeable amenities and transportation safety improvements for residents on the east side of the City, particularly for the numerous large multifamily complexes in the vicinity.

SUMMARY

To summarize, this proposal to add 275 acres of planned and development-ready land in east Wilsonville to the UGB will help meet local and regional housing needs, add to the livability of Wilsonville, and support Metro's planning goals. Thank you for your consideration.

Materials following this page were distributed at the meeting.

FOCUS

YOUR NEXT HOME COULD BE 3D-PRINTED

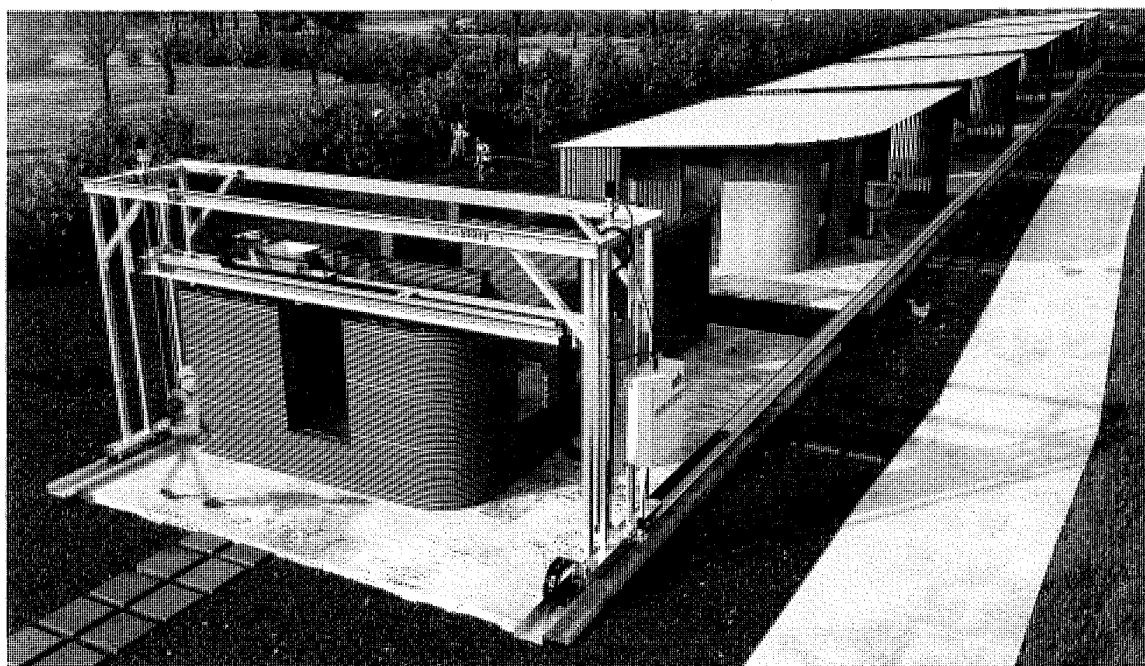
We've been using 3D printers to create everything from novel trinkets to rapid design prototypes. But what about a house? One Texas company wants to make it possible to download and print a livable structure. **By Chris Morris**

MEET ICON, THE COMPANY BEHIND THE FIRST PERMITTED 3D-PRINTED HOME IN THE U.S.

The goal: Build a house with less cost, less waste, and in less time.

The first partner: New Story, a Y Combinator-backed nonprofit working in the developing world.

The dream: Build on Mars (paging Elon Musk). Icon is investigating how to 3D-print space habitats.



TECH YOU COULD ARGUE that 3D printers haven't lived up to the hype. Delightful objets d'art with seemingly impossible structures are fun but trivial. Sure, the medical community has had success using the technology to create artificial bones. And auto-industry designers use additive manufacturing techniques to rework the shape of a fender. But the notion of a 3D printer on every person's desktop hasn't quite panned out.

Icon, a startup based in Austin, hopes to reignite imagination around 3D printing by going bigger—much bigger. With a proprietary machine it calls Vulcan, Icon can generate entire homes. It erected its first prototype, a 350-square-foot home, in Austin in March.

The interior and exterior walls of the structure are composed of a series of stacked concrete layers. Icon says the result is stronger than cinder block—and crucially, far cheaper to build than one using conventional methods. Icon says it can create a single-story dwelling in 48 hours for \$10,000 or less. A production version of Vulcan promises to more than halve the time and cost.

The company's next step is to build dozens of homes in El Salvador, but the bigger business opportunity may lie closer to home. Cofounder Jason Ballard says he hopes to regularly build homes in the U.S. within 12 months. The projected price? About \$125,000 for 1,500 square feet—less than half the national average. ■



2018 UGB Expansion Proposal for the Advance Urban Reserve

June 27, 2018 MPAC Meeting

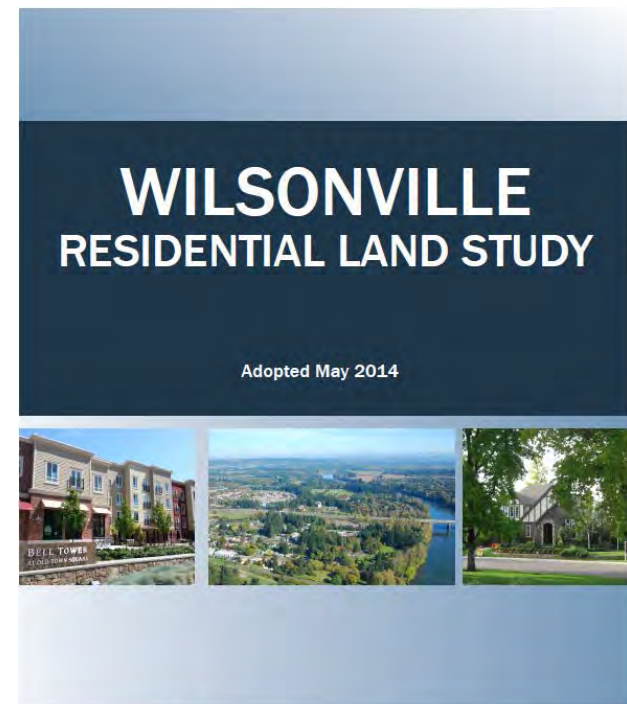




Residential Land Study



- Adopted May 2014
- Growth has been exceeding regional forecast
- Identified need for additional capacity
- Plan recommends Frog Pond, Advance UR and Town Center to meet 20-year needs
- Annual housing reports to track progress
- 57% MF 43% SF
- Difference in housing types between Town Center and Frog Pond





Frog Pond Area Plan

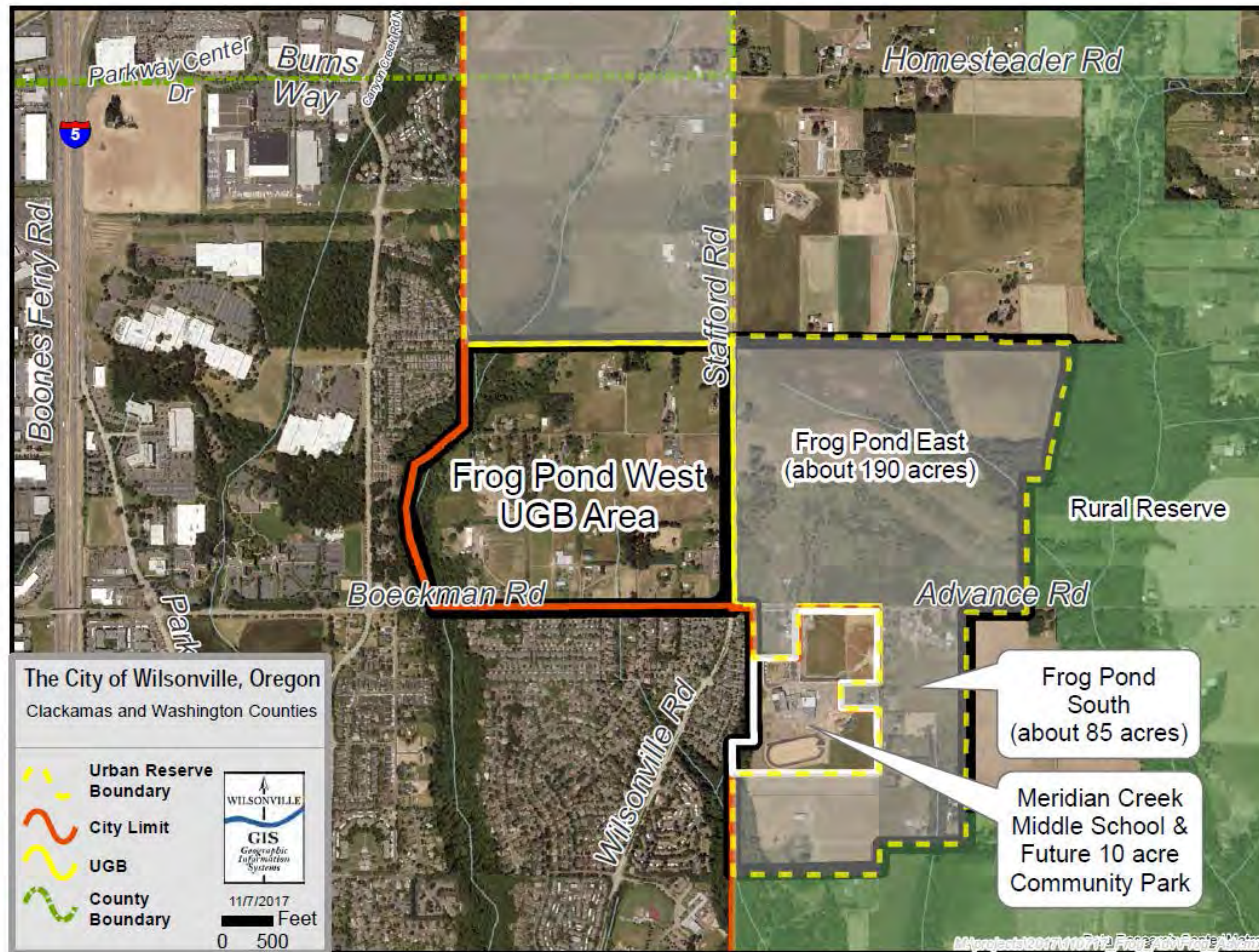


- Three Neighborhoods
- About 500 acres – 275 acres in Urban Reserve
- Established broad land uses, transportation, infrastructure, open space frameworks



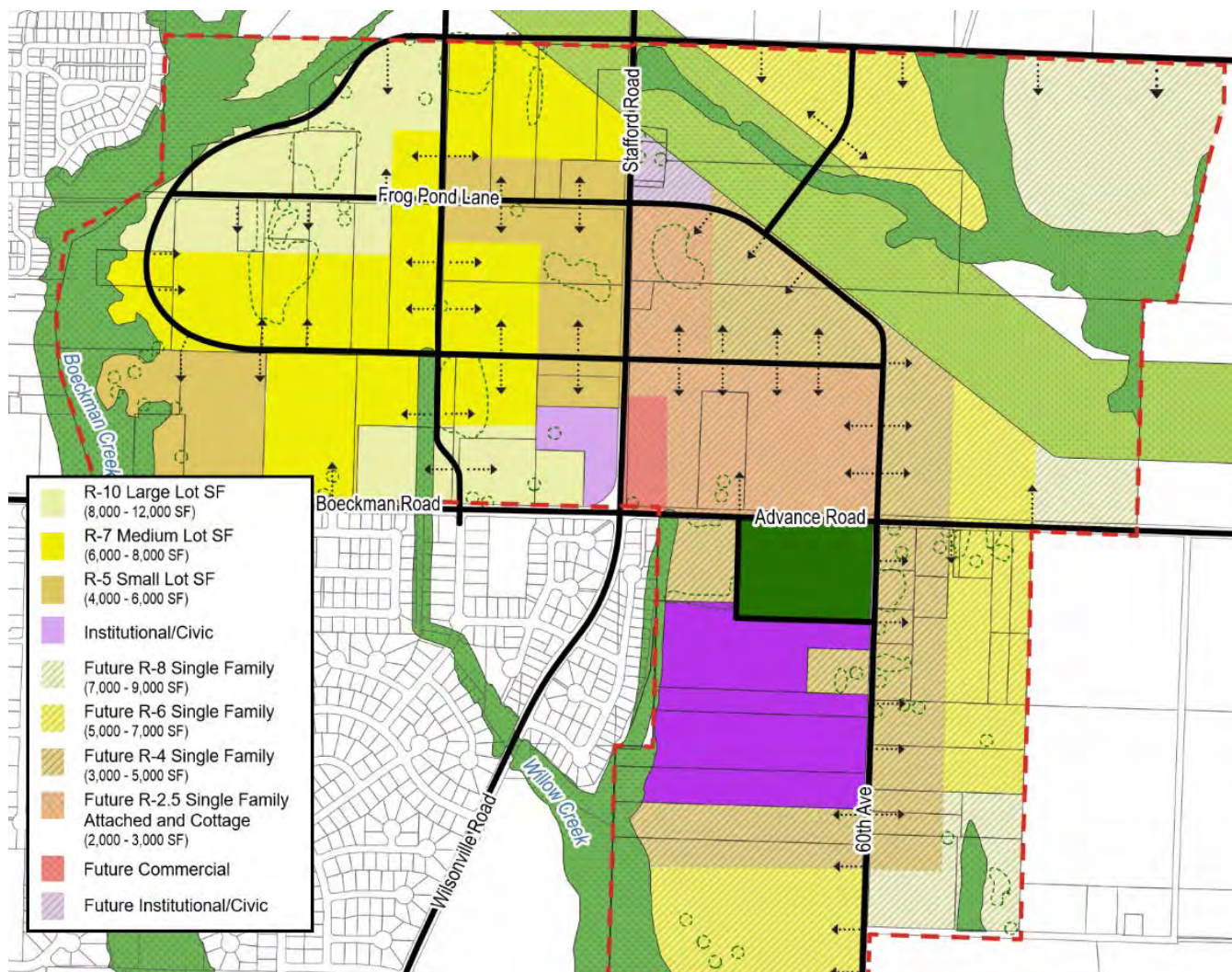


Expansion Area Request



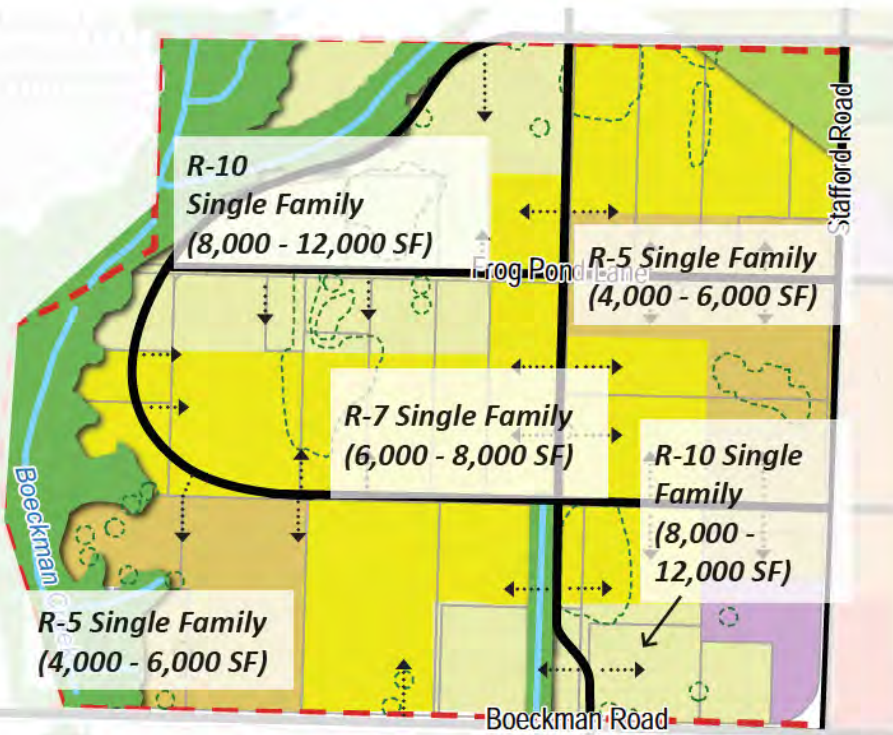


Land Use Framework





Frog Pond West



Conceptual Land Use









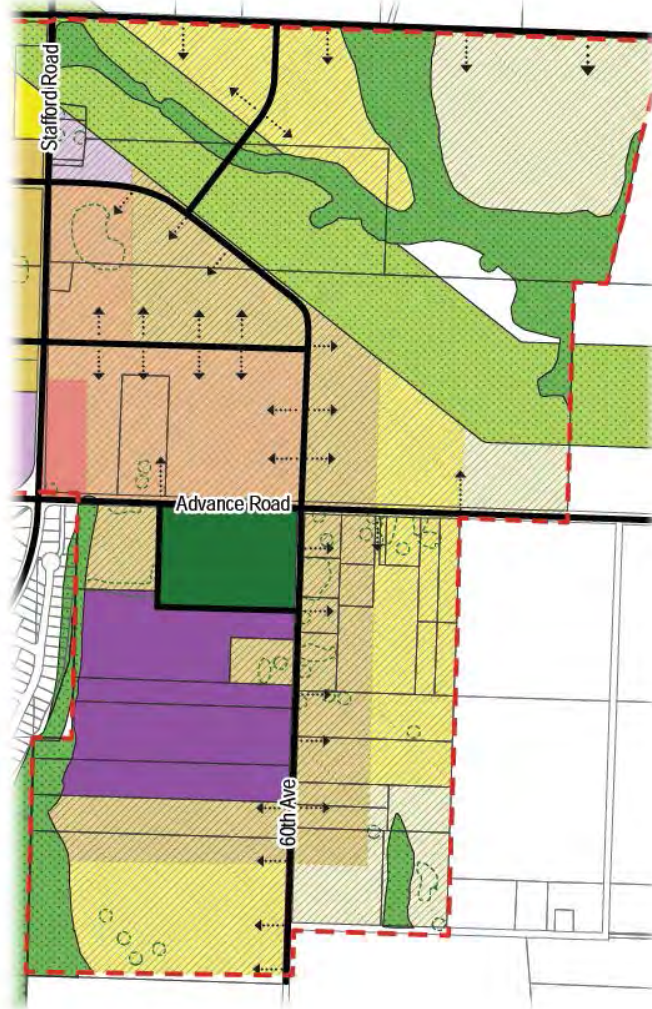
Illustrative Vision



Frog Pond East and South Neighborhoods



-  Future R-8 Single Family
(7,000 - 9,000 SF)
-  Future R-6 Single Family
(5,000 - 7,000 SF)
-  Future R-4 Single Family
(3,000 - 5,000 SF)
-  Future R-2.5 Single Family
Attached and Cottage
(2,000 - 3,000 SF)
-  Future Commercial
-  Future Institutional/Civic





Frog Pond East – Housing Variety and Local Street Demonstration Plan





Frog Pond East – Site Study





Frog Pond Area – Land Use Metrics



Table 1. Land Use Metrics and Capacity (“Option G”)

Residential Designation		West Neighborhood Units	East Neighborhood Units	South Neighborhood Units	Frog Pond Total Units	East+ South Units	Average Lot Size (SF)	Max Units/ ac net
West Neighborhood	R-10 Single Family (8,000 - 12,000 SF)	124	-	-	124	-	10,000	4.4
	R-7 Single Family (6,000 - 8,000 SF)	281	-	-	281	-	7,000	6.2
	R-5 Single Family (4,000 - 6,000 SF)	205	-	-	205	-	5,000	8.7
East & South Neighborhood	Future R-8 Single Family (7,000 - 9,000 SF)	-	120	28	148	148	8,000	5.4
	Future R-6 Single Family (5,000 - 7,000 SF)	-	125	162	287	287	6,000	7.3
	Future R-4 Single Family (3,000 - 5,000 SF)	-	165	286	451	451	4,000	10.9
	Future R-2.5 (2,000 - 3,000 SF)	-	436	-	436	436	2,500	17.4
Total Units		610	846	476	1,932	1,322		
Overall net density		6.3	10.6	8.8	8.4	9.90		



Transportation Framework



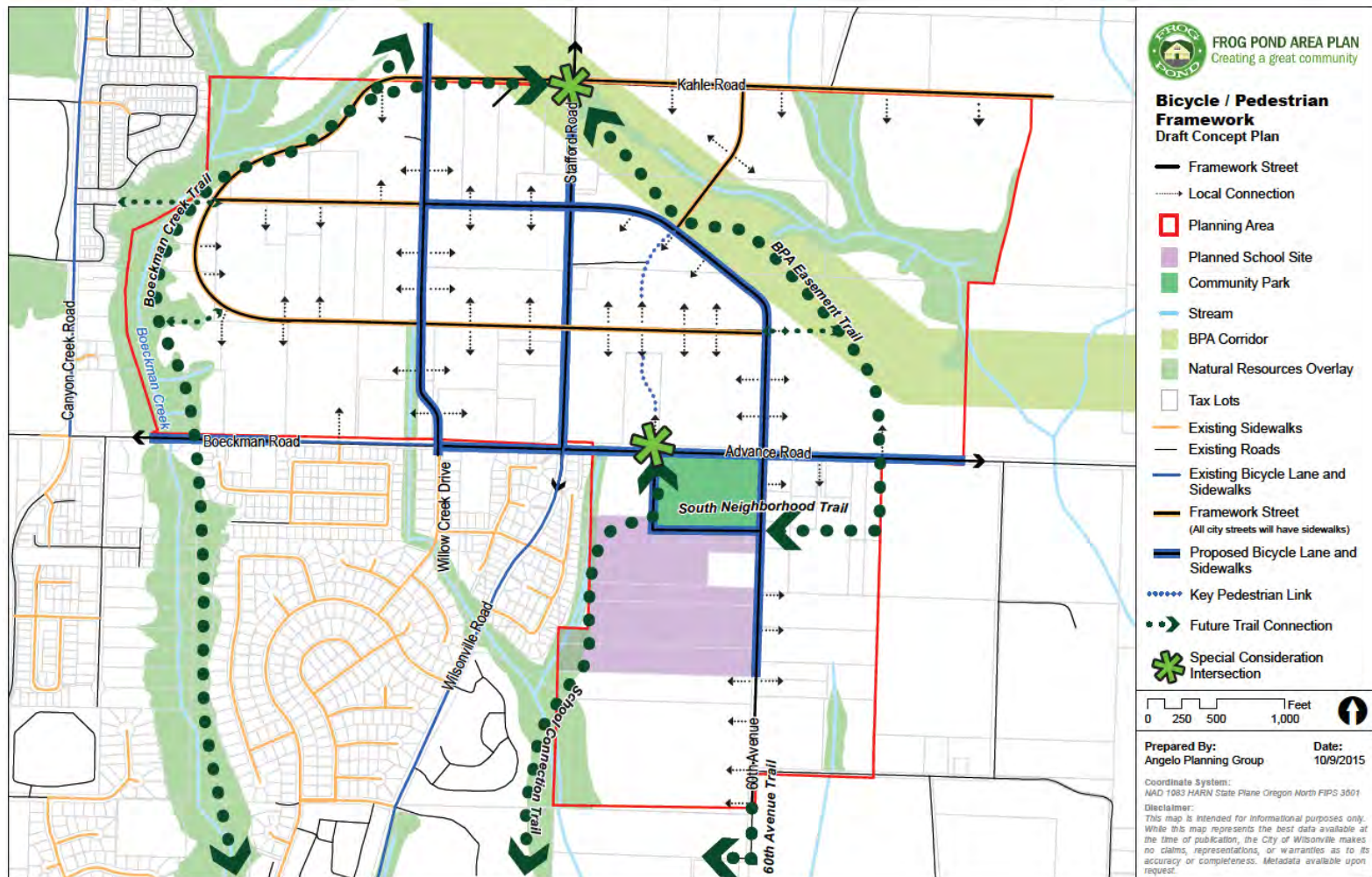


Boeckman Creek Regional Trail





Bicycle and Pedestrian Framework





Parks Framework



2 neighborhood parks, 1 trailhead park, 1 community park

Figure 31. Parks Framework

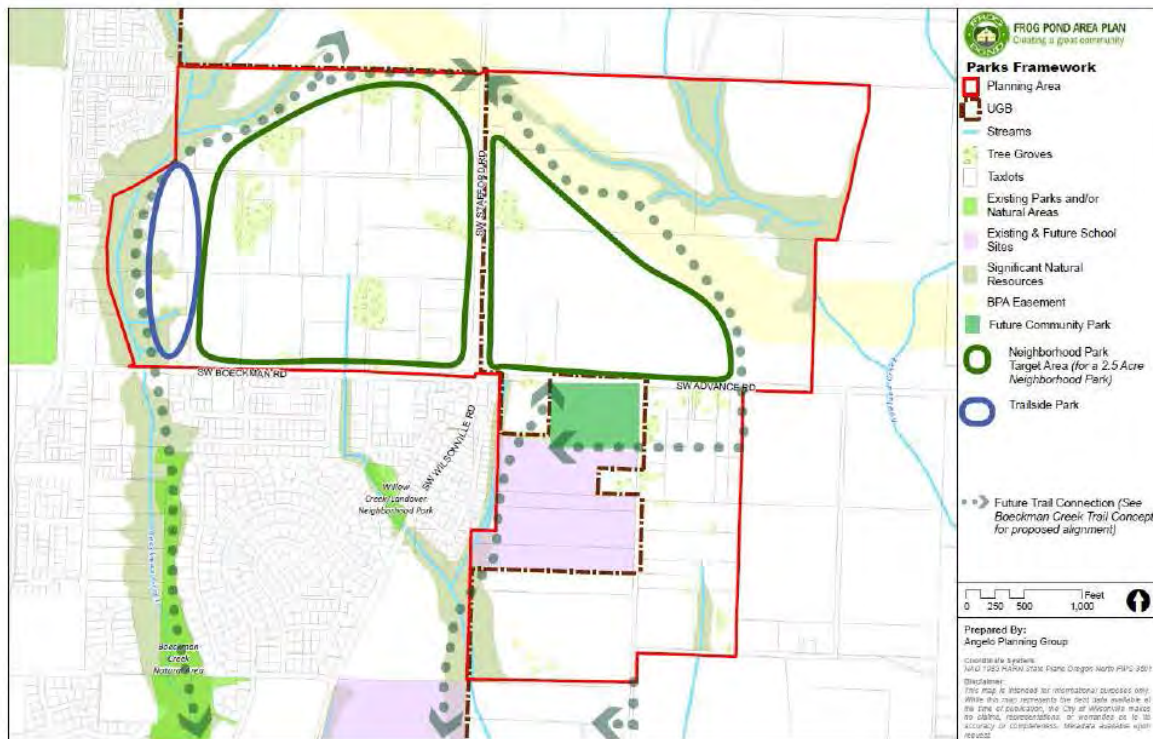


Figure 32. Trailhead Park Examples



Jackie Husen Park, bordering Cedar Mill Creek in Washington County.



Little Sugar Creek Greenway Park in Charlotte, NC.



Frog Pond West Master Plan



- Adopted July, 2017
- Master Plans set the specific implementation for:
 - Zoning
 - Design guidelines
 - Infrastructure funding
- Similar Master Plans will be prepared for East and South



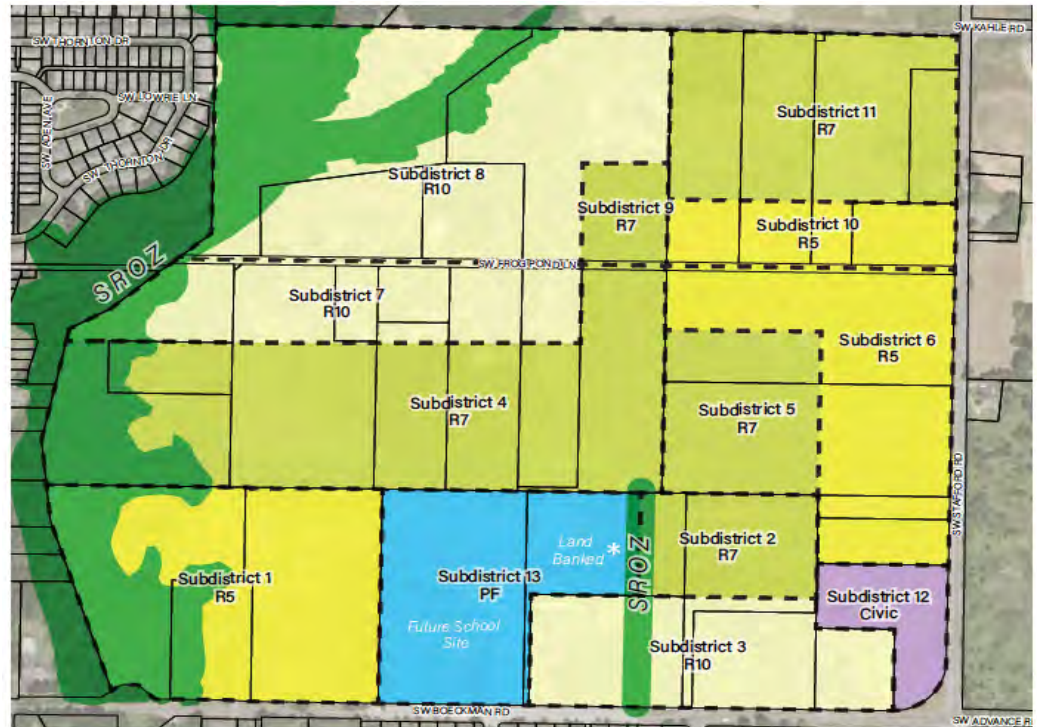


Subdistricts

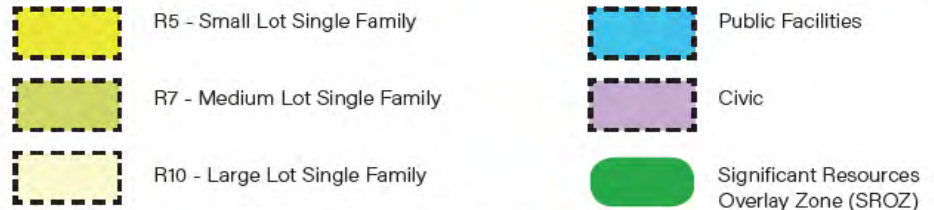


Subdistricts:

- Set the density and lot standards
- Implement the lot types established in the Frog Pond Area Plan



0 250 500 Feet



* Land banked for school facilities, a neighborhood park, and/or residential use.



Residential Design Standards



- Apply to facades facing streets, pedestrian connections and trails
- Windows – 10% minimum
- Articulation – every 30'
- Design Menu – meet 5 of 17 standards
- House plan variety – no two adjacent or opposite dwellings have same façade.





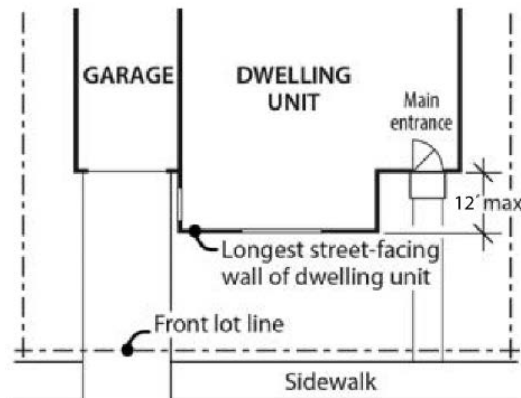
Main Entrances (Example standard from new code)



This



Not This





Lot and Site Design in Small-Lot Subdistricts



The standards allow street-facing, recessed garages. Alleys are optional.



Alleys.



Main entries grouped around a common green.



Residences facing pedestrian connection.

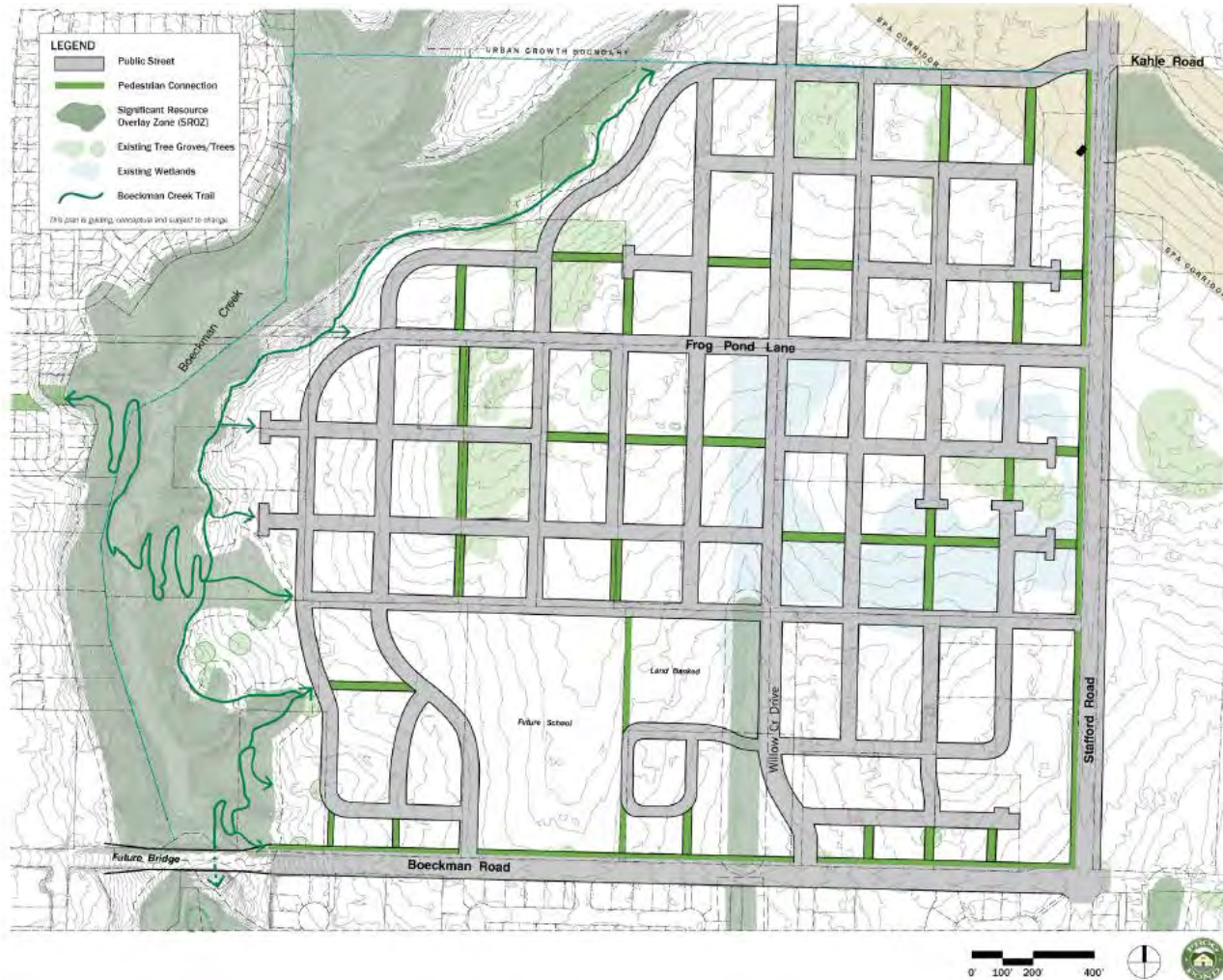


East-West Street Orientation





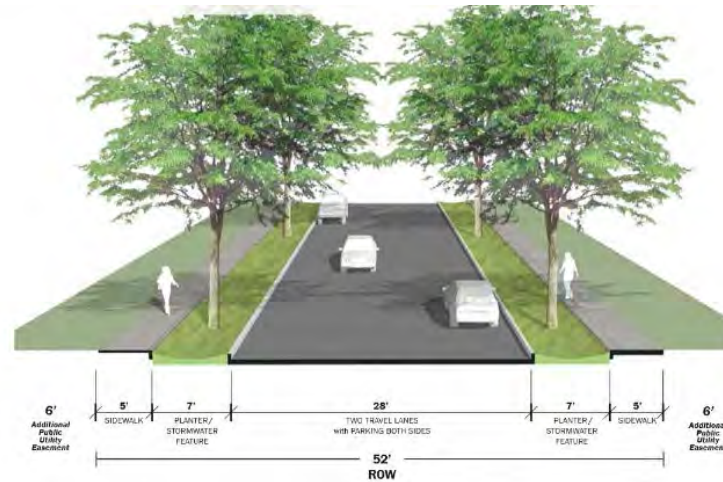
Street Demonstration Plan – key tool for coordinating 25 ownerships



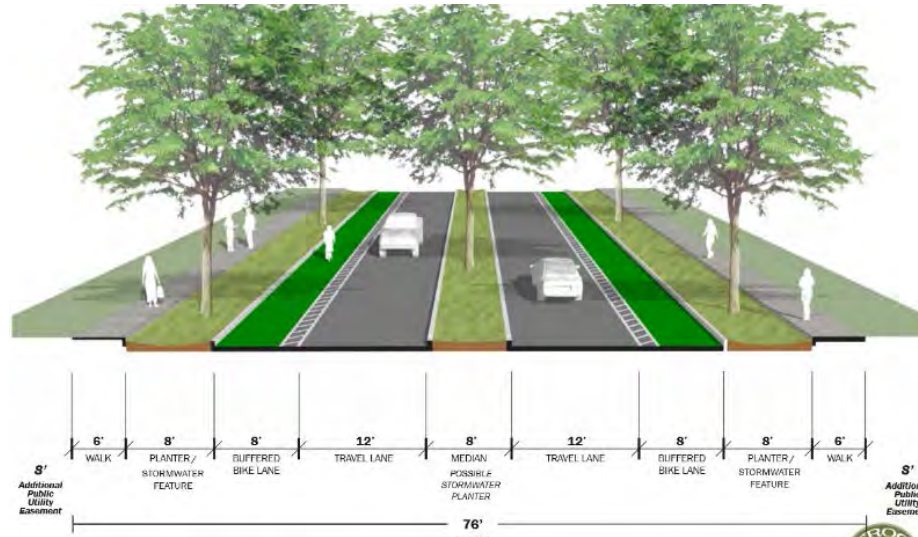


Cross Sections

Low Impact
Development
Local Street

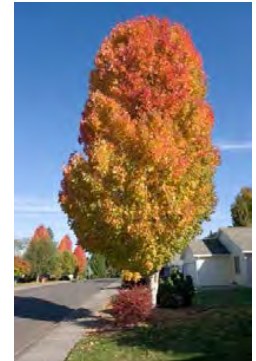
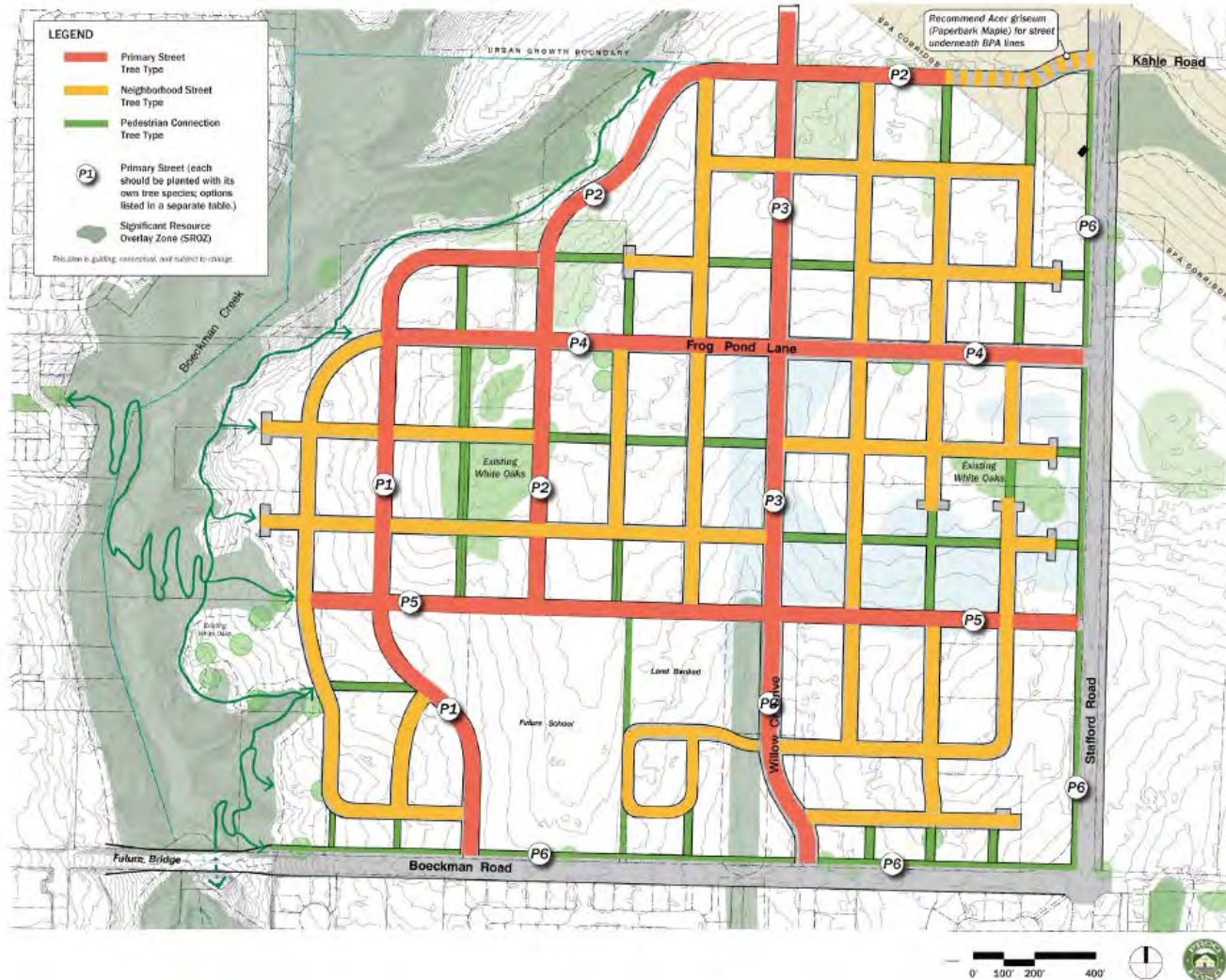


Collector –
Gateway





Street Tree Plan





Funding Summary – Master Plan Projects

Project	Estimated Total Cost*	Who Builds	Proposed Funding Sources	Notes / Amounts	
Boeckman Road with sanitary sewer	\$ 4,438,000	City	Supplemental fees SDCs	South side North side	\$ 2.02 million \$ 2.42 million
Stafford Road with water and sanitary sewer	3,164,000	City	Supplemental fees SDCs	West side only, east side pending UGB expansion	
Neighborhood Park	2,407,000	City	Supplemental fees	Land Improvements	\$ 980,000 \$1,427,000
Trailhead Park	1,143,000	City/Developers	SDCs	Land Improvements	\$ 588,000 \$ 555,000
Boeckman Trail	850,000	City/Developers	SDCs		
	\$ 12,002,000				



* All costs are planning level estimates and assume public sector construction



Estimated Supplemental Fees

Frog Pond West Development



Projects	Net "Local" Estimated Project Costs to Recover (rounded)	Number of EDUs*	Allocation per EDU	Admin Overhead 12.0%	Total Estimated Allocation per EDU
Boeckman Rd	\$ 1,597,000	538	\$ 2,970	\$ 356	\$ 3,326
Boeckman Rd sanitary sewer	425,000	490	870	104	974
Stafford Rd	2,146,000	538	3,990	479	4,469
Stafford Rd - sanitary sewer	193,000	490	390	47	437
Stafford Rd - water	295,000	472	630	76	706
Neighborhood parks	2,407,000	457	5,270	632	5,902
Total	\$ 7,063,000		\$ 14,120	\$ 1,694	\$ 15,814

- Differences in EDUs reflect varying EDUs associated with Primary School construction
- Base number of housing units is 457 (80% of 571)





Summary: SDCs and Estimated Supplemental Fee



SDCs	Amount
Street	\$ 11,772
Sanitary sewer	4,849
Water	5,842
Parks	5,374
Stormwater	1,628
Total SDCs	29,465
Supplemental fee	15,814
Total SDCs and Estimated Supplemental Fee	\$ 45,279



Livability



- Planning for managed growth
- Engaging the community
- Providing top-quality public services
- Parks System & Natural Resource protection
- Quality Schools



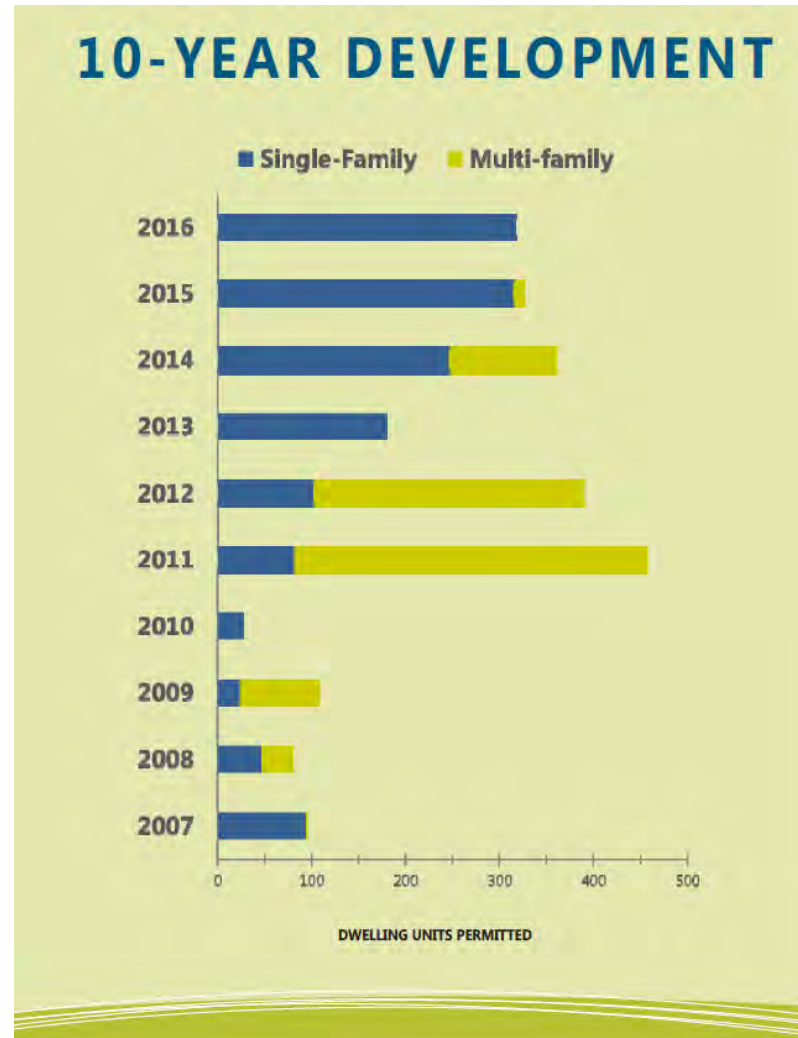


Housing Development



"I believe that our community benefits when we are better able to accommodate a range of housing options desired by residents at different times of their lives: as singles, couples, families and retirees."

— Mayor Tim Knapp



- [illegible]

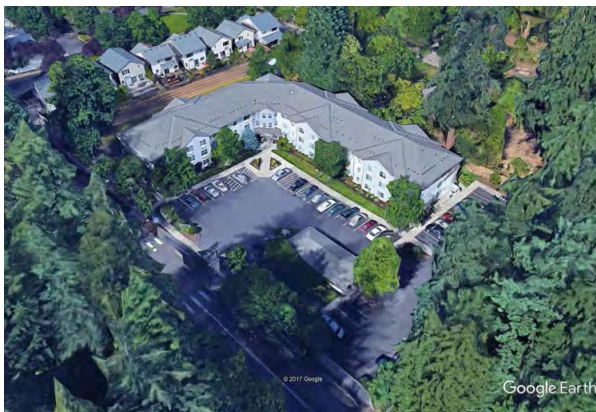




Affordable Housing



- 544 regulated units at 14 sites
- 14% of Clackamas County units
- 6% of County population
- 100% within $\frac{1}{4}$ mile of transit and $\frac{1}{2}$ mile of parks





Housing Policies



- Mobile Home Park Closure Ordinance (2007)
 - Creekside Woods 84 Units, NW Housing Alternatives
- Property Tax Exemption
 - Affordable housing projects (60% AMI or below)
- ADU SDC waiver (2010)
- Mental Health Housing in Villebois
 - 73 units
- Equitable Housing Strategic Plan
 - Frog Pond & Town Center





Equity and Inclusivity



- Council declared Wilsonville a Welcoming and Inclusive City (Resolution No. 2626, 2017)
- Town Center Plan outreach
 - Latino Advisory Groups, Community Sharing
 - Interpretive services for public meetings, Spanish open house, Spanish language materials
 - Youth, Seniors





Town Center Plan



*Town Center is **a vibrant, walkable** destination that inspires people to come together and **socialize, shop, live, and work**. Town Center is the heart of Wilsonville. It is home to active parks, civic spaces, and amenities that provide **year-round, compelling experiences**. Wilsonville residents and visitors come to Town Center for shopping, dining, culture, and entertainment.*





Town Center Plan



Hatched areas indicate locations where using both underlying zones may be allowed or flexibility in building design may be required.



PROPOSED LAND USE

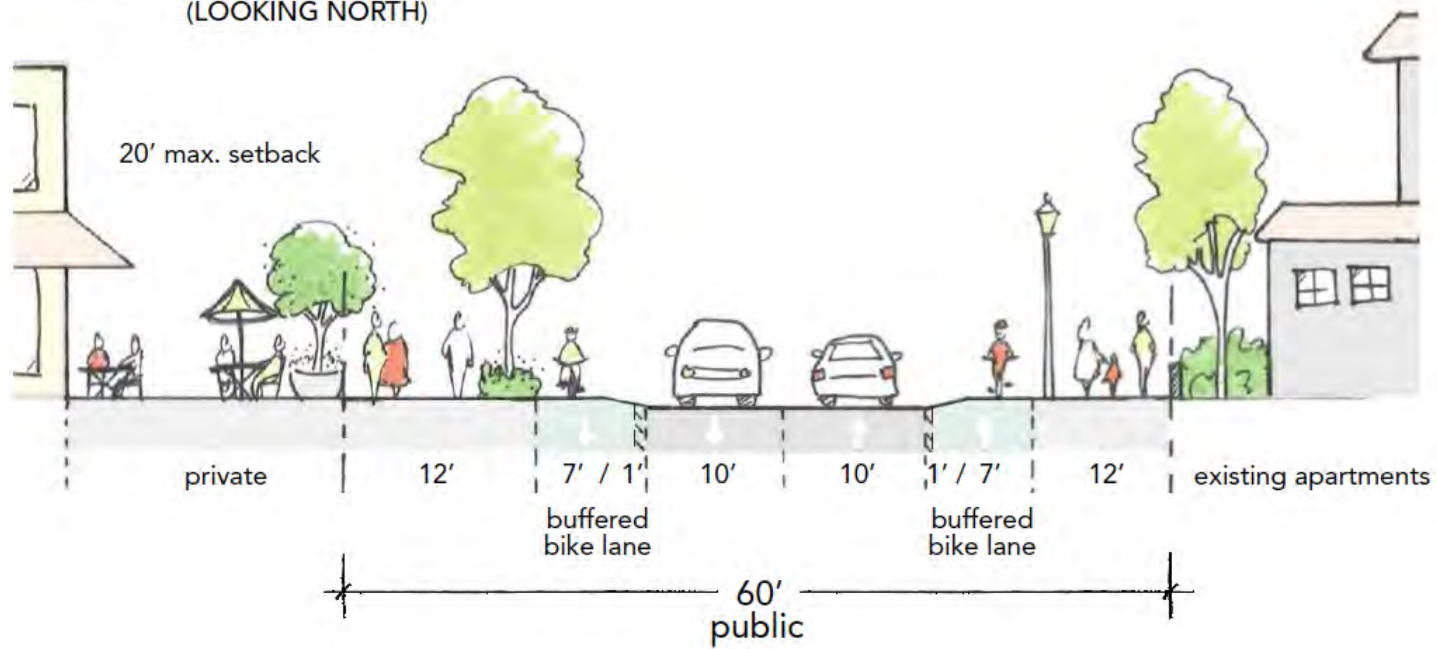
City of Wilsonville Town Center Plan



Town Center Plan



PARK PLACE (LOOKING NORTH)





Business and Job Growth



- 21,000 jobs in Wilsonville
- \$1.1 Billion payroll
- Coffee Creek Industrial Area
- Basalt Creek Concept Plan
- Industrial Form-based Code
- UR for catalytic infrastructure
- Small Businesses & Town Center





Transportation Projects



- Future Town Center Plan & Pedestrian Bridge over I-5
- French Prairie Bicycle and Pedestrian Emergency Bridge
- Boeckman 'Dip' Bridge (URA)
- 5th to Kinsman
- Freight route – Kinsman from Boeckman to Barber
- Tooze Road improvements

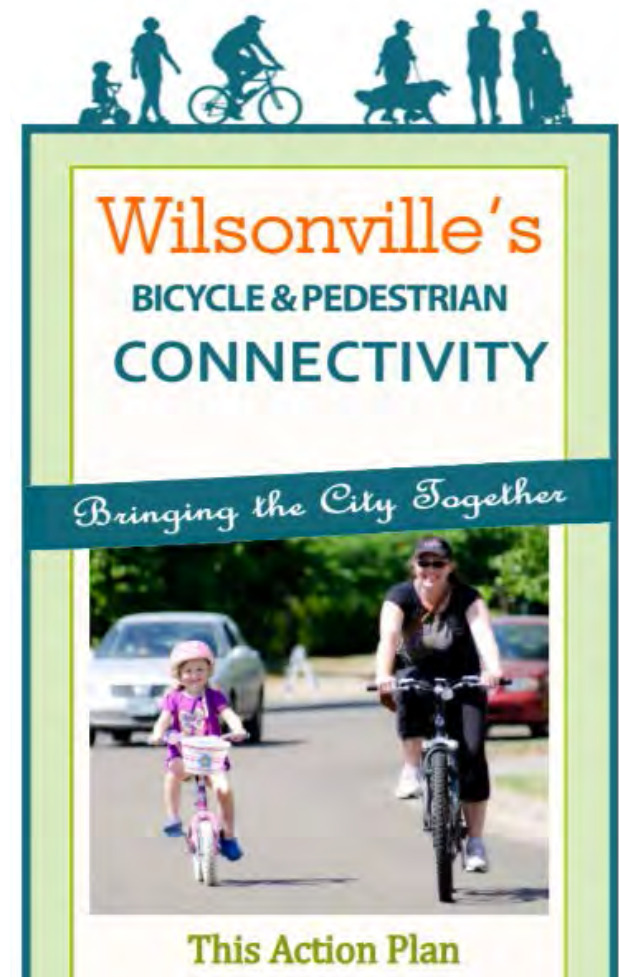




Transportation



- Multimodal Transit System
- SMART Central/WES
- Free rides citywide
- CNG, hybrid electric, all electric
- Bicycle and Pedestrian Connectivity Action Plan
- Bronze Walk Friendly Community (2X)
- Voice of the People Award for Mobility - ICMA





Environmental Stewardship



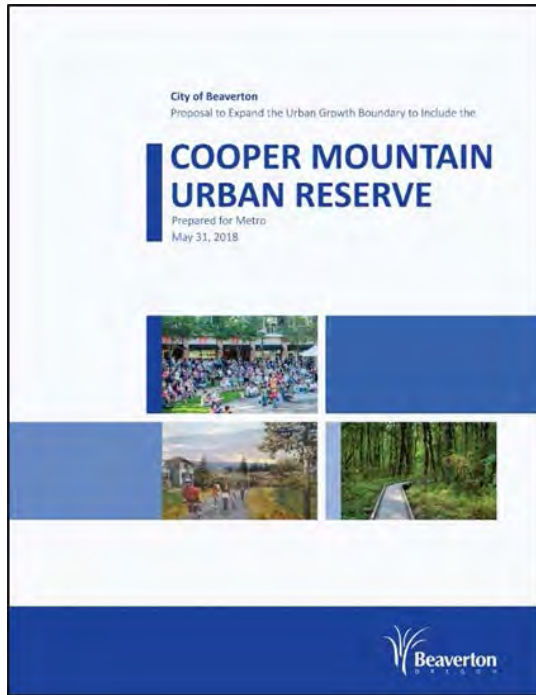
- Riparian Corridor & Upland Habitat protection (SROZ)
- Tree City USA (20 years)
 - Heritage Tree Preservation
- Bee City USA
- Backyard Habitat program
- PGE's Clean Wind program
- EPA's Green Power Community program
- Restoration activities





Discussion





Urban Growth Boundary Expansion Proposal

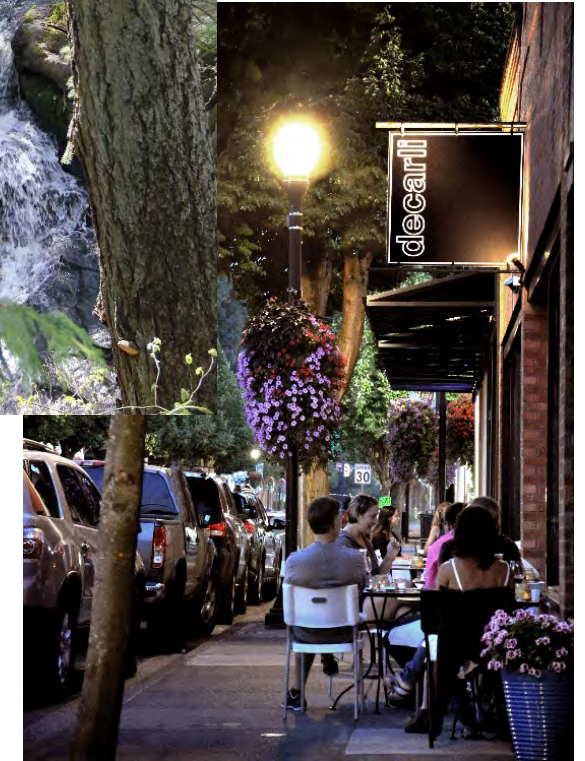
Metro Council, Jun 19, 2018



Overview

About Beaverton

- Downtown development
- Community Vision and Equity
- Affordable housing
- Transportation
- Urban Reserve Area
- Concept plan



Beaverton's mission

"Preserve and enhance Beaverton as a responsive, dynamic, attractive and safe community."



- About 95,000 residents
- About 65,000 jobs
- Incorporated 1893
- Nearly 25% of residents not born in U.S.
- 28% speak language other than English

Community Vision

- Build Community
- Public Services
- Improve Mobility
- Vibrant Downtown
- Enhance Livability



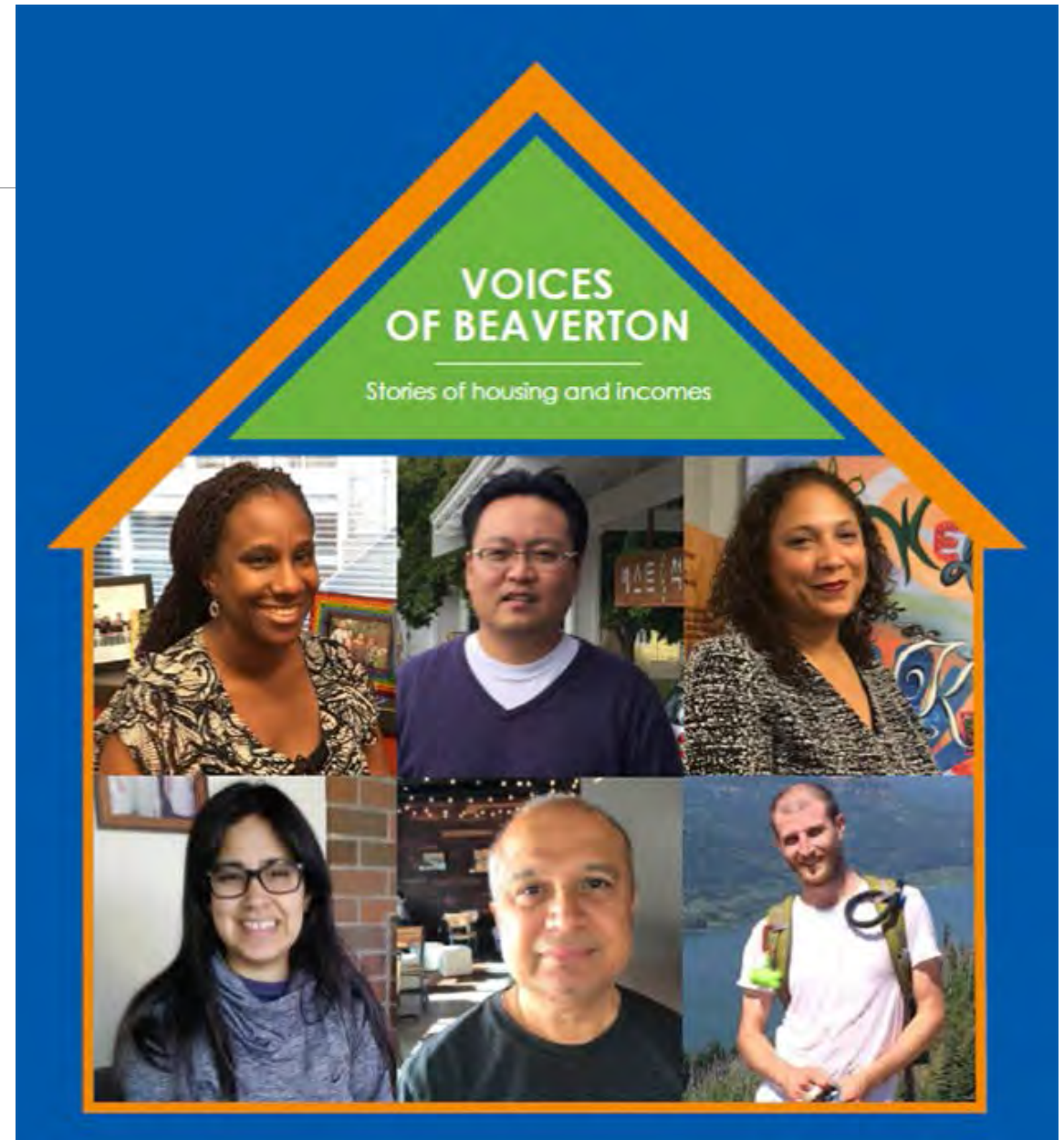
Diversity, Equity and Inclusion

- 2009: Beaverton Diversity Task Force created
- 2012: BOLD program for leadership development launches
- 2013: Diversity Advisory Board Charter adopted
- 2014: City adopts *Diversity, Equity & Inclusion Plan*
- 2016: City launches Welcoming Week
- 2016: Internal Equity Team forms
- 2017: Beaverton becomes Sanctuary City
- 2018: Metro Equitable Housing Study begins
- 2018: *Voices of Beaverton* released



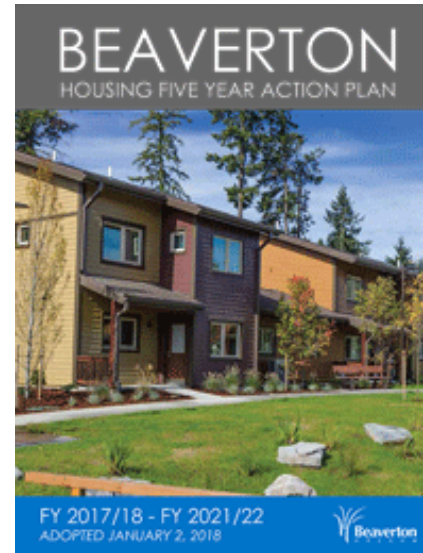
Voices of Beaverton

31 stories, from people at a variety of income levels, age, and race, that explore housing issues and potential solutions



Housing Five Year Action Plan

- Affordable Housing
 - Land acquisition and assemblage
 - Predevelopment assistance
 - Gap financing
 - SDC relief
 - Vertical housing development zones
- Homelessness
 - Blue Ribbon committee
 - Family shelters
- Downtown Revitalization
 - 463 housing units added since 2015



FY2017-18 BUDGET

	Actions	Housing Type	2017-18			
			CD&G	GF	BURA	TOTAL
PROGRAMS	Affordable Housing Acquisition Program	AF; WF		\$125,000	\$100,000	\$225,000
	Affordable Housing Development Program	AF; WF		\$125,000	\$100,000	\$225,000
	Affordable Housing Tax Exemption Program	AF		TBD		\$0
	Vertical Housing Program	AF; WF; MK; EX		TBD		\$0
	Home-Ownership Program (non-profit)	AF	\$220,000			\$220,000
	Housing Rehab Program (non-profit)	AF	\$135,000			\$135,000
	Healthy Housing Initiative (Housing Code Enforcement Program)	ALL		STAFF		\$0
	Homeless Shelter Services	HM	\$45,000	\$27,000		\$72,000
	Emergency Rent Program (non-profit)	HM; AF	\$26,500	\$12,500		\$39,000
	Housing Location Rental Services	ALL		\$25,000		\$25,000
Sub Total			\$426,500	\$314,500	\$200,000	\$941,000
PROJECTS	Old Town Housing	AF; WF; MK		STAFF		\$0
	Beaverton Central Housing	AF; WF; MK		STAFF		\$0
	Severe Weather Shelter	HM		\$45,000		\$45,000
	Assist Establishment of Homeless Family Shelter (non-profit)	HM	STAFF	STAFF		\$0
	Sub Total		\$0	\$45,000	\$0	\$45,000
BEST PRACTICES	Affirmatively Furthering Fair Housing Standards Assessment	AF; WF	STAFF	\$10,000		\$10,000
	Unregulated to Regulated Multi-family Housing Exploration	AF; WF		\$100,000		\$100,000
	Update Buildable Lands Inventory	ALL		STAFF		\$0
	Housing Advocacy	ALL		STAFF		\$0
	Sub Total		\$0	\$110,000	\$0	\$110,000
POLICY	Overnight Camping Ordinance Update	HM		STAFF		\$0
	Temporary and Long-term Shelter Code Update	HM		STAFF		\$0
	Permit Fee Waiver	ALL		STAFF		\$0
OUT-REACH	Sub Total		\$0	\$0	\$0	\$0
	Housing Program Outreach	ALL		STAFF		\$0
	Sub Total		\$0	\$0	\$0	\$0
Total			\$426,500	\$469,500	\$200,000	\$1,096,000

Affordable Housing

- Beaverton Affordable Multi-Family Housing Preservation and Development Study
 - New funding sources
 - New strategies
- 2018-2019 City Council priority:
 - Over a million dollars proposed for affordable housing acquisition/development and low-cost market rate preservation
 - Exploring partnership opportunities with special districts also acquiring property in Beaverton

Bridge Meadows

Intergenerational housing

30-80% AMI



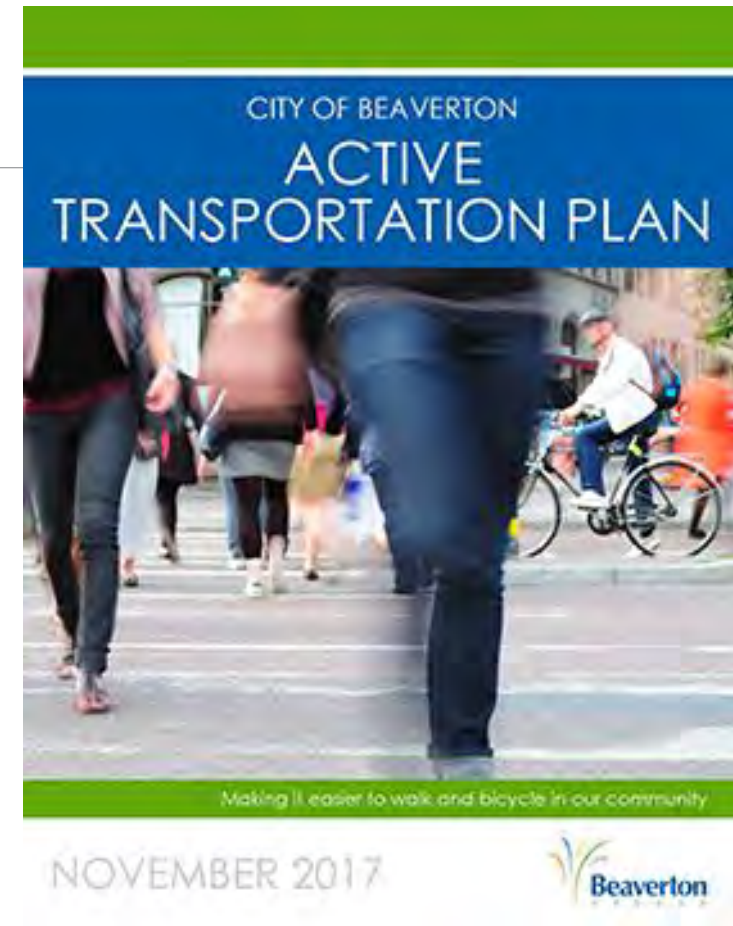
The Barcelona

0-30% AMI

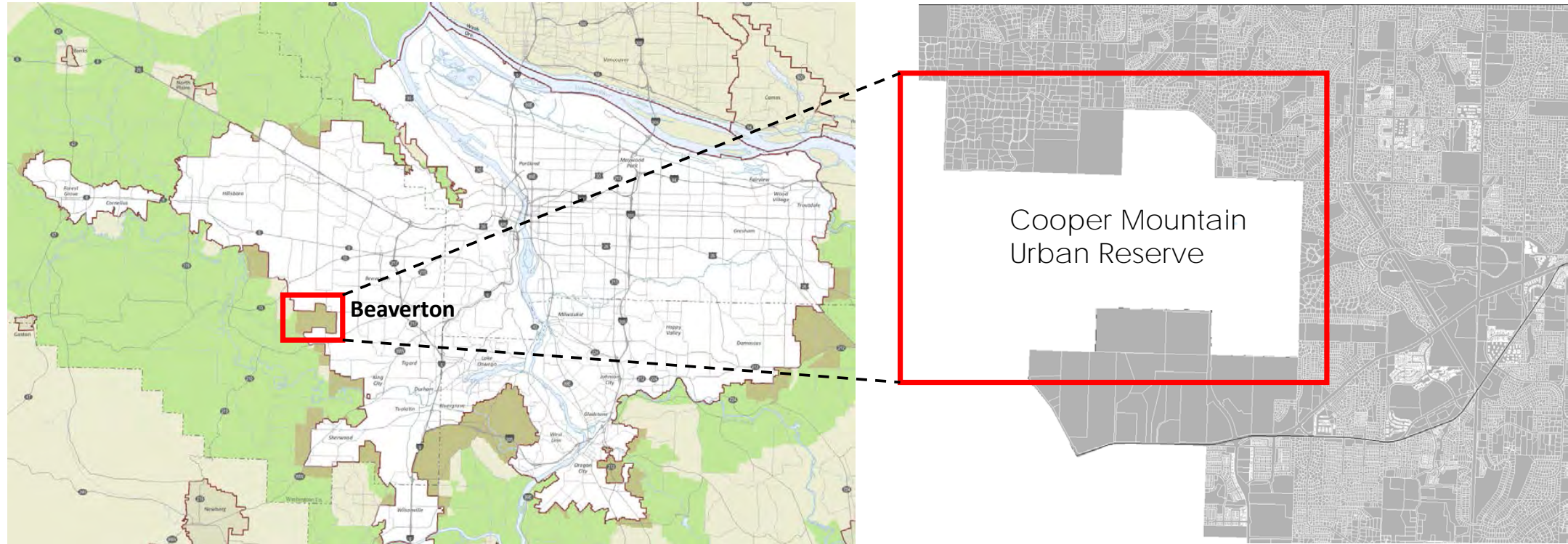


Transportation

- **Adding important connections** that will move the City toward the development of complete bicycle and pedestrian networks;
- **Enhancing the safety** and attractiveness of existing pedestrian and bicycle facilities;
- The development of **direct and low stress routes**; and
- Providing **more travel mode options** for both residents and non-resident users
- Planning **seamless transitions** to neighboring jurisdictions

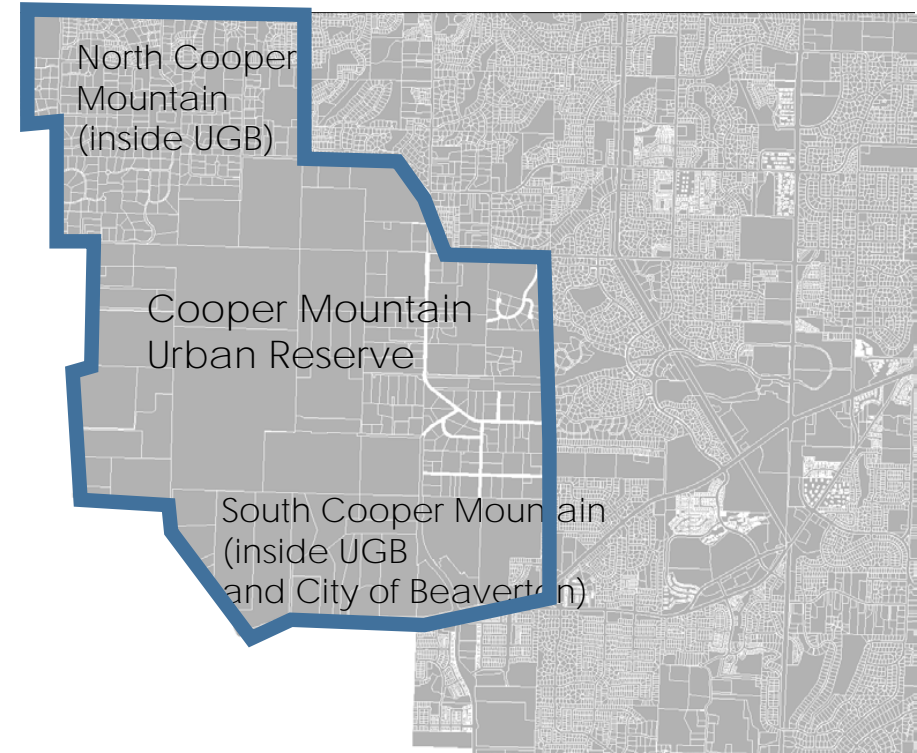
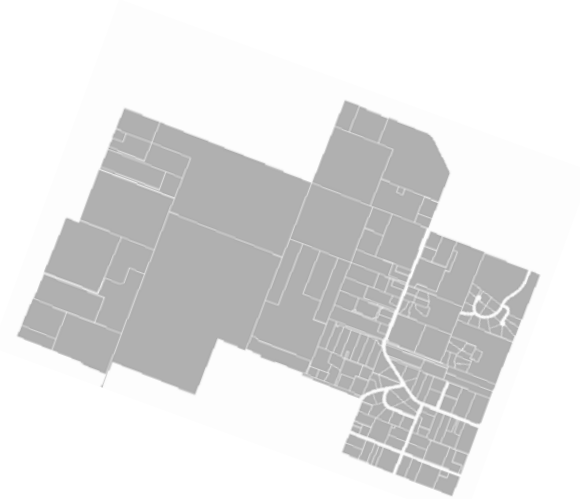


Urban Reserve Context



UGB Expansion Proposal Overview

1. Why expand here?
2. Why expand now?
3. How do we get it done?

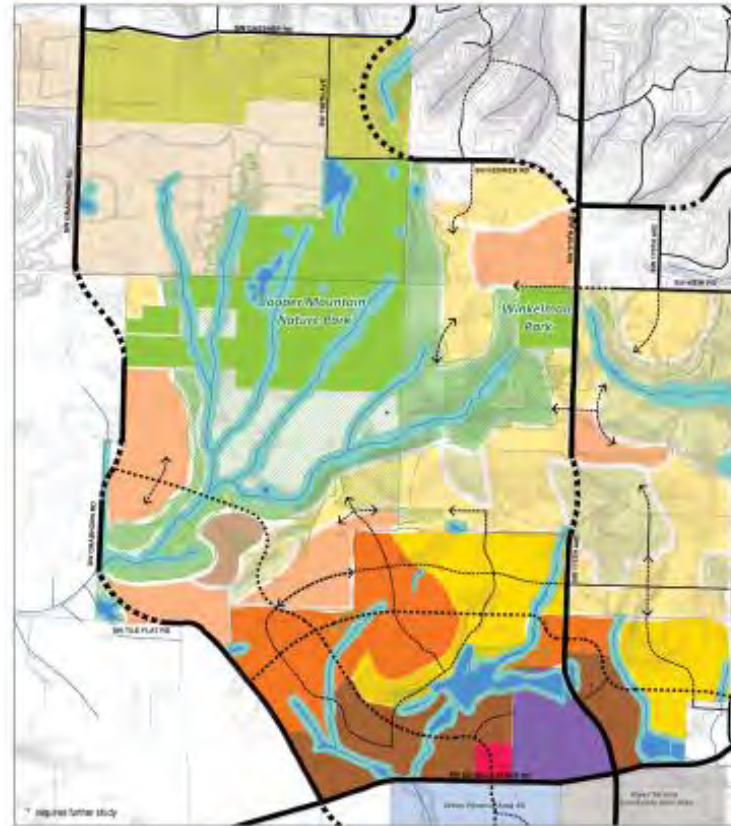


Why Now?

- High housing need
- Plan for future housing



Concept Plan Land Use Framework



Concept Plan Land Use Framework

- Urban Growth Boundary
- Storero
- Open Water/Wetland/Probable Wetland
- Riparian & Wetland Buffers
- Class A Upland Habitat
- Planned High School Site
- Study Area Tax Lots

Transportation Framework

- Arterial
- Collector
- Neighborhood Route

See also Transportation Framework Maps. Assignments and new roads shown in dashed lines. New alignments are conceptual.

Near Term (0-20 Year) Land Use

- Very Low Density Neighborhood
- Low Density Neighborhood
- Single Family Neighborhood
- Compact Neighborhood
- Urban Neighborhood
- Main Street Commercial

Future Land Use

- Future Low Density Hillside Neighborhood
- Future Cluster Neighborhood
- Future Single Family Neighborhood
- Future Compact Neighborhood
- Future Urban Neighborhood
- Future Neighborhood Commercial

Prepared By: Angelo Planning Group

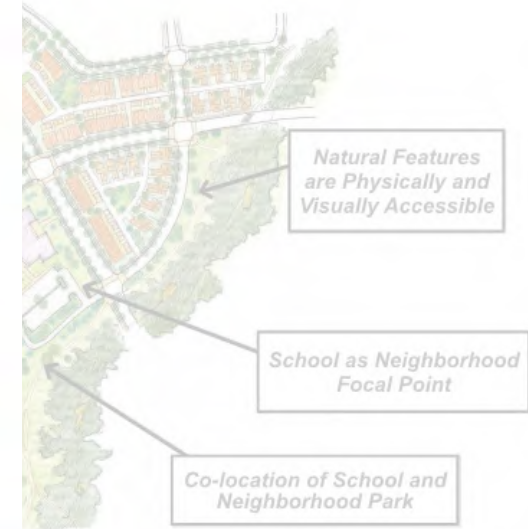
This plan is intended to guide future development.



0 500 1,000 2,000 Feet

July 8, 2014

South Cooper Mountain Concept & Community Plans



Natural Features are Physically and Visually Accessible

School as Neighborhood Focal Point

Co-location of School and Neighborhood Park

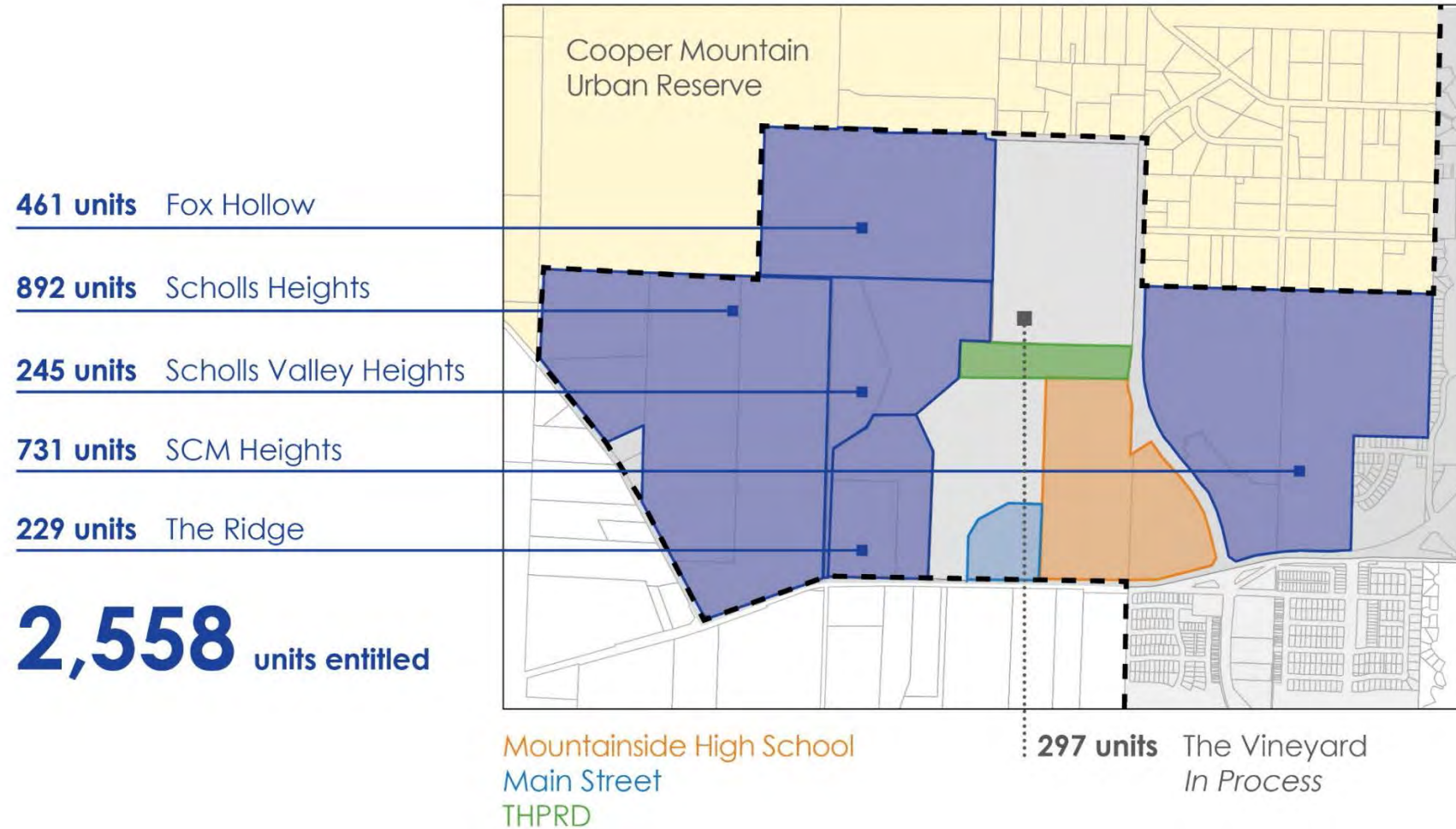


Why now?

- Beaverton needs 12,300 housing units by 2035
- Urban reserve provides:
 - 1,200 acres
 - 600 developable acres
 - 3,700 units
 - Residential uses
 - Single-family (variety of lot sizes)
 - Townhomes
 - Apartments



Why Now?



North Cooper Mountain

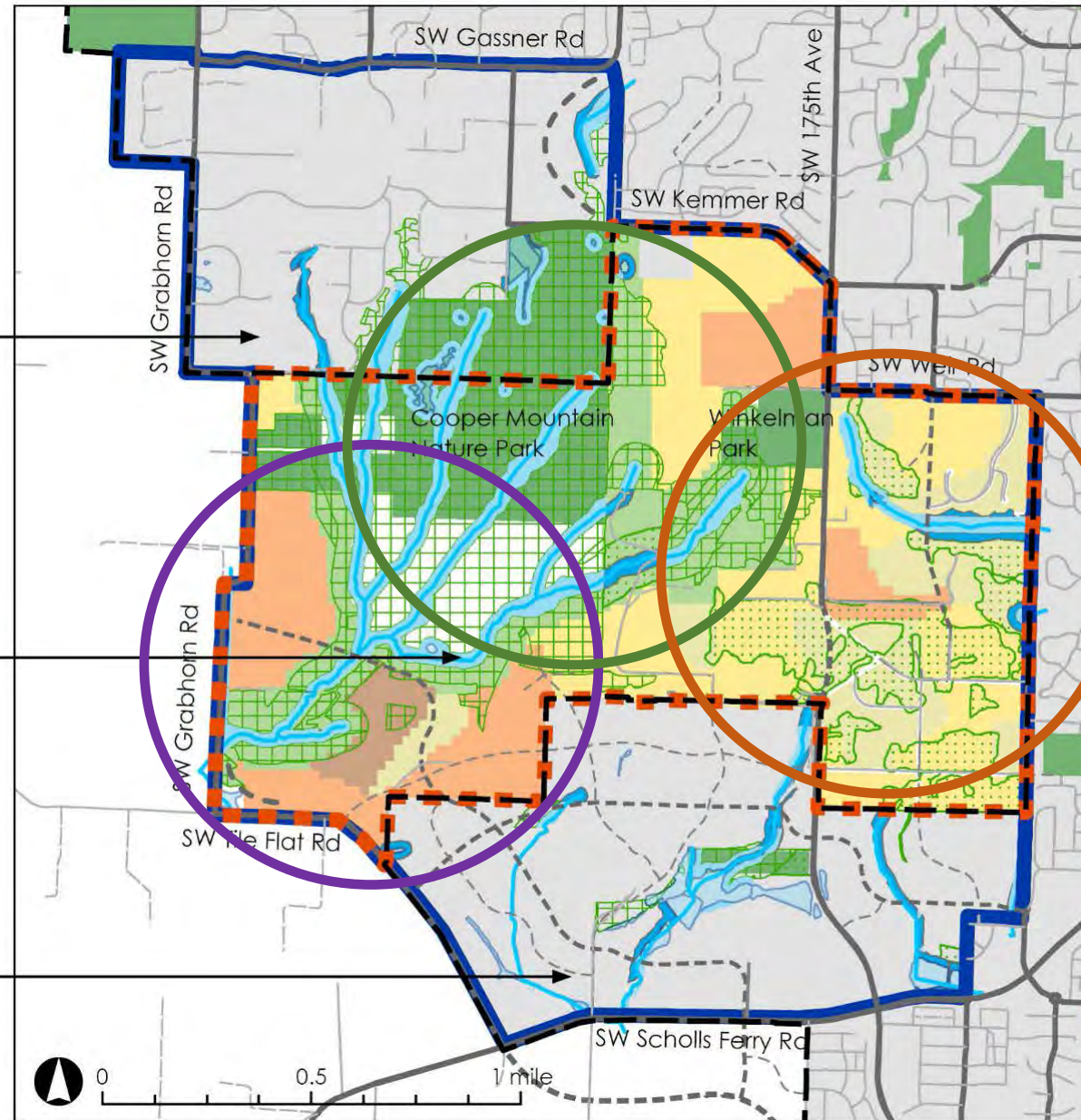
Inside the UGB, in unincorporated Washington County

Cooper Mountain Urban Reserve

Outside the UGB, in unincorporated Washington County

South Cooper Mountain

Inside the UGB, in Beaverton



South Cooper Mountain Concept Plan

- Entire area planned comprehensively
- Density allocated across entire area
- Connected infrastructure plans

Urban Reserve:

- Recognizes natural areas and topography in planning
- Anticipates density transfers for natural areas
- Plans for a variety of housing types

Infrastructure: Financing

- Developer and SDC financing, including supplemental SDCs for streets and parks
- Transportation funding is more complex with additional funding sources
- New tools will be explored for the Urban Reserve

UR funding plan

Exhibit 5 shows the funding plan for water infrastructure in the UR. Total project costs are estimated to be \$10,409,625. The privately-funded share of these costs are estimated to be \$7,234,344. The public-share of these costs, covered by SDCs, are estimated to be \$3,175,281. Development in the UR is forecast to generate \$19,917,559 in water SDCs, which is substantially more than what is needed for water infrastructure projects in the area.

Project Type	Cost	Funding Sources	
		SDC	Developer
12" Pipe	\$ 1,792,500	\$ -	\$ 1,792,500
16" Pipe	\$ 3,037,125	\$ 759,281	\$ 2,277,844
20" Pipe	\$ 3,740,000	\$ 1,496,000	\$ 2,244,000
24" Pipe	\$ 1,840,000	\$ 920,000	\$ 920,000
Total Costs	\$ 10,409,625	\$ 3,175,281	\$ 7,234,344
SDC Revenues		\$ 19,917,559	
SDC Surplus (Deficit)		\$ 16,742,278	

Source: David Evans and Associates, Inc. memorandum on "Water System Concept Plan - Summary Findings and Planning Level Cost Estimates." From Steven Harrison. To South Cooper Mountain Technical Advisory Committee. May 7, 2014.

NCM funding plan

Exhibit 6 shows the funding plan for water infrastructure in NCM. Total project costs are estimated to be \$2,093,547. The privately-funded share of these costs are estimated to be \$1,570,160. The public-share of these costs, covered by SDCs, are estimated to be \$523,387. Development in NCM is forecast to generate \$1,572,021 in water SDCs, which is substantially more than what is needed for water infrastructure projects in the area.

Project Type	Cost	Funding Sources	
		SDC	Developer
12" Pipe	\$ -	\$ -	\$ -
16" Pipe	\$ 2,093,547	\$ 523,387	\$ 1,570,160
20" Pipe	\$ -	\$ -	\$ -
24" Pipe	\$ -	\$ -	\$ -
Total Costs	\$ 2,093,547	\$ 523,387	\$ 1,570,160
SDC Revenues		\$ 1,572,021	
SDC Surplus (Deficit)		\$ 1,048,634	

Source: David Evans and Associates, Inc. memorandum on "Water System Concept Plan - Summary Findings and Planning Level Cost Estimates." From Steven Harrison. To South Cooper Mountain Technical Advisory Committee. May 7, 2014.

3.3 Sanitary Sewer

Overall strategy

The City of Beaverton would be responsible for providing sanitary sewer service to the City of Beaverton. The City of Beaverton collects an SDC on new development. The City of Beaverton would be responsible for providing sanitary sewer service, which the public portion of sanitary water services (CWS) to provide sanitary sewer service, which agreement (IGA) with Clean Water Services (CWS) to provide sanitary sewer service, which results in ninety-six percent of this SDC being passed through to CWS. Private developers are also responsible for paying for a portion of sanitary sewer infrastructure, including all pipes 12-inches or less in diameter, and a portion of all pipes larger than 12-inches.

SCMAA funding plan

Exhibit 7 shows the funding plan for sanitary sewer infrastructure in the SCMAA. Total project costs are estimated to be \$13,942,169. Developers would be expected to pay for \$10,825,168 of these costs. SDCs would pay for the public share of costs, \$3,117,001. Development in the SCMAA is forecast to generate \$16,444,800 in sanitary sewer SDCs (\$15,787,008 for CWS and \$657,792 for the City), which is more than what is needed for water infrastructure projects in the area. However, new development is expected to generate more SDCs than what is needed for the immediate geographic area, as they fund other regional facilities throughout the district (for example, wastewater treatment plants).

Project Type	Cost	Funding Sources	
		SDC	Developer
Gravity Sewer Lines	\$ 5,082,405	\$ -	\$ 5,082,405
8" Pipe	\$ 4,553,040	\$ 297,431	\$ 4,553,040
12" Pipe	\$ 1,487,154	\$ -	\$ 1,487,154
15" Pipe	\$ -	\$ 2,819,570	\$ -
Pump Stations	\$ 2,819,570	\$ 3,117,001	\$ 10,825,168
Tile Flat Road	\$ -	\$ -	\$ -
River Terrace	\$ 13,942,169	\$ 16,444,800	\$ 13,942,169
Total Costs			
SDC Revenues		\$ 16,444,800	
SDC Surplus (Deficit)		\$ 13,927,799	

Source: David Evans and Associates, Inc. memorandum on "Sanitary Sewer Concept Plan - Summary Findings and Planning Level Cost Estimates." From Steven Harrison. To South Cooper Mountain Technical Advisory Committee. May 7, 2014.

UR funding plan

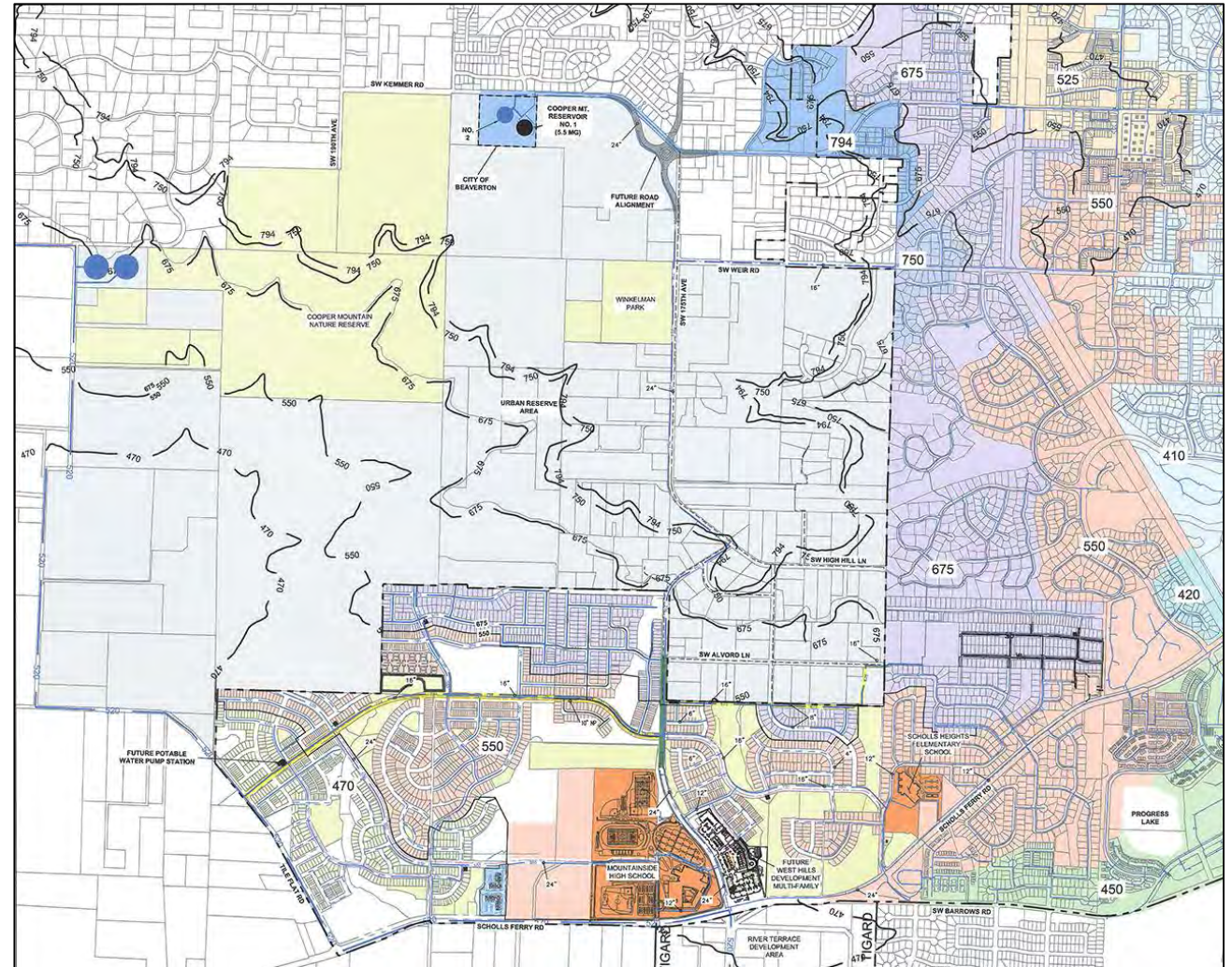
Exhibit 8 shows the funding plan for sanitary sewer infrastructure in the UR. Total project costs are estimated to be \$21,037,775. The privately-funded share of the project costs are estimated to be \$19,521,920. Private developers would pay for the bulk of the project costs are for 8-inch diameter gravity sewer lines. The public share of these costs, covered by SDCs, are estimated to be \$1,515,855. Development in the UR is forecast to generate \$17,170,545 in sanitary sewer SDCs (\$16,483,723 for CWS and \$686,822 for the City), which is substantially more than what is needed for sanitary sewer infrastructure projects in the area.

South Cooper Mountain: Infrastructure Funding Plan

November 24, 2014 8

Infrastructure: Master Plans and Construction

- City updating water and sewer master plans now, will be completed in fall 2018
- Projects underway or completed:
 - Mountainside High School opened in 2017
 - High pressure water line
 - Washington County/Beaverton work on 175th
 - New 5.5 million gallon reservoir in the urban reserve
 - Proposed 24" transmission main



Conclusion

“We have a vision for Cooper Mountain that includes new livable, walkable neighborhoods but also calls for us to honor the unique landscape and ensure a legacy of natural resource protection and connection.”

Mayor Denny Doyle





Urban Growth Boundary Expansion

Thank you!
Questions?

All of the Urban Reserve Area (URA) shows conceptual "Future Land Use" because urban development cannot occur until Metro, in partnership with the region and subject to state review, expands the UGB to include some or all of this area. The timeline for development to occur in the URA is less predictable than in the UGB, and will likely span several decades.



Development types are the land use designations on the Concept Plan Land Use Framework. They are made up of multiple building types (created based on real buildings and local regulatory parameters), grouped and mixed together to represent the types of places and neighborhoods planned for South Cooper Mountain.

The development types found on the Concept Plan Land Use Framework are described below. Example images of some of the buildings that comprise the development type are included for illustrative purposes.

Map Symbol	Development Type	Description
	Urban Neighborhood	Primarily made up of apartments/condos and townhomes, with some small-lot single family homes.
	Future Urban Neighborhood	
	Compact Neighborhood	A mix of single family homes on small lots and townhomes
	Future Compact Neighborhood	
	Single Family Neighborhood	Includes single family homes on lots ranging from 5,000 to about 7,000 square feet, with a small percentage assumed to be larger lots where topography or other conditions make a slightly lower density appropriate.
	Future Single Family Neighborhood	
	Future Cluster Neighborhood	Primarily applied in places with high quality upland habitat; houses are grouped together on more buildable portions of a property and can share views of and access to nearby natural areas. Lot sizes are assumed to include a range of sizes from relatively small lots to larger lots to account for topography and to provide a transition to resource areas.
	Low Density Neighborhood	Made up of single family homes on lots from roughly 7,000 to 10,000 square feet.
	Future Low Density Hillside Neighborhood	Made up of relatively large-lot single family homes to account for challenging slopes and provide opportunities for "executive"-style housing.
	Very Low Density Neighborhood	Single family homes on lots around one to two acres, similar to the existing development pattern in North Cooper Mountain, providing opportunities for "executive"-style housing.
	Main Street Commercial	Street-oriented ground floor retail, with potential for office and/or residential units on the second floor of some buildings. All of the commercial uses are intended to serve day-to-day needs of residents.

Paulette Copperstone

From: Dickoff, Diane J [diane.j.dickoff@intel.com]
Sent: Wednesday, June 27, 2018 11:12 AM
To: 2040
Subject: Urban Growth Boundary

Follow Up Flag: Follow up
Flag Status: Completed

Metro appears to be run by developers, cities, and Washington County. No input, care or concern for unincorporated Washington County citizens.

Regarding the growth in south cooper mountain everything I read and the people who were given information about plans, meetings, and input were all in the area planned for addition to Beaverton. Unincorporated areas to the north have been left in the dark...except for seeing the destruction of our area to improve the new areas.

All that new growth will severely impact the north side (the actual north side and not the north side the plan discussed). No one cares about the areas in unincorporated Washington County.

Unincorporated areas will be voting no on any measure that our input and livability is not included. How much you grow does not matter. The growth is already severely impacted our area with no concern from Washington County and Metro. We pay the taxes with no representation from either Washington County or Metro.

1. Waste of taxpayer money (example \$1.7million for 6 studio low-income apartments that is taxpayer money and does not follow the Fair Housing Act)
2. No-bid contracts and same developers every time building low-income housing
3. The ever changing "facts?" from Washington County
4. Disregard for the requirements to meet the Fair Housing Act especially in low-income housing and even more so when using taxpayer money
5. Businesses first, citizens last
6. No improvement to existing areas in fact harm them to improve new development areas. Infill destroys neighborhoods but no one cares. Just make sure the new developments have nice streets, parks, play areas, roads. And take away all the positives from the unincorporated areas.
7. No plans for the huge increase in traffic to the north of Cooper Mountain
8. The destruction of Aloha for the benefit of Tigard/Hillsboro
9. No low-income housing in all the new development. Instead put all the low-income in the Aloha area and unincorporated Washington County. The value of our homes decrease while you make sure the new areas are where people want to live.
10. Be innovative (look to other areas that are successful) that does not include bulldozing and destroying existing areas.
11. Road improvements first and not an afterthought. Asking Washington County what their plans are for all the cars heading north over Cooper Mountain...their plans stop at the top of the hill. No plans for the unincorporated areas of Cooper Mountain. We again have no input and we will feel on the pain.

I think we need to vote out all the Washington County Commissioners and do away with Metro.



Agenda

Meeting: City Readiness Advisory Group Meeting 2
Date: Monday, June 25th, 2018
Time: 9:30 a.m. to noon
Place: Room 501, Metro Regional Center
Purpose: Review UGB residential expansion proposals
Outcome(s): CRAG comments on all 4 cities' proposals.

9 a.m. (Council President Hughes) Welcome and overview of the small group discussion
format

9:15 a.m. Breakout group discussion according to areas of expertise (two groups):

- Facilitated discussion of four proposals
- Goal: complete discussion for all four cities

10:45 a.m. Break

11:00 a.m. Review feedback on city proposals as a group

11:50 a.m. Next steps, questions and comments

noon Adjourn



CITY READINESS ADVISORY GROUP

2018 Urban Growth Management Decision

2018 Urban Growth Management Decision

City expansion proposals

Metro is working with residents, elected leaders, community groups and researchers to evaluate whether communities and existing land inside the greater Portland's growth boundary have enough room for the people and jobs over the next 20 years.

Beginning in late June, the Metro Council and its advisory committees will begin to examine the population and jobs forecast for greater Portland to inform whether the urban growth boundary needs to expand. In the meantime, Metro has asked cities to prepare information that will help determine where expansion should happen if it's needed.



If we expand, where should we grow?

To answer this question, Metro asked the cities of the region to submit proposals on where and how their communities would expand into new areas. Generally, cities were asked to show:

- the housing needs of people in the region, county and city have been considered
- development of the proposed expansion area is feasible and supported by a viable plan to pay for needed pipes, parks, roads and sidewalks
- the city has reduced barriers to mixed-use, walkable development in their downtowns and main streets
- the city has implemented best practices for preserving and increasing the supply and diversity of affordable housing in its existing urban areas
- the city has taken actions to advance other key outcomes, such as social equity and meaningful engagement of communities of color in community planning processes.

Four cities submitted proposals to expand greater Portland's urban footprint by **2,191 acres** with hopes for developing about **9,200 homes** in these areas.

Proposed expansion areas

Witch Hazel Village South (Hillsboro)

Gross acres: 150
Buildable acres: 75
Homes planned: 850

Cooper Mountain (Beaverton)

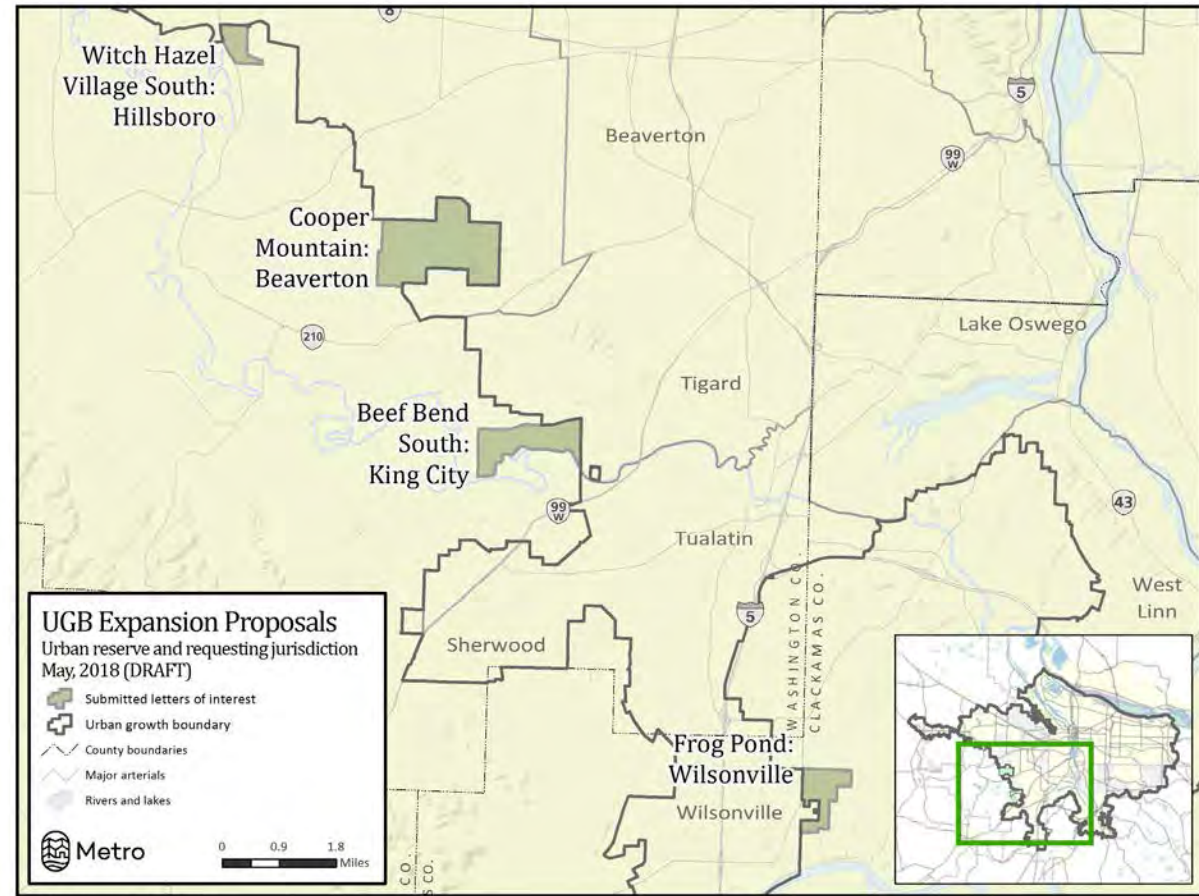
Gross acres: 1,242
Buildable acres: 600
Homes planned: 3,760

Beef Bend South (King City)

Gross acres: 528
Buildable acres: 400
Homes planned: 3,300

Advance Road (Frog Pond) Wilsonville

Gross acres: 271
Buildable acres: 192
Homes planned: 1,325



Evaluations

The purpose of this workbook is to describe the evaluation factors that you will use to assess each of the four city proposals and provide a space for you to organize your thoughts as you conduct your

At the outset of the process, the cities were given the document *"Administrative guidance for cities proposing residential urban growth boundary expansions in the 2018 urban growth management decision,*"* which describes the factors that they should use to make the case for their proposed expansions.

Metro staff will be tasked with reviewing the specific code and ordinance compliance requirements detailed in this *Administrative guidance* and reporting their findings back to you at Meeting #2.

Your task is to consider the proposals in light of the overarching questions within those evaluation factors - the factors that are fundamental to ensuring our region grows in a way that is consistent with our stated regional planning goals. These factors are described on the following page.

- This Advisory Group will consider the evaluation factors on a **"strengths and weaknesses"** basis.
- If the city did not sufficiently address the evaluation factors, it is OK to note that.
- Make note of any background knowledge, past experience, or other insight on issues that you would want the CRAG to consider during the small group discussion at Meeting #2.
- **Focus your reviews** on the evaluation factors that align with your area of expertise.

Evaluation factors

*Please address the evaluation factors on a **strengths and weaknesses** basis.*

1.) The housing needs of people in the region, county and city have been considered

Is the city planning for a variety of housing types that can address the needs of diverse household sizes and incomes in the proposed expansion area?

How well is the city meeting those needs within its existing boundaries?



2.) The proposed expansion area is feasible and likely to develop in a way that contributes to mixed-use, walkable communities.

How likely is it that the proposed expansion area will be developed according to its concept plan? Have the city's past UGB expansion areas (if any) been successful? Is there a viable plan to pay for pipes, roads, parks and sidewalks?

Would the proposed concept plan promote desired outcomes such as:

- Mixed-use neighborhoods
- a range of housing of different types, tenure and prices
- Pedestrian and bicycle connectivity
- Well-connected systems of streets, bikeways, trails and the possibility for future public transit
- A well-connected system of parks, natural areas and other public open spaces

Evaluation factors (continued)

3.) The city has made meaningful efforts to encourage the success of their existing urban areas.

The region is committed to encouraging most growth in existing centers, main streets and downtowns.

- Has the city reduced barriers to mixed-use, walkable development in these urban areas?
- Would development of the proposed expansion support or come at the expense of these existing urban areas?

4.) The city has already taken effective steps towards preserving and expanding its supply of affordable housing.

- Has the city implemented best practices for preserving and increasing the supply and diversity of affordable housing in its existing urban areas?
- What actions have they taken, and have those actions been effective?



Some examples of best practices for creating and preserving affordable homes can be found in Metro's [Equitable Housing Initiative](#) report - a quick summary sheet can be found [here](#):

<https://www.oregonmetro.gov/sites/default/files/2018/04/19/Equitable-Housing-Initiative-Factsheet-Affordability-201804.pdf>

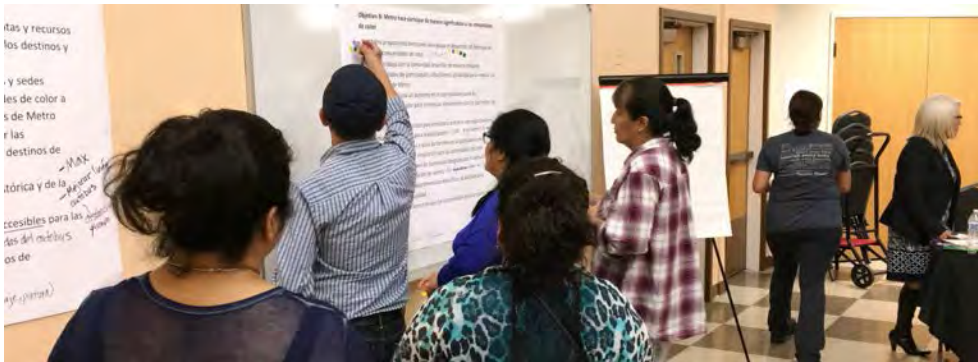
Evaluation factors (continued)

5.) The city has taken actions to advance Metro's six desired outcomes:

- 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.

Outcome #6 is of central interest to Metro Council.

The cities were asked to discuss actions it has taken to advance social equity and meaningful engagement of communities of color in community planning processes, and how its knowledge of disproportionate outcomes for communities of color influences its plans.



Several of these outcomes, particularly #1 and #2, have already been addressed elsewhere in the evaluation. Focus your review on the outcome(s) that align with your area of expertise.

Witch Hazel Village South (Hillsboro)

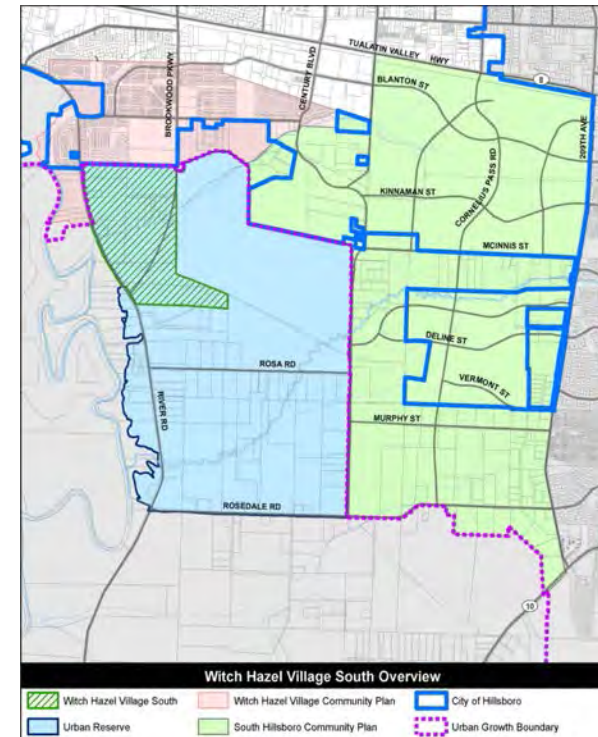
Please address the evaluation factors on a **strengths and weaknesses** basis

- 1.) The housing needs of people in the region, county and city have been considered
- 2.) The proposed expansion area is feasible and likely to develop in a way that contributes to mixed-use, walkable communities.

Witch Hazel Village South (Hillsboro)

3.) The city has made meaningful efforts to encourage the success of their existing urban areas.

4.) The city has already taken effective steps towards preserving and expanding its supply of affordable housing.



Witch Hazel Village South (Hillsboro) (continued)

5.) The city has taken actions to advance Metro's six desired outcomes.

Other thoughts and comments on this proposal or notes from Small Group Discussion:

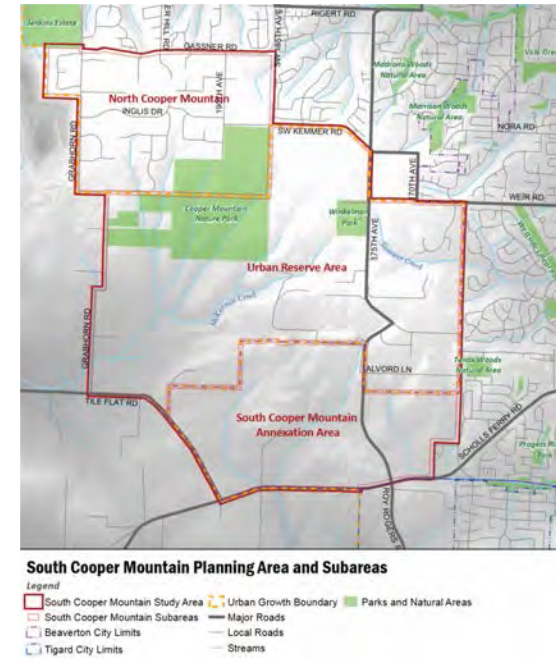
Cooper Mountain Urban Reserve (Beaverton)

1.) The housing needs of people in the region, county and city have been considered

2.) The proposed expansion area is feasible and likely to develop in a way that contributes to mixed-use, walkable communities.

Cooper Mountain Urban Reserve (Beaverton) (continued)

3.) The city has made meaningful efforts to encourage the success of their existing urban areas.



4.) The city has already taken effective steps towards preserving and expanding its supply of affordable housing.

Cooper Mountain Urban Reserve (Beaverton)

5.) The city has taken actions to advance Metro's six desired outcomes.



Other thoughts and comments on this proposal or notes from Small Group Discussion:

Beef Bend South (King City)

- 1.) The housing needs of people in the region, county and city have been considered
- 2.) The proposed expansion area is feasible and likely to develop in a way that contributes to mixed-use, walkable communities.

Beef Bend South (King City)

3.) The city has made meaningful efforts to encourage the success of their existing urban areas.



4.) The city has already taken effective steps towards preserving and expanding its supply of affordable housing.

Beef Bend South (King City)

5.) The city has taken actions to advance Metro's six desired outcomes.



Other thoughts and comments on this proposal or notes from Small Group Discussion:

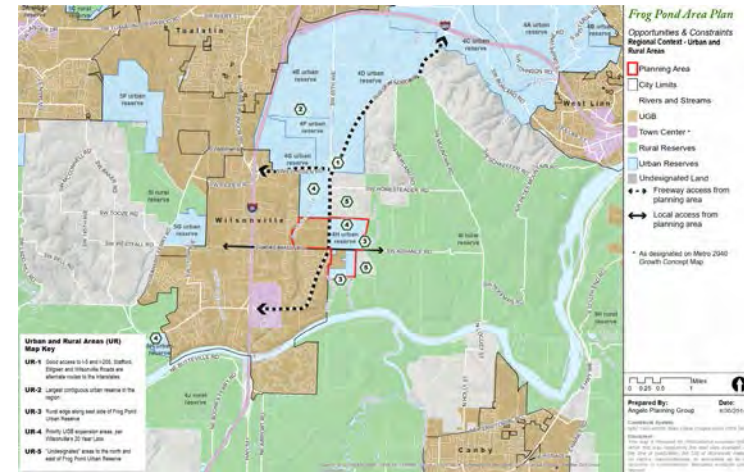
Frog Pond (Wilsonville)

1.) The housing needs of people in the region, county and city have been considered

2.) The proposed expansion area is feasible and likely to develop in a way that contributes to mixed-use, walkable communities.

Frog Pond (Wilsonville) (continued)

3.) The city has made meaningful efforts to encourage the success of their existing urban areas.



4.) The city has already taken effective steps towards preserving and expanding its supply of affordable housing.

Frog Pond (Wilsonville)

5.) The city has taken actions to advance Metro's six desired outcomes.



Other thoughts and comments on this proposal or notes from Small Group Discussion:

Instructions for facilitator

Group 2

Meeting: City Readiness Advisory Group Meeting 2
 Date: Monday, June 25th, 2018
 Time: 9:30 a.m. to noon
 Goals: Collect comments from CRAG members on all four city proposals.

Questions for your group are provided on the second page of this document. We have only 15 minutes per group, so you will need to keep the discussion moving. Your group can re-visit conversations during the break if additional time is needed. Approximate times are as follows:

Breakout Session

9:45 a.m.	Wilsonville
10:00 a.m.	King City
10:15 a.m.	Hillsboro
10:30 a.m.	Beaverton
10:45 a.m.	Soft break/finish breakout session discussions
11:00 a.m.	Begin whole group discussion

If there is time after the group has addressed its key question, here are some city-specific questions to raise with the group:

Wilsonville

- Has the city conducted outreach with other groups aside from Latinos, and if so, what has been the influence of that work on the concept plan for the proposed expansion area?
- Would any of the proposed new units be affordable for families making less than 80% of the median family income?

King City

- Does the city have any resources to commit towards subsidizing or creating new affordable housing?
- Do current residents have access to quality greenspaces and parks? Would future residents in the Concept Plan area?

Beaverton

- How is the city's Diversity, Equity, and Inclusion work incorporated into their concept plan?
- How does the city's current supply of regulated affordable housing compare to its need? To investments that its peer cities have made?

Hillsboro

- Does the city fund affordable housing programs at levels meaningful enough to be impactful?
- Can the city point to strategies or policies it has enacted to work towards equity and meaningful engagement with communities of color?

Evaluation factors - Group 2

*Please ask group members to address the evaluation factors on a **strengths/weaknesses** basis. Not all aspects need to be addressed - we have just about 15 minutes per city.*

4.) The city has already taken effective steps towards preserving and expanding its supply of affordable housing.

- Has the city implemented best practices for **preserving and increasing the supply** and diversity of **affordable housing in its existing urban areas**?
- What actions have they taken, and have those actions been **effective**?

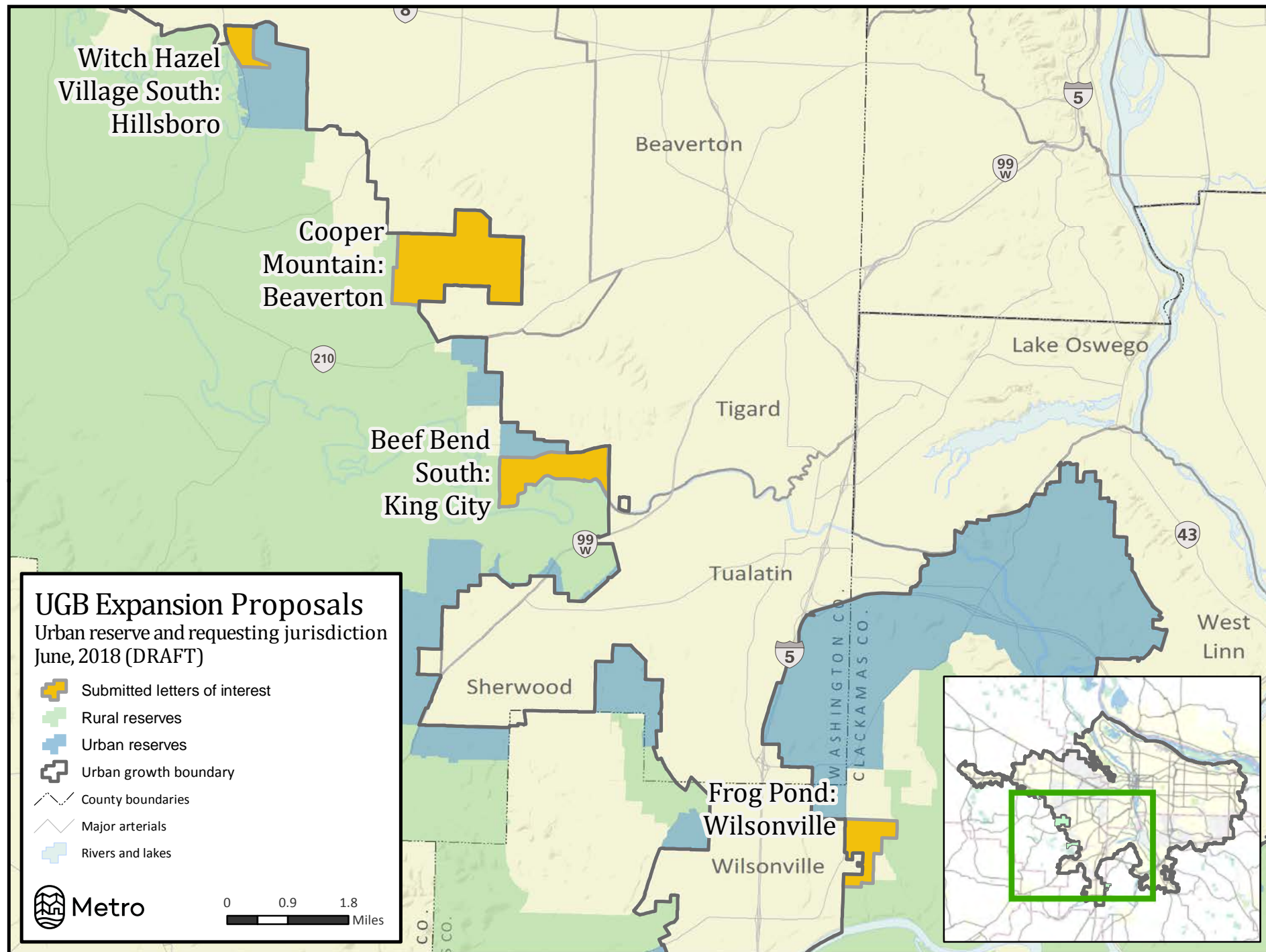
5.) The city has taken actions to advance Metro's six desired outcomes:

- The benefits and burdens of growth and change are distributed equitably.
 - Has the city taken **action** to **advance social equity** and **meaningful engagement of communities of color** in community planning processes
 - How does its knowledge of disproportionate outcomes for communities of color influence its plans?
- The region is a leader in minimizing contributions to global warming.
- Current and future generations enjoy clean air, clean water and healthy ecosystems.

2.) The proposed expansion area is feasible and likely to develop in a way that contributes to mixed-use, walkable communities.

Would the proposed concept plan promote desired outcomes such as:

- a **range of housing** of different types, tenure and prices
- A **well-connected system of parks, natural areas** and other public open spaces



Agenda



Meeting: Metro Technical Advisory Committee
Date: Wednesday, June 20, 2018
Time: 10:00 am – Noon
Place: Metro Regional Center, Council Chamber

10:00 am	1. Call to Order, Declaration of a Quorum and Introductions	Megan Gibb, Acting Chair
10:05	2. Comments from the Chair and Committee Members	Chair/All
10:10	3. Community Communications on Agenda Items	All
10:15 25 min.	4. City of Beaverton Urban Growth Application Purpose: Cities proposing urban growth boundary expansions in 2018 have an opportunity to brief MTAC about their proposals	City Representatives
10:40 25 min.	5. City of Hillsboro Urban Growth Application Purpose: Cities proposing urban growth boundary expansions in 2018 have an opportunity to brief MTAC about their proposals	City Representatives
11:05 25 min.	6. City of King City Urban Growth Application Purpose: Cities proposing urban growth boundary expansions in 2018 have an opportunity to brief MTAC about their proposals	City Representatives
11:30 25 min.	7. City of Wilsonville Urban Growth Application Purpose: Cities proposing urban growth boundary expansions in 2018 have an opportunity to brief MTAC about their proposals	City Representatives
Noon	ADJOURN	

Next TPAC/MTAC Workshop – July 11 (moved due to legal holiday)

Remaining MTAC meetings for 2018:

July 20, 2018 – Cancelled; August 15; September 19; October 17; November 21; December 19

2018 MTAC Work Program

6/12/18

January 17, 2018 <u>Comments from the Chair</u> <ul style="list-style-type: none"> Urbanism Next Conference, March 5 – 7 Oregon Active Transportation Summit, March 15 – 16 <u>Agenda Items</u> <ul style="list-style-type: none"> 2018 RTP: Update on Schedule, Technical Evaluation, Engagement Activities and Regional Leadership Forum #4 <u>Information/Discussion</u> (Ellis/Higgins, 30 min.) Emerging Technologies Strategy : draft policy (Rose, 30 min.) 	February 21, 2018 – Cancelled <u>Comments from the Chair</u> <u>Agenda Items</u>
March 21, 2018 – Cancelled <u>Comments from the Chair</u> <u>Agenda Items</u>	April 18, 2018 <u>Comments from the Chair</u> <u>Agenda Items</u> <ul style="list-style-type: none"> Draft Emerging Technology Strategy (Frisbee, 45 min.) Draft Transit Strategy (Snook, 60 min.) Draft Freight Strategy (Collins, 40 min.)
May 16, 2018 <u>Comments from the Chair</u> <u>Agenda Items</u> <ul style="list-style-type: none"> 2018 Urban Growth Management Decision: Urban Reserve Goal 14 Analysis (Reid/O'Brien, 45 min.) Draft RTP Policy Chapter Changes (focus on goals and objectives) (Ellis, 40 min.) Draft RTP Implementation Chapter (Ellis, 40 min.) 	June 20, 2018 <u>Comments from the Chair</u> <u>Agenda Items</u> <ul style="list-style-type: none"> Presentations from the Cities of Beaverton, Hillsboro, King City, Wilsonville – UGB Applications (30 min. each)
July 18, 2018 – Cancelled per the Chair	August 15, 2018 <u>Comments from the Chair</u> <u>Agenda Items</u> <ul style="list-style-type: none"> 2018 Urban Growth Management decision (recommendation to MPAC, if requested by MPAC)
September 19, 2018 <u>Comments from the Chair</u> <u>Agenda Items</u> <ul style="list-style-type: none"> 2018 RTP Update: Make final recommendation to MPAC on proposed amendments in response to public comments 	October 17, 2018 <u>Comments from the Chair</u> <u>Agenda Items</u>
November 21, 2018 <u>Comments from the Chair</u> <u>Agenda Items</u>	December 19, 2018 <u>Comments from the Chair</u> <u>Agenda Items</u>

Parking Lot

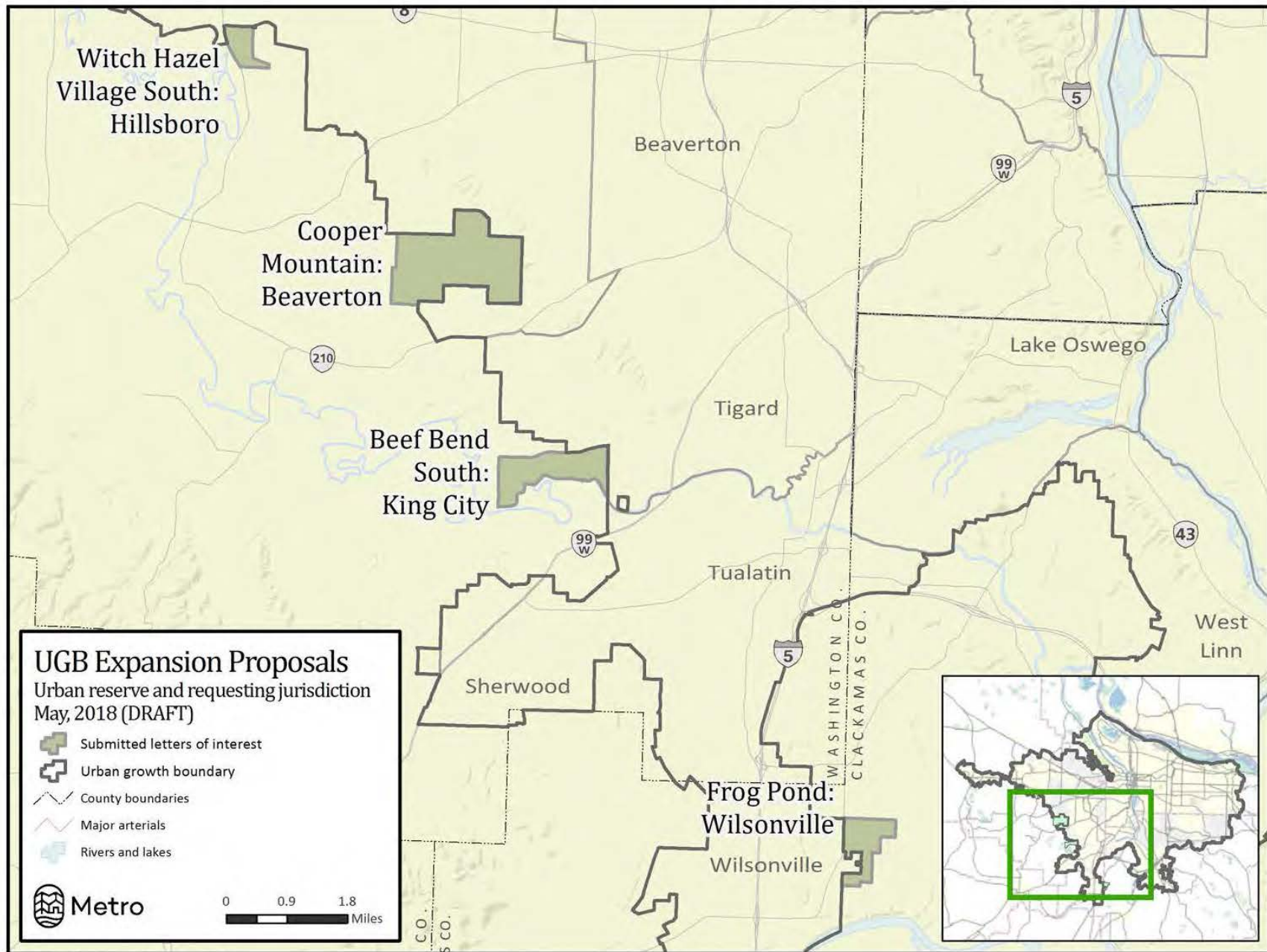
- Transportation resiliency
- Portland's inclusionary zoning program (June 20 or October 17)

MTAC meets the 3rd Wednesday of the month.

TPAC and MTAC hold a joint work session on the 1st Wednesday of the month.

For agenda and schedule information call 503-797-1562 or e-mail paulette.copperstone@oregonmetro.gov.

For closure or inclement weather information, call 503-797-1700.





2018 growth management decision

City expansion proposals

Metro is working with residents, elected leaders, community groups and researchers to evaluate whether communities and existing land inside the greater Portland area's growth boundary have enough room for the people and jobs over the next 20 years.

Beginning in late June, the Metro Council and its advisory committees will begin to examine the population and jobs forecast for greater Portland to inform whether the urban growth boundary needs to expand. In the meantime, Metro has asked cities to prepare information that will help determine where expansion should happen if it's needed.

If we expand, where should we grow?

To answer this question, Metro asked the cities of the region to submit proposals on where and how their communities would expand into new areas. It takes more than land to encourage new housing, jobs and communities. Generally, cities were asked to show:

- the housing needs of people in the region, county and city have been considered
- development of the proposed expansion area is feasible and supported by a viable plan to pay for needed pipes, parks, roads and sidewalks
- the city has reduced barriers to mixed-use, walkable development in their downtowns and main streets



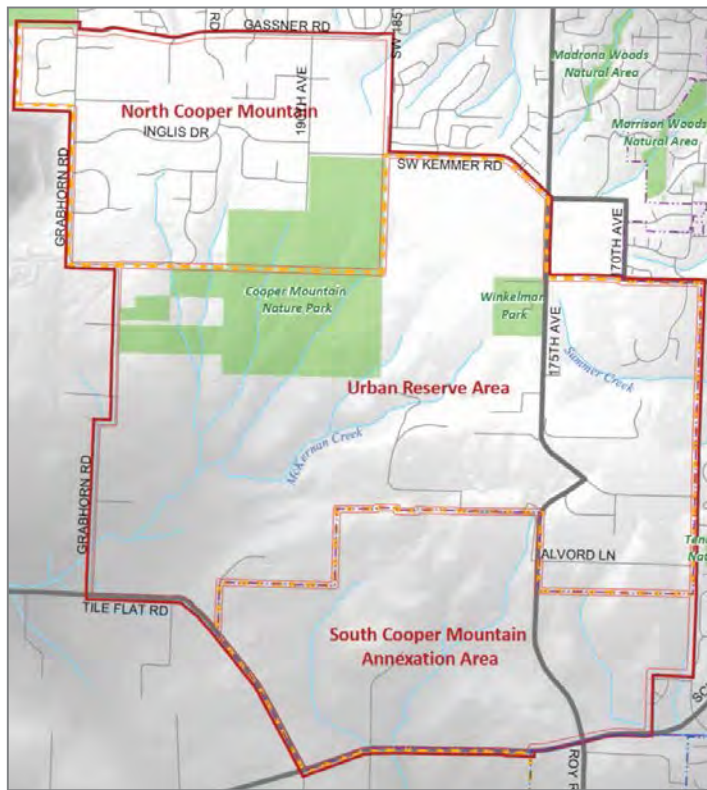
- the city has implemented best practices for preserving and increasing the supply and diversity of affordable housing in its existing urban areas
- the city has taken actions to advance other key outcomes, such as social equity and meaningful engagement of communities of color in community planning processes.

Four cities submitted proposals to expand greater Portland's urban footprint by 2,181 acres with hopes for developing about 9,200 homes in these areas. All expansion proposals are in urban reserves.

City	Gross acres proposed
Beaverton	1,242
Hillsboro	150
King City	528
Wilsonville	271

City of Beaverton

Name of urban reserve	Gross acres	Buildable acres	Homes planned
Cooper Mountain	1,242	600	3,760



Beaverton would like to provide an additional 12,300 housing units inside the city limits by 2035. The Cooper Mountain Urban Reserve Area could provide 3,760 units, nearly 31 percent of the projected demand, with a variety of single-family and multi-family homes.

The city will also encourage growth and development in its existing urban areas, specifically in downtown, in the Murray Scholls and Cedar Mill areas, and around transit stations and main streets through improvement programs, street improvements, key attractions and an urban design framework.

The city is also facilitating a diverse supply of affordable housing types through financial assistance, land acquisition, development code and best practices toolkit for preserving multifamily housing.

The City of Beaverton's Diversity, Equity and Inclusion plan is working to eliminate barriers for traditionally underserved populations in the city. Beaverton is also using multi-cultural engagement practices in its planning efforts by meeting these communities in their homes, restaurants and schools to hear their feedback.

City of Hillsboro

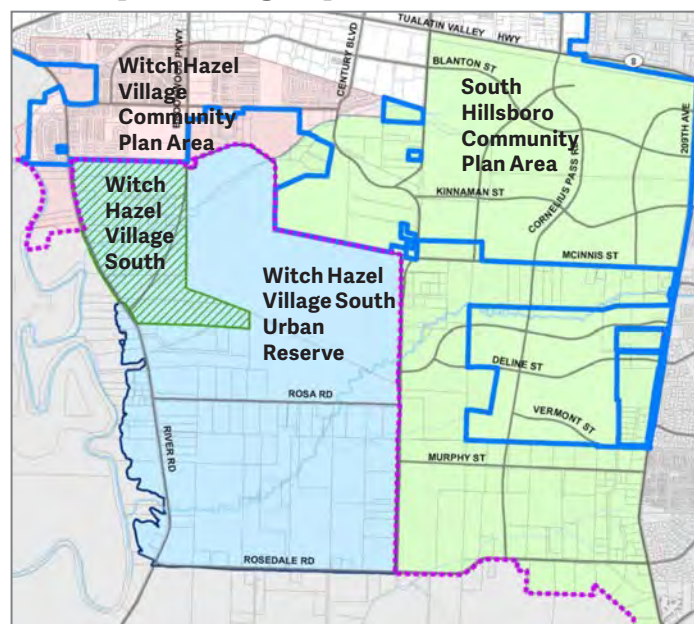
Name of urban reserve	Gross acres	Buildable acres	Homes planned
Witch Hazel Village South	150	75	850

Hillsboro expects to increase its population by 1.5 times to 156,000 people by 2045 and would like to provide an additional 1,300 new single-family detached homes over the next 20 years. The Witch Hazel Village South Urban Reserve Area could provide 850 additional residences.

The city will also encourage growth and development in its existing urban areas, specifically in downtown, the Tanasbourne-AmberGlen area and its North Hillsboro employment district and around transit stations and main streets through urban renewal, public-private partnerships and other strategies.

As of 2017, the city has over 2,100 regulated affordable housing units, making up 6 percent of the city's housing supply. After Portland, the city boasts the region's highest share (14 percent) of regulated affordable units in regional centers and town centers.

The City of Hillsboro has identified cultural inclusion and expanded engagement with diverse community members as a guiding public outreach principle going forward. Hillsboro's Public Engagement Committee will help craft the community involvement outreach strategies that engage a representative range of the community, particularly for communities of color, low-income populations and other underserved or underrepresented groups.



City of King City

Name of urban reserve	Gross acres	Buildable acres	Homes planned
Beef Bend South	528	400	3,300

King City asserts that the city limits are virtually built out, stating that with no realistic path to vertical infill growth, the city will be unable to provide more housing.

The city will also encourage growth and development through its comprehensive plan and zoning code and is discussing redevelopment opportunities with commercial property owners.

King City also allows and encourages a mix of affordable housing types, including single family attached and detached, apartments, condominiums and manufactured homes.

The mayor and city council have led an outreach effort to ensure its residents have had the chance to weigh in on planning the new urban area.



City of Wilsonville

Name of urban reserve	Gross acres	Buildable acres	Homes planned
Advance Road (Frog Pond)	271	192	1,325

Wilsonville has grown at a quick pace, with an average population growth rate of 2.7 percent from 2014 to 2017. While additional single-family housing opportunities are planned for the proposed expansion area, the city is also planning for other housing options to meet various needs in the community.

The city will also encourage growth and development in its existing urban areas, specifically in the town center and other commercial and neighborhood centers such as Village at Main, Wilsonville Old Town Square and Villebois, a mixed-use, pedestrian-friendly and transit-supportive community.

The city is also committed to providing a wide range of housing types, sizes and densities at different prices and rent levels through regulated affordable housing units, property tax exemptions for properties that offer subsidized rent to

low-income individuals and families, and implementing an equitable housing strategic plan.

The City of Wilsonville is working to meaningfully engage its residents in its planning processes. With a growing Latinx and Spanish-speaking population, the city is starting to integrate interpretive services and translated materials into its engagement strategies. The city council also recently declared Wilsonville a welcoming and inclusive city.



The 2018 growth management decision

Oregonians believe in a better way to manage growth. As people move here and businesses create jobs, greater Portland's urban growth boundary protects farms and forests, promotes economic development, encourages equitable housing and supports development of new neighborhoods when needed.

Metro is tasked with managing the urban growth boundary by the State of Oregon. Under Oregon law, greater Portland must have enough land inside its urban growth boundary for 20 years of growth. Land inside that boundary is available for construction of homes, employment centers and shopping areas for our region's residents. That means that even if the boundary wasn't expanded for two decades, all of the growth we expect in greater Portland can fit inside the existing boundary.

Metro is working with residents, elected leaders, community groups and researchers to evaluate whether communities and existing land inside the growth boundary have enough room for the people and jobs we expect in 20 years. If we need to expand our urban footprint, we'll work with communities to grow where growth makes sense.

By the end of 2018, the Metro Council will decide whether there is enough land in greater Portland's urban area for 20 years of growth. If not, the council will decide what areas are best suited to handle future growth.

Next steps

- **June 2018** Cities proposing urban growth boundary expansions present those proposals to the Metro Council, the Metro Policy Advisory Committee, and the Metro Technical Advisory Committee
- **June 8 – July 9, 2018** Online public comment period on city expansion proposals.
- **late June 2018** Metro releases draft 2018 Urban Growth Report
- **July 2018** Overview of draft 2018 Urban Growth Report at Council, the Metro Policy Advisory Committee, and the Metro Technical Advisory Committee
- **July 2018** City Readiness Advisory Group provides feedback on the strengths and weaknesses of city proposed expansions to Council and the Metro Policy Advisory Committee
- **Sept. 4, 2018** Metro's Chief Operating Officer recommendation
- **Sept. 12, 2018** Metro Policy Advisory Committee recommendation to the Metro Council
- **Sept. 20 and 27, 2018** Metro Council public hearings and direction to staff on whether and where the UGB will be expanded (and any other policy direction)
- **Dec. 6, 2018** Metro Council public hearing
- **Dec. 13, 2018** Metro Council decision on growth boundary expansion

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we've already crossed paths.

So, hello. We're Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

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City of Beaverton

Proposal to Expand the Urban Growth Boundary to Include the

COOPER MOUNTAIN URBAN RESERVE

Prepared for Metro

May 31, 2018



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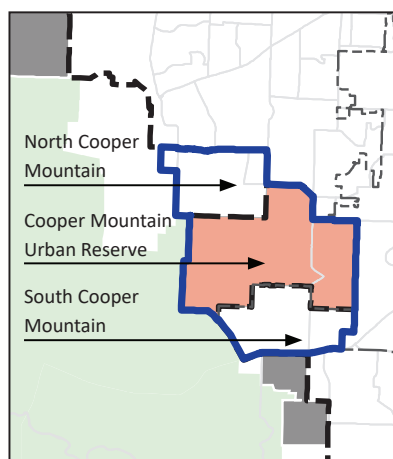
METRO REGIONAL FUNCTIONAL PLAN REQUIREMENTS

Beaverton's proposal to expand the urban growth boundary to include the Cooper Mountain Urban Reserve complies with all applicable Metro Regional Functional Plan requirements. The table below provides a list of all relevant Metro Titles, and the corresponding page number that provides evidence.

Metro Code		Page
Title 1	Housing Capacity	7, 9
Title 3	Water Quality and Flood Management	4
Title 4	Industrial and Other Employment Areas	7
Title 6	Centers, Corridors, Station Communities and Main Streets	7
Title 7	Housing Choice	9
Title 11	Planning for New Urban Areas	1, 4
Title 12	Protection of Residential Neighborhoods	12
Title 13	Nature in Neighborhoods	4
Title 14	Urban Growth Boundary	1-15

INTRODUCTION

The City of Beaverton proposes to add Cooper Mountain Urban Reserve to the urban growth boundary to welcome new community members and provide a wide variety of housing choices to households in the city. Beaverton is committed to enhancing economic opportunity, maintaining a high quality of life and promoting access to natural beauty equitably for all residents, including the full spectrum of incomes and cultural backgrounds represented in our community.



Adding Cooper Mountain Urban Reserve now makes sense because:

- The urban reserve is the “missing puzzle piece” of the South Cooper Mountain Concept Plan area. Areas already in the growth boundary are to the north, east and south.
- Beaverton’s greenfield growth area, South Cooper Mountain, is expected to be fully built out before the urban reserve is available for development.
- Housing demand is strong, as evidenced by rising housing prices and rents, and adding land now can help prevent future shortages.
- Cooper Mountain-area roads, sewer lines, water lines, trails and other infrastructure work better if the urban reserve, the “missing puzzle piece,” is filled in.

In addition, this expansion request meets or exceeds applicable criteria, including:

- **Housing needs.** Beaverton’s housing needs analysis clearly demonstrates the need for housing, including single-family homes, townhomes and apartments/condos.
- **Required concept plan.** The 2014 *South Cooper Mountain Concept Plan*, which is consistent with Metro rules, provides a comprehensive vision for the urban reserve as part of the larger Cooper Mountain area.
- **Growth inside the city.** Beaverton encourages growth in existing urban areas through projects and programs such as zone changes, development code updates, grants and providing support with urban renewal funds.
- **Affordable housing.** Beaverton creates and funds programs that support building affordable and market-rate housing; preserving existing, low-cost housing; and addressing homelessness.
- **Metro’s desired outcomes.** Beaverton prioritizes actions and investments that ensure all residents live in vibrant communities with access to jobs; safe and reliable transportation; and parks and recreational opportunities. Beaverton’s sustainability; equity and inclusion; language access; planning; and economic development efforts all support the six desired outcomes.

This document provides additional details about how Beaverton’s proposal supports regional goals and why adding the urban reserve now is important to house the region’s residents.

HOUSING

Beaverton promotes housing choices through policies, programs, and investments that respond to the needs of diverse household sizes and incomes. The [Housing Element](#) of the city's *Comprehensive Plan* includes policies that were based on Beaverton's 2015 "*Housing Strategies Report*," the city's title for the state-mandated Housing Needs Analysis (HNA) (Appendix F). The Housing Element was updated to address changing housing needs such as more people moving to downtown Beaverton; increasing racial, ethnic and cultural diversity; and the lack of affordable homes driven by the regional housing crunch.

The Housing Element responds to these changes with policies that stimulate housing in the central city, incentivize housing near transit, and encourage a mix of innovative housing types in large developments. For example, the city's development code has a section dedicated to the *South Cooper Mountain Community Plan* area. This section requires that all developments include a mix of housing types, and facilitate both renting and home ownership, so that families at a variety of household incomes can live in the same neighborhood.

With home construction about to begin in South Cooper Mountain, and multifamily buildings nearing completion downtown, city staff is observing an increase in housing production throughout the city. Even so, demand for more housing—and more housing choices—remains strong.

Housing Needs. In 2015, Beaverton completed its most recent Housing Needs Analysis, which was based on the 2035 distributed forecast released by Metro. The needs and solutions identified in this report provided the material for 2016 *Comprehensive Plan* updates. According to this report, acknowledged by the state of Oregon, Beaverton had just under 41,000 housing units. By 2035, the report concluded the city would need an additional 12,300 units, inside city limits, to meet local housing needs. This is an increase of 30 percent more than the city's 2015 housing supply. Of the new units needed:

- 47 percent are single-family detached housing.
- 20 percent are single-family attached (such as townhouses and triplexes).
- 32 percent are multifamily attached housing with five or more units.

For renter households, the need is greatest for lower income residents. For owner households, demand is high for lower income residents and higher-income residents.

Comparison of Needs and Supply. Beaverton's HNA identified the following unmet housing needs:

- Single-family detached housing inside the city limits.
- Single-family attached housing (e.g. townhomes) inside city limits.

Some additional supply was identified inside Beaverton's assumed urban service boundary (an area where the city assumed at the time it would eventually annex). However, some of that capacity (such as in North Cooper Mountain) cannot be realized without the roads and utilities that will run through the Cooper Mountain Urban Reserve once it is added to the urban growth boundary (UGB) and urban infrastructure development can occur.

Factor: Is the urban reserve adjacent to a city with an acknowledged housing needs analysis coordinated with the relevant Metro forecast?

Conclusion: Yes, Beaverton has a state-acknowledged housing needs analysis that was coordinated with the Metro regional forecast and population distribution in effect when the analysis began.

Takeaways:

- Beaverton coordinated the HNA, acknowledged by DLCD on March 23, 2016, with Metro's 2035 distributed forecast (Appendix E).
- Beaverton's HNA indicates a need for an additional 12,300 housing units, inside city limits, by 2035.
- The urban reserve could provide 3,760 units.
- Beaverton prepared a concept plan for the urban reserve that provides a mix of housing types designed to meet the needs of diverse household sizes and incomes.
- Beaverton has a track record of facilitating housing production in recently annexed areas that can help the region address future needs.

Beaverton has experience producing housing in recently annexed areas.

Within five years of annexation, nearly 2,600 homes received land use approval in South Cooper Mountain.

Projected Supply. Of the 12,300 units needed, the Cooper Mountain Urban Reserve could provide 3,760 units, nearly 31 percent of housing demand. The *South Cooper Mountain Concept Plan* estimates that this would include 2,310 units for single-family detached housing, 1,160 units for single-family attached housing, and 290 units for multifamily housing.

As seen directly to the south, housing demand in this area remains strong. Annexed in 2013, South Cooper Mountain is developing faster than expected. Within five years of annexation, nearly 2,600 homes received land use approval and 750 homes are in development review – this is 99 percent of the projected housing supply for South Cooper Mountain.

While redevelopment inside the city with denser home types is anticipated, the city is running out of land for single-family development in new, larger neighborhoods. Adding the Cooper Mountain Urban Reserve alleviates this constraint by providing much-needed land to increase housing supply.

What has changed since 2015? In short, demand has been, and likely will be, higher than our HNA anticipated, and supply is lower than expected.

When the city completed the HNA in 2015, Beaverton relied on Metro's Regional 2035 Forecast Distribution, adopted in 2012 and based on a regional forecast completed in 2009. Simply put, a lot has changed since 2015 (and even more since 2009). This includes:

Increased regional population growth. In 2016, the region experienced its greatest growth in 10 years, with nearly 45,000 people moving to the area. This influx pressures cities, already in a housing crunch, to produce more housing. At the same time, the region is still struggling to catch up after the fall in housing production during The Great Recession. Beaverton has a track record of facilitating housing production, including in recently annexed areas. Adding the urban reserve to the UGB would help the region address future housing needs.

Increased economic activity. Washington County experienced the fastest rates of post-recession job growth in the region. In 2011, there were 244,100 jobs. As of 2018, there are 288,600 jobs, an 18 percent increase. In the heart of "Silicon Forest," Beaverton is near many job centers, from high-tech companies and athletic apparel giants to small businesses and startups. Given Beaverton's proximity to job centers and transportation networks, more people are looking for a home here than expected.

Reduction in housing capacity. Additionally, a part of the urban service area assumed for Beaverton in the 2015 HNA is now designated to be part of Hillsboro. That means 1,079 housing units originally included in Beaverton's capacity to meet housing demand are now assigned to Hillsboro as part of their future housing stock.

Citywide decline in single-family housing construction. In the past five years, the Building Division approved permits for 1,144 multifamily housing units but only 316 for single-family detached homes (an 88 percent decline, likely because the city has nearly depleted its inventory of vacant land). The HNA indicated that the city needs 5,781 single-family detached homes to meet demand (47 percent of 12,300 units). Expanding the UGB to include the urban reserve would provide the land to meet this demand.

CONCEPT PLAN

The city's urban growth boundary expansion proposal is based on the *South Cooper Mountain Concept Plan*, a City Council-approved concept plan consistent with Title 11 of Metro's Urban Growth Management Functional Plan (Appendices F, G and H). The concept plan includes the urban reserve — the subject of this proposal — North Cooper Mountain and South Cooper Mountain.

At Metro's request, Beaverton led the concept planning for all three areas to consider holistically transportation, infrastructure, natural resources, and new development. Envisioned as one concept plan area, the plan works best if the urban reserve is inside the UGB. This allows roads, sewer lines, water lines, trails and natural habitats to cross boundaries and function efficiently. Expanding the UGB to include the urban reserve will then link north and south, unlocking the full development potential of the concept plan. Beaverton has been actively planning the concept plan area for five years, and is ready to take the next step. This section briefly describes the merit of the concept plan, and demonstrates that Beaverton knows how to facilitate housing production in recently annexed areas.

Housing Capacity. Beaverton's Housing Needs Analysis shows that the city needs more homes, especially single-family homes at a variety of income levels. The urban reserve would provide 3,760 units, nearly 31 percent of citywide housing demand. This includes a range of housing options so that families at a variety of household incomes can live in the same neighborhood (2,310 units for single-family detached housing, 1,160 units for single-family attached housing, and 290 units for multifamily housing (which will likely be rental housing)).

Transportation. Adding the urban reserve to the UGB helps Washington County and Beaverton upgrade rural transportation infrastructure and close gaps in the road network. Without the urban reserve, the road, bike and pedestrian networks remain constrained, especially for north-south routes. Currently underway, Washington County is leading the *Cooper Mountain Transportation Study*. The study will evaluate roadway network options to disperse traffic through the area and upgrade rural roads to arterials standards capable of safely and efficiently moving people.

Natural Resources. Beaverton will protect natural resources, including Cooper Mountain Nature Park, by only developing about 600 of the 1,200 acres in the urban reserve. In the concept plan, the land use framework identifies water quality and flood management areas (compliant with Metro Title 3), and riparian habitats I and II and upland habitats A and B (compliant with Metro Title 13). This guides development to protect these resources while allowing the residential development in the plan. In a follow-up community plan for the urban reserve, the city will consider strategies to protect natural resources, including natural resource designations, tree protection standards, hillside/slope protection standards, and the potential transfer of development rights. Many of those tools already exist in the city's current code and could be applied here.

Infrastructure. The urban reserve is the missing puzzle piece that connects North Cooper Mountain with South Cooper Mountain. Connecting all three areas

Factor: Has the area has been concept planned consistent with section 3.07.1110 of the Urban Growth Management Plan?

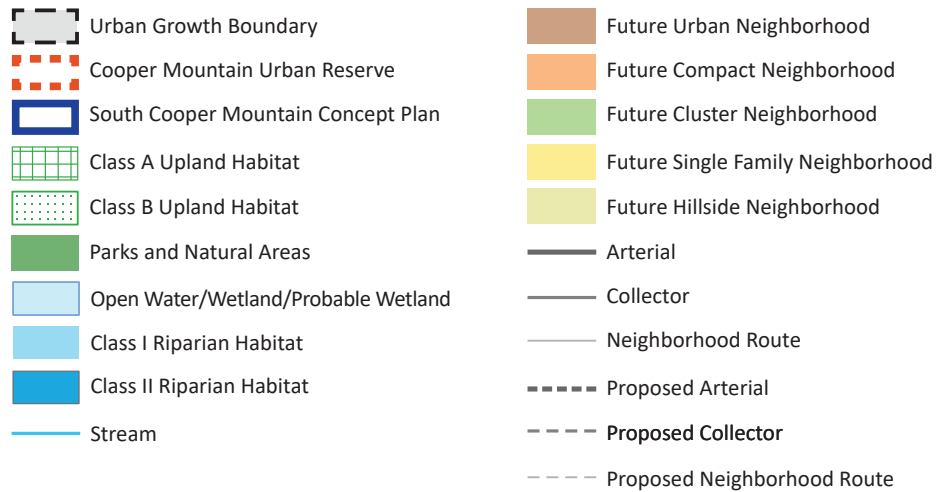
Conclusion: Yes, the South Cooper Mountain Concept Plan, adopted in December 2014 and found by Metro to be consistent with Title 11, provides a mix of housing types, transportation improvements, natural resource protections, and an infrastructure funding plan for the Cooper Mountain Urban Reserve.

Takeaways:

- Bringing the area into Beaverton will provide for needed housing and help avoid future housing shortages.
- Adding the urban reserve fills in the "missing puzzle piece" in the South Cooper Mountain Concept Plan.
- Expanding the UGB now lays early groundwork for development to occur in five or more years.
- Adding the urban reserve allows for comprehensive planning and building of needed transportation and utility infrastructure.
- Beaverton has an infrastructure funding plan that identifies anticipated revenues and project costs.
- The city has received letters of support from property owners in the urban reserve. Their combined land directly connects South Cooper Mountain with North Cooper Mountain, facilitating the installation of pipes through all three areas (Appendix D).

Concept Plan Land Use Framework

All proposed transport routes are conceptual. Washington County is conducting the Cooper Mountain Transportation Study which is evaluating three concept packages.



North Cooper Mountain

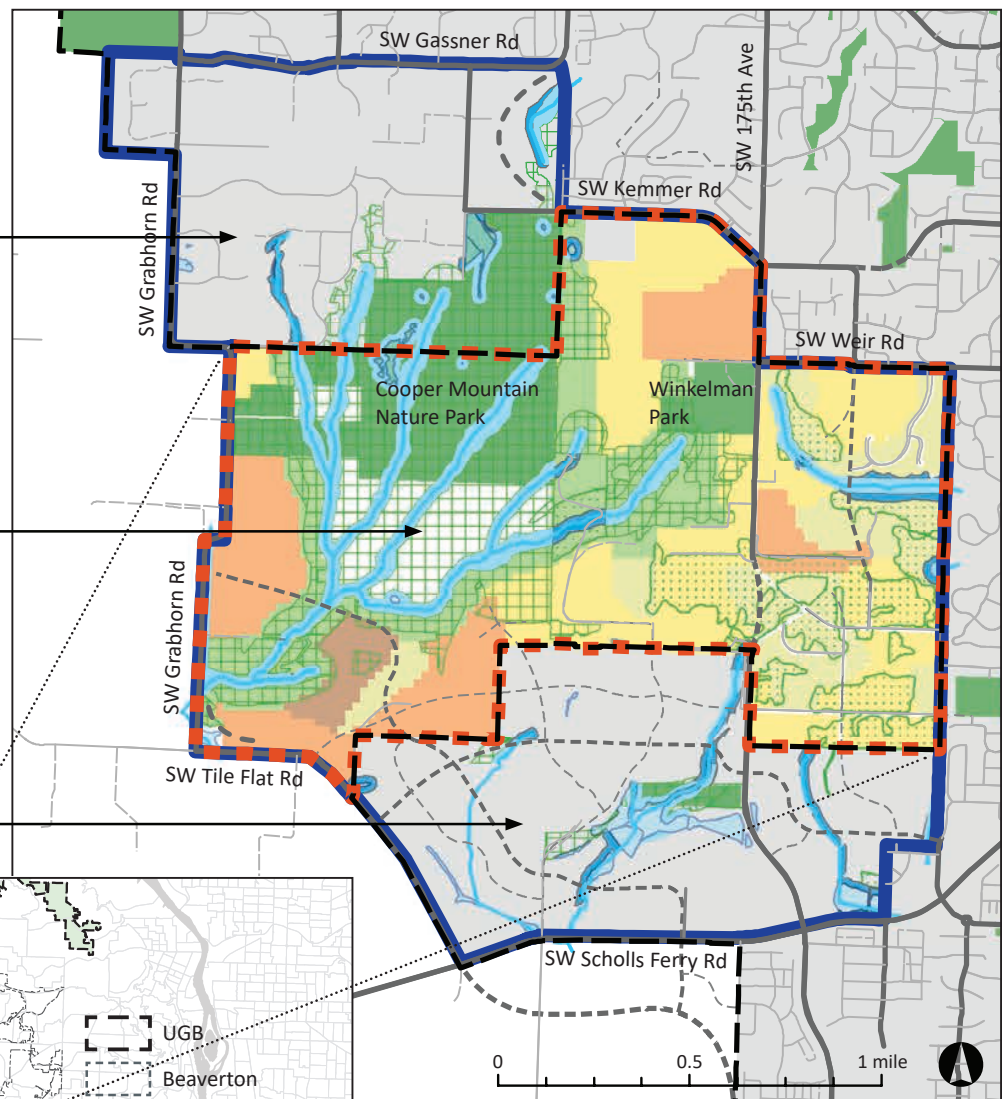
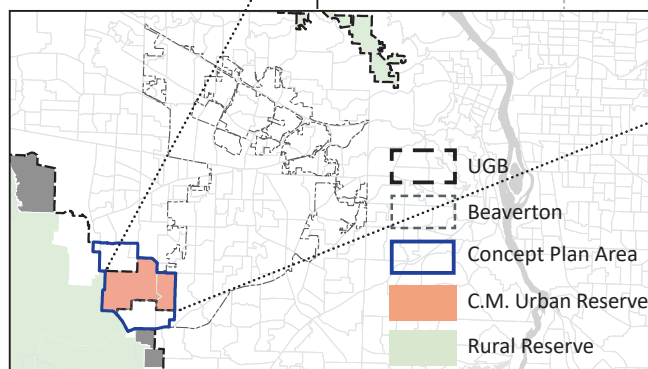
Inside the UGB, located in unincorporated Washington County

Cooper Mountain Urban Reserve

Outside the UGB, located in unincorporated Washington County

South Cooper Mountain

Inside the UGB, located in Beaverton



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allows pipes to run from South Cooper Mountain, through the urban reserve, and into North Cooper Mountain. This facilitates the efficient development and delivery of water, sewer, and stormwater services in the concept plan area.

North Cooper Mountain, especially, cannot be efficiently served without access to a robust utility infrastructure network. Most lots in North Cooper Mountain remain on individual septic systems. If the septic systems fail, lots in the southern two-thirds of North Cooper Mountain have no sanitary sewer connection options without provision of gravity sanitary lines through the urban reserve. Allowing it to capitalize on investments in the urban reserve not only services current homes, but also unlocks development potential for new homes (1,000 housing units according to Metro's buildable land inventory).

Funding. Beaverton worked directly with service providers to develop an *Infrastructure Funding Plan* for the concept plan area (Appendix J). The plan in 2014 estimated \$253 million in total infrastructure costs. Parks, water, and sanitary sewer infrastructure could be funded by existing SDCs and private developer contributions. A regional approach to stormwater infrastructure will depend upon collaboration among private property owners and service providers. Transportation infrastructure, accounting for \$113 million, may require a supplemental SDC to finance improvements. In addition, the city is updating its infrastructure plans, and the county is using the *Cooper Mountain Transportation Study* to plan for road upgrades in more detail and identify funding sources for that work.

Agreements with County and Special Districts. Beaverton and Washington County signed an intergovernmental agreement (IGA) providing Beaverton with the authority to annex the area, or portions of it, following addition to the UGB (Appendix I). In addition, a second agreement between both parties addresses the planning of transportation services for the expansion area (Appendix I). Beaverton also signed an IGA with Tualatin Valley Water District (TVWD), which now serves part of the urban reserve. Beaverton will eventually be the water provider for the entire urban reserve. The agreement with TVWD describes how services will transition from the district to the city. Other urban service providers provided letters of support that express their commitments to serve the area (Appendix I). Although they are not "urban service" providers as defined in state law, the Beaverton School District and Hillsboro School District participated in the creation of the concept plan, which includes a schools framework.

Experience Producing Housing in Urban Reserves. Beaverton can facilitate housing production in recently annexed areas – the proof is in South Cooper Mountain. The city adopted the *South Cooper Mountain Community Plan* in 2014, expecting that the plan area would develop over a 20-year period. However, with the upturn in housing development activity, South Cooper Mountain is developing faster than expected. Within five years of annexation, nearly 2,600 homes received land use approval. Developers anticipate building homes starting this year. The city estimates the area will be largely built out within five years.

The urban reserve would provide 3,760 housing units, nearly 31 percent of citywide housing demand.

This includes a mix of single-family and multifamily homes so that families at a variety of household incomes can live in the same neighborhood.

EXISTING URBAN AREAS

Factor: Has the city responsible for preparing the concept plan demonstrated progress toward the actions described in section 3.07.620 (Centers, Corridors, Station Communities and Main Streets) of Metros' Urban Growth Management Functional Plan?

Conclusion: Yes, Beaverton encourages growth in existing urban areas by assessing barriers to mixed-use, transit-supportive development and identifying actions that stimulate development in centers and corridors.

Takeaways:

- Beaverton is striving to create a vibrant downtown with transit-oriented development, storefront and tenant improvement programs, street improvements, and an urban design framework that will guide future development.
- The city provides financial assistance and land acquisition for affordable and market-rate housing developments downtown that further city goals.
- Job growth keeps increasing downtown, and 6,500 jobs were added in the past 10 years within two miles of the city center.
- In the past three years, Beaverton has added 463 housing units downtown across five multifamily projects.

Beaverton's Community Vision imagines downtown as the economic, social and cultural heart of the city. To realize this vision, city staff and elected leaders prioritize actions and investments that enhance the vibrancy of downtown. This focus extends to station communities, corridors, and main streets, as they all function as centers of urban life in the city.

City staff and elected leaders rely on the *Comprehensive Plan*, *Community Vision*, and *Beaverton Urban Renewal Plan* to provide policy direction that guides actions and investments. This section highlights several projects and programs that demonstrate the city's commitment to encouraging growth in existing urban areas.

Establish a boundary for the Regional Center, Corridors, Station Communities and Main Streets.

Beaverton has established boundaries for the Metro 2040 Growth Concept design types listed above. They are reflected in the *Comprehensive Plan's* Land Use Element (See Appendix C for land use and zoning maps compliant with Metro Titles 1, 4 and 6). The Land Use Element was updated in 2017 to further strengthen the connection between land use and transportation planning.

Perform an assessment of the Regional Center, Corridors, Station Communities and Main Streets.

Beaverton's Civic Plan serves as an implementation tool to achieve the *Beaverton Community Vision*. Based on community input and technical analysis, the plan presents three strategies — Central City, Land Use & Transportation, and Housing — that assess physical conditions, market conditions, and regulatory barriers to mixed-use and transit-oriented development (TOD). It then identifies actions the city can take to revitalize downtown, grow the economy, ensure diversity of housing stock and expand transportation options.

Adopt a plan of actions and investments to enhance the Regional Center, Corridors, Station Communities and Main Streets.

Prioritizing transit-oriented development. To create a dynamic urban center, the Beaverton Urban Redevelopment Agency (BURA) provides financial assistance for property and business owners to encourage redevelopment downtown. For example, BURA is investing in the transit-oriented subdistrict Beaverton Central, a collection of projects at the former Westgate theater property and The Round. Taking advantage of Metro TOD funding and the nearby Beaverton Central MAX station, the projects within the 12-acre area will further the city's mission to create an exciting downtown — increasing the number of people living, working, and visiting the city's central core. Recent and ongoing projects include:

- **Mixed-use buildings.** The Rise Central consists of two mixed-use buildings with 230 units, including 15 affordable units. Within a one-minute walk of the Beaverton Central light rail stop, the Rise Central, will be completed by winter 2018/2019.
- **Business class hotel.** The Hyatt House Hotel, a 120-room hotel and restaurant within 500 feet of the Beaverton Central Max, will be completed in early 2020.

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- **Beaverton Center for the Arts (BCA).** The BCA consultant team completed the preliminary design for a new 550-seat professional theater for dance, live music, and arts education. The team plans to submit land use applications in June 2018.
- **BG's Food Cartel.** The city provided a matching grant to the developer for BG's Food Cartel, a collection of 31 food carts developed on a vacant property across from City Hall that opened in February 2018.

Designing downtown. In 2017, Beaverton kicked off the Downtown Design Project. By spring 2018, the project will provide:

- **An urban design framework** for a vibrant downtown by defining districts and gateways, outlining building design and placement, highlighting opportunities for gathering areas, and identifying connections for pedestrians and bicyclists.
- **Updated development rules** to ensure the urban design framework can become a reality, removing barriers to mixed-use development.

Increasing housing density. In the past three years, Beaverton has added 463 housing units downtown across five multifamily projects. Through the Vertical Housing Development Zone (VHDZ) program, the city plans to add even more. The city's VHDZ program offers a partial tax exemption to eligible projects within designated areas to encourage higher density, mixed-use residential development near transit. As of May 2018, the city has designated three VHDZs but may add two more in the coming year.

Investing in building improvements. To attract new businesses and private investment, the city offers Storefront Improvement and Tenant Improvement grants. The Storefront Improvement Program helps revitalize the facades of buildings downtown. The Tenant Improvement program helps restaurants redesign interiors to be more inviting. As of May 2018, the city has completed 11 storefront improvement projects and 7 tenant improvement projects. The city is working on 25 additional projects in 2018.

Creating restaurant row. The city is actively recruiting restaurants to set up shop within downtown's burgeoning restaurant row. The newest addition is Ex Novo Brewing, a craft brewery with a restaurant and tap room, that will occupy the historic Cady Building within blocks of MAX and WES rail lines.

Enhancing connectivity. The city is completing construction on the Beaverton Creek shared-use path, a 10-foot wide path for pedestrians and cyclists that will connect the Beaverton Transit Center with the Beaverton Central MAX station (expected completion: summer 2018).

Strengthening culturally diverse neighborhoods. The *Allen Boulevard District Plan*, in progress, will identify goals and prioritize actions to help achieve desired outcomes for this culturally diverse district, home to a significant number of low-income households, immigrants and refugees.

Connecting town centers. If Metro approves the city's proposal to expand the urban reserve, Beaverton will advance Metro's 2040 Growth Concept because the urban reserve could connect two town centers – Aloha and Murray Scholls – and two major corridors – SW Tualatin Valley Highway and SW Scholls Ferry Road.

**Many communities
of color live near
Allen Boulevard.**

**That is why
Beaverton is
working with
Spanish, Arabic,
Korean, and
Chinese community
liaisons to talk
with residents and
business owners for
the Allen Boulevard
District Plan.**

AFFORDABLE HOUSING

Factor: Has the City of Beaverton implemented best practices for preserving and increasing the supply and diversity of affordable housing in its existing urban areas?

Conclusion: Yes, Beaverton creates and funds programs that support building affordable and market rate housing, preserve low-cost market rate housing, and address homelessness.

Takeaways:

- City Council's top 10 priorities for 2018 include five housing initiatives.
- Beaverton provides financial assistance and helps acquire land for housing projects that meet the needs of households making 0-80 percent AMI.
- Beaverton's development code facilitates a diverse supply of affordable housing types.
- The city is creating a best practices toolkit to preserve low-cost market rate housing (not subsidized).
- Beaverton is meeting with affordable housing developers and nonprofits to discuss strategies for integrating affordable housing into the community planning process for the urban reserve.

Beaverton's City Council identified housing as the most important issue of 2018 – 5 of 10 Council priorities address the regional housing crisis. Council relies on policies in the city's *Comprehensive Plan*, *Civic Plan*, and *Community Vision* to guide staff in addressing housing issues. In 2016, the city updated the policies in the Housing Element of the *Comprehensive Plan*. To implement these policies, Council adopted the *Beaverton Housing Five Year Action Plan* in 2017. Updated annually, the Action Plan pairs specific actions with forecasted budgets, addressing a spectrum of housing needs from emergency shelter to executive-level housing, with an emphasis on affordable housing. This section briefly discusses the highlights of that plan. More can be read about these initiatives in Appendix B.

Homelessness. The Mayor convened an internal Blue Ribbon Committee in 2016 to identify homeless issues affecting Beaverton. Recommendations to staff included opening a severe weather shelter (now serving 450 people/year), providing financial assistance to Beaverton Family Promise Shelter (Beaverton's first family shelter), and keeping people in their dwellings through service programs and financial assistance. In addition, the Mayor and Council allocate nearly \$200,000 per year to social services that prioritize homelessness prevention.

Affordable Housing. Beaverton understands that in addition to providing shelter and services, it is critical that it focuses resources on developing new affordable housing, preserving low-cost market rentals, and dispersing projects throughout the city. This section focuses on actions taken to preserve and increase the supply of affordable housing in existing urban areas.

Policies. The city relies on Metro Title 7 to guide strategies for integrating affordable housing in multiple neighborhoods; creating balanced housing options, at all price levels; and adopting strategies to address displacement in neighborhoods. The city pays development review and some SDC fees for affordable housing projects. Beaverton also provides tax exemptions for affordable housing projects, along with six other partners. Five projects, including 314 housing units, have saved over \$1 million in property taxes (a combined total for the city, county, and service providers). In addition, the city's development code allows:

- Reduced minimum parking requirements for households less likely to own a car.
- Density bonuses for Planned Unit Developments that include affordable housing.

Regarding Accessory Dwelling Units (ADUs), the city's regulations are close to meeting the requirements of SB 1051, and will be updated soon (the city will accept applications for ADU development consistent with SB 1051 in the interim). Beaverton is preparing to launch a study evaluating "missing middle" housing development opportunities in the coming year that will include an update of ADU rules, fulfilling the intent of Metro Title 1.

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Programs. Beaverton employs an affordable housing toolkit that includes land acquisition and assemblage, predevelopment assistance, gap financing, SDC relief and vertical housing development zones. For example, the city has acquired land and conveyed it to developers for new affordable housing developments at a value of \$1.2 million for 98 units. Funding for these actions comes from Community Development Block Grant (CDBG) funds, Beaverton Urban Redevelopment Agency (BURA) funds, and the city's General Fund (GF).

Recent affordable housing development successes include The Barcelona (47 units affordable), Bridge Meadows (32 of 37 units affordable), and Rise Central (15 of 230 units affordable).

Recent affordable housing ownership successes include funding low-income housing rehabilitation, including 40 units for Habitat for Humanity, and a financial commitment to Proud Ground (\$380,000 in the past several years for seven homes). Proud Ground relies on a shared equity housing trust that provides homes to first-time homebuyers between 30-80 percent Area Median Income (AMI).

The city's affordable housing tax-exempt program reached a milestone of \$1 million in leveraged subsidies in 2017.

Housing for families making 0-30% AMI.

The Barcelona is a 47-unit affordable housing complex downtown, giving priority to low-income households. The City of Beaverton expended \$409,000 in General Fund dollars to purchase the site.



Intergenerational living. Bridge Meadows provides affordable housing at 30-80% AMI for adoptive families of foster youth and older adults (32 of 37 units). The project benefited from a \$30,000 predevelopment grant, a \$200,000 loan, and an exemption from all property taxes.



Market rate with affordable housing.

The Rise Central consists of two mixed-use buildings with 230 units, including 15 affordable units. Within a one-minute walk of the Beaverton Central light rail stop, Rise Central, a Metro TOD award recipient, will be completed by winter 2018/2019.



Beaverton's Affordable Housing Preservation and Development Study outlines programs and funding mechanisms for preserving and increasing the supply of affordable housing.

Outreach. In 2017, Beaverton kicked off a five-part Housing Talks series attended by the Mayor, City Council, developers, affordable housing nonprofits, and city staff. The series seeks to create a common knowledge base regarding housing issues that will assist the Mayor and Council as they continue to confront the housing crisis and make policy decisions regarding housing development, tenant protections, and the city's role in housing. The city also talked with community members who are experiencing housing affordability issues and compiled their stories in [Voices of Beaverton](#).

Best Practices Research. Funded by a \$100,000 Metro Equitable Housing Grant, the city is finalizing recommendations for the *Beaverton Affordable Housing Preservation and Development Study*. The outcome is a set of recommendations for programs and funding mechanisms that help maintain the existing supply of income-restricted and low-cost market rate (LCMR) family housing and support the development of new affordable or mixed-income multifamily housing. As of January 2018, Beaverton has 17,270 total multifamily housing units: 805 are regulated, 448 are senior-specific, and nearly 16,000 are unregulated units without funding restrictions. The recommendations below apply to existing multifamily housing, as well as future projects:

- Use potential funding sources such as city funding sources (general fund revenue, tax increment financing revenue, and a potential construction excise tax) and partner funding sources (proposed countywide local option levy and proposed Metro general obligation bond) to invest in the provision of and preservation of affordable housing.
- Consider a housing preservation and development fund, an updated city land acquisition strategy, a citywide multifamily tax exemption, full or partial SDC exemptions, development code amendments, a community land trust, and a Real Estate Investment Trust with a mission to preserve LCMR housing and stabilize rents.

Market Rate Housing. The city is currently focusing development efforts on mixed-use projects downtown and in South Cooper Mountain. A recent project downtown includes LaScala, a mixed-use building with 44 market rate residential units, co-located with The Barcelona, a 47-unit affordable housing complex. In South Cooper Mountain, projects are still in the permitting phase. However, early plans indicate a mix of single-family detached, single-family attached, and multifamily housing that would respond to the needs of families at a variety of household incomes.

Next Steps. Beaverton has many affordable housing options, regulated and low-cost market rate, for families making up to 80 percent AMI. These homes are located throughout the city (in six of eight neighborhoods), and usually located near transit to reduce transportation costs. The city is committed to working with affordable housing partners to find opportunities for affordable housing in the urban reserve, keeping in mind that the targeted population, in the short term, may need to be people with automobiles because of the lack of transit and services in the area. The city also will consider prioritizing affordable housing as part of the community planning process that would follow UGB expansion.

METRO OUTCOMES

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

Beaverton envisions the urban reserve as a model of sustainable development — walkable neighborhoods linked by parks, trails and schools. The concept plan illustrates site-specific design strategies that privilege natural resource protections, accommodate public infrastructure, and connect to safe transportation routes. These guiding principles shape the vision of the urban reserve because it is what people expect when they live in Beaverton.

Known for great schools, scenic parks, and cultural diversity, the city relies on Metro Title 12 to provide guidance on creating livable neighborhoods. For example, the city updated the *Comprehensive Plan* to encourage higher intensity development near MAX and WES stations, creating mixed-use communities that co-locate housing, jobs, services and transit. The city plans to study, as part of a follow-up community plan for the urban reserve, whether small commercial nodes can be provided so people who live in the urban reserve have goods and services readily available.

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

In collaboration with industry partners and local governments, Beaverton fuels economic growth by leveraging regional strengths to attract local investments. For example, the Economic Development team recruits and supports industries that provide jobs at a range of salaries, from family-wage to executive. These industries tap into subregional business clusters such as electrical equipment, scientific and medical instruments, food processing companies, software and information services, and sporting equipment and apparel. Beaverton also provides CDBG grants to area nonprofits that provide job training skills for residents of Beaverton.

Factor: Has the City of Beaverton taken actions to advance Metro's six desired outcomes set forth in Chapter One of the Regional Framework Plan?

Conclusion: Yes, Beaverton prioritizes actions and investments that ensure all residents live in vibrant communities with access to jobs, safe and reliable transportation, parks and recreational opportunities.

Takeaways:

- Beaverton encourages development and land use patterns that support a variety of transportation options.
- Beaverton will plan the urban reserve to advance Metro's outcomes by providing walkable, mixed-use communities near jobs, parks, and multimodal transportation options.
- The *DEI Plan* emphasizes racial/ethnic diversity, and eliminating barriers that exist for communities of color, immigrants and refugees.

Sexton Mountain. A walkable, livable neighborhood known for strong community involvement, the Sexton Mountain Neighborhood Association Committee partners with the local elementary school on several projects, such as the Safe Routes to School Program.



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

In February 2018, Beaverton released the *Active Transportation Plan* (ATP) to make the city a better place for people traveling by bicycle, on foot, by wheelchair, or accessing public transit. The ATP identifies solutions that aim to fill gaps in the networks among neighborhoods. Beaverton has already included priorities in the *City's Capital Improvement Plan*, including five pedestrian projects and five neighborhood bikeway projects. Beaverton also has extensive plans for all modes, including automobiles and freight, in its *Transportation System Plan*. In addition, the city works closely with Washington County to enhance the transportation system, including major arterials in Beaverton. Already underway, Beaverton is providing input on the county-led *Cooper Mountain Transportation Study*, which is currently evaluating three concept plans for transportation in the urban reserve area.

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

Beaverton encourages energy conservation and efficiency by participating in national programs that reduce building energy usage and providing incentives to community members. In 2017, Beaverton achieved the highest designation of SolSmart Gold, a national initiative which recognizes cities that streamline solar development processes. Beaverton also participates in the Better Buildings Challenge which aims to make buildings 20 percent more energy efficient by 2020. A leading contributor is the Beaverton School District, nationally recognized for efficiently operating 5 million square feet of building space in 51 schools.

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

Beaverton protects the water supply by aligning the *Beaverton Code*, *Development Code*, and the city's *Storm Drainage System Facility Plan* to implement measures that prevent flooding, minimize erosion at construction sites, and enforce grading standards that help prevent landslides and degradation of streams. The city relies on cooperation with regional partners to meet these standards and comply with Metro Titles 3 and 13. In addition,



The Round. A transit-oriented development at the Beaverton Central MAX station, The Round is a mix of office space, retail shops, local restaurants, and luxury condominiums with light rail in the center of the plaza.

the city maintains healthy ecosystems by protecting significant natural resources, offering incentives for sustainable development, and providing access to parks. Adding the urban reserve will further advance this outcome.

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

To advance the city's equity work, Beaverton's volunteer Diversity Advisory Board (DAB) created a [Diversity, Equity, and Inclusion \(DEI\) Plan](#), adopted by the City Council in 2015 (Appendix A). Organized by eight key areas, the plan focuses on eliminating barriers for communities of color. For each key area, the city tracks outcomes and releases a progress report every two years.

Beaverton was also the first local jurisdiction to commit to *Leading With Race: Research Justice in Washington County*, a report on communities of color to be released in June 2018. The study reveals outcomes and indicators for communities of color in Beaverton. With this data, the city can develop policies that address inequities for communities of color at a granular level.

Using data from the *DEI Plan* and *Leading with Race*, the city can evaluate whether housing, transportation, job and park outcomes are worse for communities of color, and if so, what can Beaverton do to address these issues.

In Beaverton, communities of color generally live in neighborhoods near public transit and within ½ mile of parks. However, housing and job outcomes are worse for communities of color.

- **Housing.** More than half of Latino, Native American, Asian, Chinese, Filipino, Native Hawaiian and Pacific Islanders, and Middle Eastern and North African communities in Central and East Beaverton spend more than 30 percent of their income on housing. In addition to supporting affordable housing projects, Beaverton provides rental assistance, offers mediation services for rental disputes, and administers CDBG grants that support affordable homeownership and home repairs for communities of color in low-income areas.
- **Jobs.** All communities of color in Central and East Beaverton, except for Slavic households, have lower median household income than the White community. Beaverton provides CDBG grants, annually, to nonprofits providing technical assistance to people of color to increase household income via self-employment. The city also partners with Unite Oregon in hosting the BOLD program, a leadership development and civic engagement training for emerging immigrant and refugee leaders and leaders of color in Beaverton.

Planning projects also strive to include multicultural engagement that reaches people who traditionally are underrepresented in planning efforts. For example, the city hired Community Engagement Liaisons (CELs) to conduct outreach for a project involving the Allen Boulevard District, home to a significant number of low-income households, immigrants, and refugees. Spanish, Arabic, Korean, and Chinese CELs are meeting people in their homes, restaurants, and schools to determine what improvements they want to see in their neighborhood. Having recently completed engagement, the city will soon develop goals, potential actions and an implementation plan for the future of this district.

Beaverton's Diversity, Equity, and Inclusion Plan places a special emphasis on racial and ethnic diversity, and eliminating the barriers that exist for communities of color, immigrants and refugees in our community.

CONCLUSION

Like many other cities in the region, Beaverton is finding it difficult to meet community housing needs. The city knows that adding the urban reserve will not alleviate the current crunch in housing. The land will not be ready to build for a number of years – it takes significant time to create the policy framework and to plan and finance the infrastructure. That said, adding the urban reserve now provides the foundation for development to occur in five or more years.

Beaverton has shown, in South Cooper Mountain, that the city has the capability of working with the development community to build new neighborhoods in an urban growth expansion area. Along the way, the city has learned many lessons, including coordinating infrastructure service provisions, updating the development code to reflect the unique aspects of large greenfield developments, and building relationships with property owners and the development community. In addition, the city has also hired additional development review staff in anticipation of housing projects in the pipeline. Development in the Cooper Mountain Urban Reserve will benefit from these lessons learned, ensuring an even smoother process.

In conclusion, Beaverton is asking Metro to add the urban reserve to the UGB because the city needs more land for housing. The expansion will not only increase housing supply but also connect the urban reserve with South Cooper Mountain and North Cooper Mountain, making a reality of the vision established in the South Cooper Mountain Concept Plan.

Future Neighborhoods.

Beaverton will create livable, walkable communities in the in the Cooper Mountain Urban Reserve that complement existing neighborhoods and commercial areas so the area is a part of greater Beaverton.





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. DLCD confirmed receipt of the notice of adoption on December 8, 2017 (DLCD 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 exceeds 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 diversity 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

60% proportion of
attached/multifamily
permits 2000-2014

851 mobile and
manufactured homes,
affordable to 30-50% MFI

14% cost-burdened
households, compared to
17% regionally

21% cost-burdened
renters paying 50% of
monthly income on rent

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
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Attachments:

- A.** HNA Summary Document
- B.** DLCD 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 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

allowed in every residential zone. And, manufactured dwellings will be part of King City’s plans going forward. However, the council has a “no walls and no fences” mantra. Manufactured dwellings will be next to stick-built houses, and apartments, instead of in isolating and stigmatizing trailer parks with walls and dead-end streets.

The city council has never turned down a residential application. Project opponents, to the extent that they exist, have never filed a LUBA appeal. ECONorthwest found that 50% of the households in King City earn less than \$49,000 a year, and we believe that this helps explain the lack of opposition to residential projects, and the citizens desire to provide housing for all.

When affluent communities talk about affordable housing and housing affordability, public testimony frequently includes hysterics and false data about crime, blight, and quality of life. When King City residents talk about affordable housing and housing affordability, they are talking about the housing that friends, family members, and neighbors need. Making King City into a welcoming place and building out King City west has not resulted in higher crime. Continued development in Area 6D, will continue the city's ability to provide a place where people want to live.

A CITY IMAGINES REDEVELOPMENT OPPORTUNITIES IN THE EAST AND A BLANK CANVAS IN THE WEST

King City has participated in the SW Corridor high-capacity transit planning work conducted by Metro and southwest metropolitan area jurisdictions, and believes that the commercial area along Highway 99W, represents an amazing opportunity for the city to continue to evolve. The corresponding areas in King City and Tigard were designated as a Town Center in the Metro 2040 Plan. King City has actively participated in Tigard's *Concepts for Potential Station Communities – High Capacity Transit and Land Use Plan* since 2012. This project included an analysis of and concept plan for the 99W/Durham Town Center area.



King City Town Center Plan Area

With help from Metro in the form of a Community and Development Grant in 2013, King City built upon this preliminary work by producing and adopting the *King City Town Center Plan and Implementation Strategy* in 2015. A package of King City Comprehensive Plan and Community Development Code amendments will help incentivize and encourage higher density mixed-use development along with critically important improvements for pedestrians.

Since adoption, the city has been focused on systematically implementing the plan. Because pedestrian access and safety is such a key element, the city has partnered with Washington County to build complete pedestrian and bicycle facilities along the SW Fischer Road connection to the south end of the Town Center. The city is also working with ODOT to complete missing sidewalk segments on the west side of Highway 99W. The city understands that Tigard is a key partner in this project, and that commercial property owner buy-in will also be key.

While Tigard has been very focused on the buildout of River Terrace, and the Tigard Triangle, King City believes

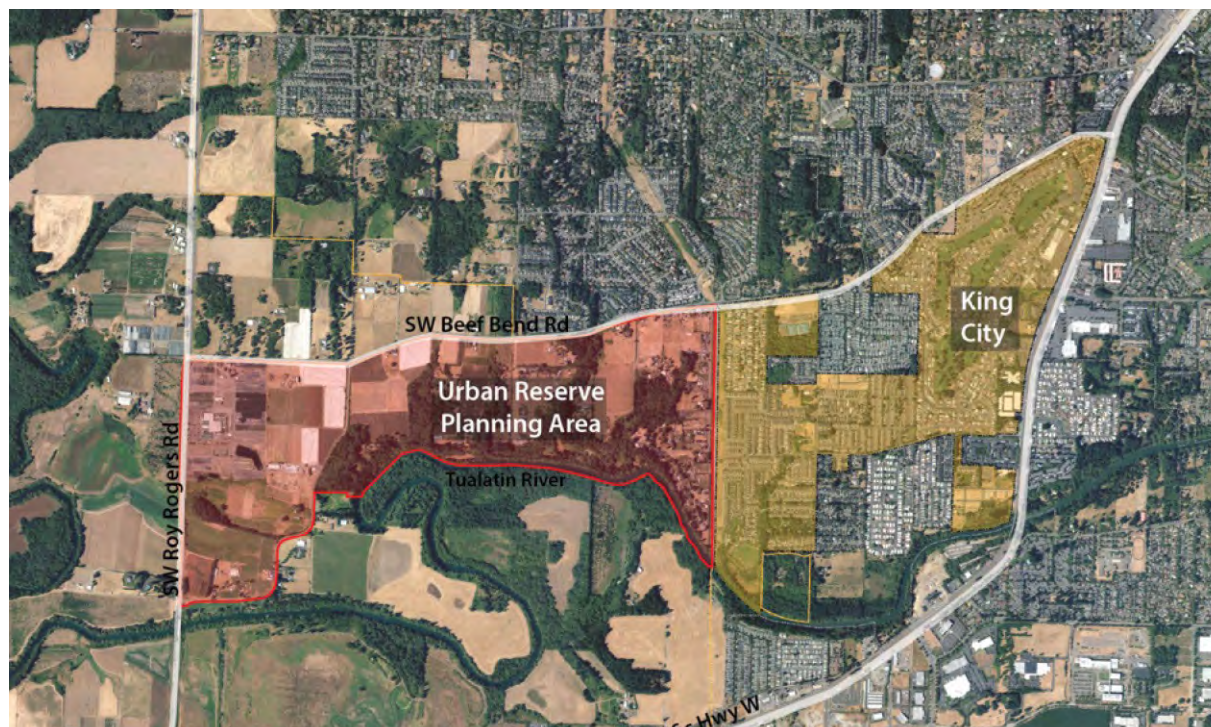
the SW Corridor will become an amazing amenity for both cities in the future. Metro, Tri-Met and other stakeholders are looking at transportation projects and funding, and transportation improvements should become a catalyst for redevelopment in the same way that the Orange Line has been a catalyst for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

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 lead 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.

Proposal for Expansion Of The Urban Growth Boundary To Include the Advance Urban Reserve

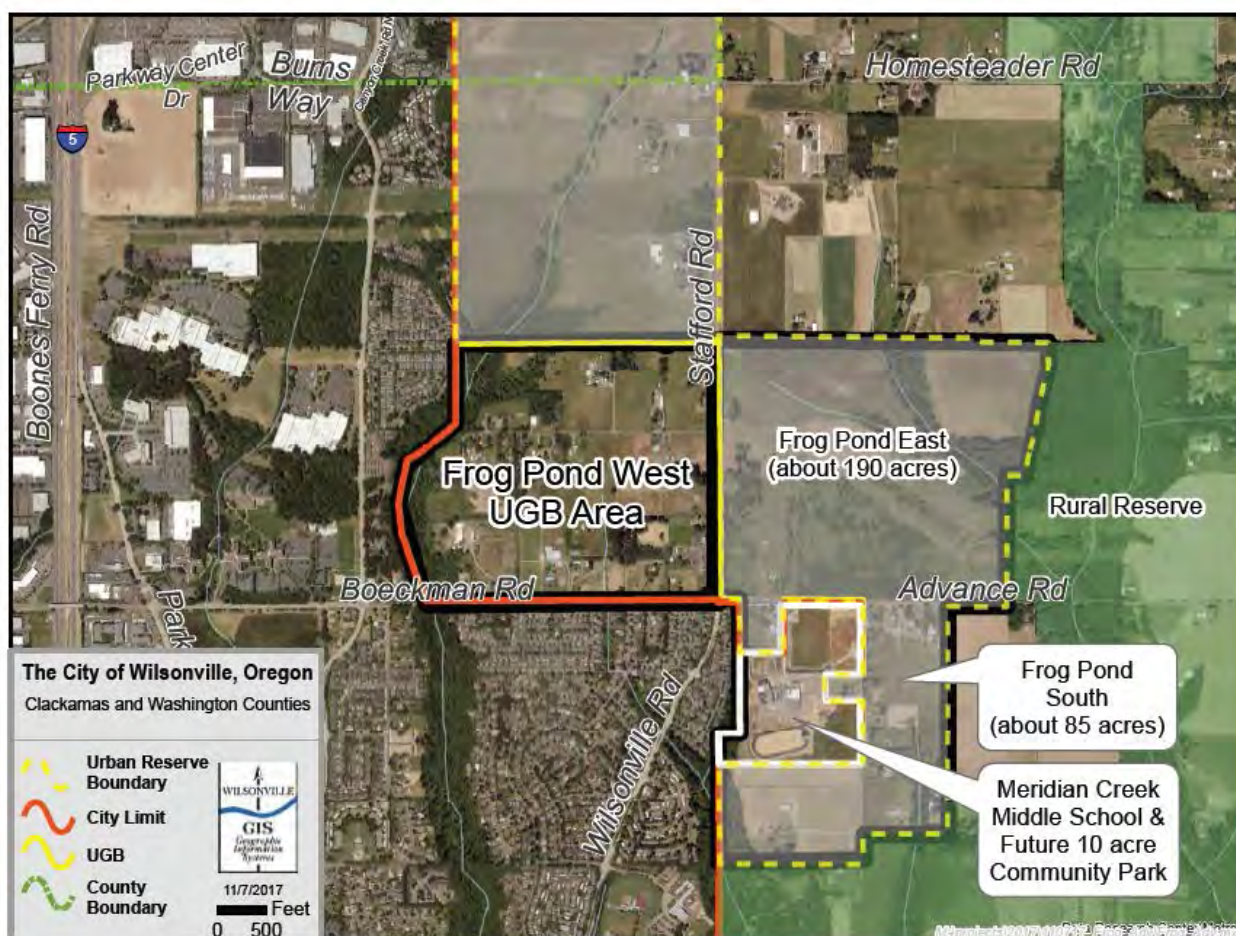


FROG POND AREA PLAN
Creating a great community

PROPOSAL SUMMARY AND OVERVIEW

The City of Wilsonville requests that the Metro Council add the Advance Urban Reserve Area (comprised of Frog Pond East and South Neighborhoods) to the regional Urban Growth Boundary (UGB) during the 2018 growth management decision (See Appendix B, Resolution 2685 Authorizing Submittal). This proposal is part of the UGB expansion process permitted under Title 14 of Metro's Urban Growth Management Functional Plan (UGMFP). The subject area includes 275 acres in east Wilsonville, as illustrated in Figure 1. It is part of the adopted 2015 Frog Pond Area Plan, where the vision is to create two new, walkable neighborhoods in Frog Pond East and South (see Appendix A and Appendix D). It is immediately adjacent to Frog Pond West, which was added to the UGB in 2002. Frog Pond West is also guided by the Frog Pond Area Plan, and is expected to begin construction in the summer of 2018. The proposed expansion area wraps around a 40-acre school/park site, which was added to the UGB as a Major Amendment in 2013, and is the home to the newly built Meridian Creek Middle School.

Figure 1: Proposed Advance Urban Reserve (Frog Pond East and South) UGB Expansion Area





Summary of Reasons Supporting the Proposal

The Advance Urban Reserve Area (Area):

- **Has a high degree of development readiness** – The Area has been fully concept planned, which provides a plan for a variety of housing, a potential neighborhood center, parks and open space, connected streets and trails, and utilities. The City has a detailed infrastructure funding plan that is adopted and being implemented for Frog Pond West. The infrastructure that will serve Frog Pond West has been sized and located to also serve the proposed Urban Reserve Area. Meridian Creek Middle School, and associated improvements to Advance Road, have been constructed, further laying the groundwork for implementation of the Area Plan.
- **Fulfills Wilsonville’s need for housing, consistent with the adopted Statewide Planning Goal 10 Housing Needs Analysis** – The two future neighborhoods (the Frog Pond East and South Neighborhoods) have been planned with a strategy to gradually increase housing choice and densities as each neighborhood is implemented. The housing types and densities are consistent with the 2014 Wilsonville Residential Land Study, which is the City’s adopted and state-acknowledged Housing Needs Analysis.
- **Supports continued implementation of Region 2040 in Wilsonville** – The Frog Pond Area is one of multiple initiatives and accomplishments by the City that implement the Region 2040 Growth Concept and Urban Growth Management Functional Plan. Others include: the Wilsonville Town Center Plan, including Village at Main Street; Villebois; Old Town neighborhood; Coffee Creek Industrial Area; Basalt Creek Concept Plan; and the Basalt Creek Transportation Refinement Plan.

COMPLIANCE WITH METRO FACTORS

Factor 1: Housing Needs Analysis

“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 May 19, 2014, the Wilsonville City Council adopted the Wilsonville Residential Land Study as an amendment to, and a sub-element of, the Wilsonville Comprehensive Plan.¹ The study serves as Wilsonville’s Housing Needs Analysis (HNA) and complies with Statewide Planning Goal 10, which governs planning for housing and residential development. Goal 10 requires the City to plan for residential development to meet the identified housing needs within an urban growth boundary at particular price ranges and rent levels. The Oregon Department of Land Conservation and Development (DLCD) acknowledges the HNA as compliant with Goal 10 (See Appendix G).

The HNA provides information that informs future planning efforts and policies to address Wilsonville’s housing needs over the next 20 years (2014-2034). The analysis was coordinated with Metro’s regional growth forecast and population distribution. The HNA concluded that Wilsonville’s Comprehensive Plan and Development Code complies with state requirements regarding housing mix and alignment with incomes, but the City does not have enough total capacity to accommodate forecasted growth in the low capacity scenario. The HNA’s buildable land inventory included Villebois and Frog Pond West (both areas are in the UGB), but it did not include the Advance Urban Reserve Area.

Using historic rates of household and population growth for the City, the HNA concluded that Wilsonville would run out of buildable land for housing needs before 2030. Wilsonville has historically grown faster than Metro’s

¹ Available at <https://www.ci.wilsonville.or.us/335/2014-Residential-Land-Study>



growth forecasts and recent housing development patterns in Wilsonville suggest that this trend is likely to continue. In that case, the City will experience a shortage of residential land supply by 2025. The HNA recommends adding the Advance Urban Reserve Area to the UGB and planning for additional housing in Town Center to meet the forecasted need. These areas are necessary to accommodate more housing in the 2014-2034 period.

Given these conclusions, the HNA recommends the City develop a monitoring program to understand how fast land is developing and inform future growth management decisions. The City has published an Annual Housing Report since 2014 to track trends related to population, issued permits, land consumption, and dedications. The 2017 Housing Report and previous reports (2014-2016) are available in Appendix I.

At the time of the HNA, Metro's 2035 forecast, which was adopted by the Metro Council in 2012 with Metro Ordinance No. 12-1292A projected that Wilsonville would grow by 3,749 dwelling units over the 2014 to 2034 period, resulting in a 1.8% average annual growth rate. Between 2014 and 2017, the monitoring reported that Wilsonville's population grew by 2.7% per year on average and housing stock by 2.3% per year on average. This holds steady with the 10-year historic growth rates as documented in the HNA and subsequent annual housing reports. Between 2014 and 2017, Wilsonville issued 1,143 housing permits, 30% of the City's forecasted housing growth of 3,749 dwelling units for the 2014 to 2034 period. During the same 4-year period, Wilsonville approved development on 19% (92/477 acres) of its buildable land inventory for residential development. The average residential density of the permitted dwelling units in Wilsonville was 15 units per acre in 2017. These metrics demonstrate Wilsonville's proven track record of efficient and smart growth management.

Wilsonville's housing construction activity also shows that the City continues to provide a mix of housing types and densities, consistent with the State's requirements for density and housing mix. Oregon's Metropolitan Housing Rule (OAR 660-007) requires Wilsonville to "provide the opportunity for at least 50% of new residential units to be attached single-family housing or multiple family housing" and to "provide for an overall density of 8 or more dwelling units per net buildable acre."

In Villebois alone, there is a broad range of housing types, including duplexes, triplexes, four-plexes, attached and detached row homes, carriage homes, apartments, condominiums, and small to large lot single-family homes with market rate, subsidized, and supportive housing opportunities – all with access to a Village Center, extensive and interconnected parks system, safe routes to schools, and public transit. The variety of housing types being planned for and built in Wilsonville address the needs of varying household sizes and incomes. This city-wide approach is customized to local conditions, such as surrounding land uses and access to services. The Wilsonville Town Center is the perfect location for more multifamily and mixed-use residential developments. The Frog Pond Neighborhoods, including the proposed expansion Area, are ideal to provide a variety of single-family attached and detached housing options in walkable neighborhoods, serving current and future residents.

At the time of the HNA, Wilsonville's had a housing mix of 57% multifamily and 43% single-family (attached and detached), and there was an identified need for the City to provide more single-family housing opportunities to meet local growth and demand needs. In 2017, the City's supply was 52% multifamily and 48% single-family.

The HNA recommends bringing the Advance Urban Reserve Area into the UGB and planning for additional housing in Town Center to accommodate the forecasted housing need between 2014-2034. The City is in the process of developing the Wilsonville Town Center Plan, which will be adopted later this year. As the City plans more multifamily infill opportunities in Town Center, Wilsonville will need the Advance Urban Reserve Area to continue to provide attached and detached single-family housing opportunities. Located at the edge of the city, where Urban Reserves meet Rural Reserves, the Frog Pond Area can provide more "Missing Middle" housing



choices, maintain a balance between single-family and multifamily housing development in the City, and offer different housing choices at varying price points to meet the various needs in the community.

Overall, Wilsonville has demonstrated its ability to address rapid growth, need for additional land, and commitment to provide a mix of housing types and densities. Villebois is approaching full build-out, and the City has already received two development applications for Frog Pond West. Adding Frog Pond East and South into the UGB, coupled with adopting a new Town Center Plan, will be critical for Wilsonville to continue to provide a diverse mix of housing and range of density to meet the state requirement to provide enough land to accommodate forecasted housing needs for the next 20 years.

Factor 2. Concept Planning and Master Plan Implementation

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

The Frog Pond Area Plan and Frog Pond West Master Plan

The Frog Pond Area Plan (Area Plan) was adopted by the Wilsonville City Council on November 16, 2015 (See Appendix C, Resolution No. 2553). Subtitled “A Concept Plan for Three New Neighborhoods in East Wilsonville,” the Area Plan is the long range concept plan for the Frog Pond planning area. It provides a vision and set of “framework plans” for the entire 495-acre Frog Pond planning area, which includes 220 acres of land within the regional Urban Growth Boundary (UGB) and 275 acres of land in the adjacent Advance Urban Reserve (the subject of this proposal). The framework plans address land use, multi-modal transportation (streets, pedestrian ways, and bicycle ways), open space and natural resources, community design, and infrastructure. Please see Appendix A for Area Plan graphics of the adopted plans and concepts. The adopted Frog Pond Area Plan can be found as Appendix D.

Following the successful adoption of the Area Plan, the City continued the planning process to prepare the Frog Pond West Master Plan for the area within the UGB. The Master Plan provides a detailed blueprint for the development of the 180-acre area Frog Pond West neighborhood. It includes detailed zoning (the new “Residential Neighborhood” Zone), design guidelines, Comprehensive Plan map designations, and policies. It includes design and development guidance, such as a local street network demonstration plan, street cross-sections, trail alignments, park locations, natural resource area protection, and recommendations for public lighting, street trees, gateways, and signage. The adoption package also includes a detailed Infrastructure Funding Plan that was closely coordinated with the development community. The Infrastructure Funding Plan estimates the funding gap for key street, water, and park facilities, and recommends a supplemental infrastructure fee to fill the gap (currently being implemented by the City).

The Master Plan was adopted by the City Council on July 17, 2017 (Ordinance No. 806). The City received its first two land use applications for development in Frog Pond West less than one year since adoption of the Master Plan, and, based on many inquiries and pre-application conferences underway, the City expects more. The City intends to prepare similar Master Plans and implementation strategies when the Frog Pond East and South Neighborhoods are added to the UGB.

As part of the adoption of the Frog Pond Area Plan, the City Council adopted findings of compliance with Title 11 of Metro’s Urban Growth Management Functional Plan. The findings address Title 11’s Section 3.07.1110, *Planning for Areas Designated Urban Reserves*, which are the concept planning requirements. While Metro Code Section 3.07.1110 is strictly applicable to the Urban Reserve portion of the Frog Pond Area Plan, the findings provide additional information for the Frog Pond UGB area because the area was planned as a whole. The findings are 16 pages in length and attached in their entirety as Appendix E. For a key to the Title 11 findings, see Appendix L. Key findings and conclusions include:



- a. The City took the lead for concept planning and formed a Technical Advisory Committee, which resulted in coordination with a variety of agencies, including Clackamas County, Metro, ODOT, West Linn-Wilsonville School District, BPA and Tualatin Valley Fire and Rescue (See Appendix F, Letters of Support from the Service Districts). Many community members participated through the project's Task Force meetings, open houses, online surveys, website, and extensive public outreach (See Appendix H, Letters of Support from Property Owners and Homebuilders).
- b. A mix of residential types were planned through the land use designations summarized in the following table. Residential uses are integrated with two schools (Meridian Creek Middle School and a future primary school), four parks, trails, a walkable neighborhood commercial center, and public utilities sized to serve the entire area.

Table 1: Housing Capacity and Density by Neighborhood

	Residential Designation	West Neighborhood Units	East Neighborhood Units	South Neighborhood Units	Frog Pond Total Units	East+ South Units	Average Lot Size (SF)	Max Units/ ac net
West Neighborhood Designations	LLSF (8,000 – 12,000 SF)	124	-	-	124	-	10,000	4.4
	MLSF (6,000 – 8,000 SF)	281	-	-	281	-	7,000	6.2
	SLSF (4,000 – 6,000 SF)	205	-	-	205	-	5,000	8.7
East & South Neighborhood Designations	Future LLSF (7,000 – 9,000 SF)	-	120	28	148	148	8,000	5.4
	Future MLSF (5,000 – 7,000 SF)	-	125	162	287	287	6,000	7.3
	Future SLSF (3,000 – 5,000 SF)	-	123	286	409	409	4,000	10.9
	Future ACSF (2,000 – 3,000 SF)	-	481	-	481	481	2,500	17.4
Total Units		610	849	476	1,935	1,325		
Overall net density		6.3	10.8	8.8	8.4	10.01		

- c. Transportation analysis was prepared for the initial project alternatives and on the final plan. This work included evaluation of the Wilsonville Road and Elligsen Road interchanges with I-5 (shown to operate within standards when the area is built out). Findings of consistency with the Transportation Planning Rule were prepared. The connected street plan is supported by a complementary network of pedestrian and bicycle connections. The City coordinated with the School District on Safe Routes to School as part of the recent opening of the Meridian Creek Middle School, located in the South Neighborhood. The City will do the same as part of planning for the future primary school in the West Neighborhood.
- d. The following strategies were used to provide a range of housing of different types, tenure and prices addressing the housing needs in the area.



- The overarching concept is to plan three walkable neighborhoods, referred to as the West, East and South Neighborhoods.
 - The West Neighborhood Plan focuses on detached housing on a variety of lot sizes in the existing UGB to fulfill the near-term need for single-family detached housing identified in the HNA. This focus is also in response to the many voices in the Area Plan process, who advocated for single-family housing in the Area Plan. Prior to adoption of the Area Plan, the City's Comprehensive Plan provided for 57% multifamily and 43% single-family housing, the highest multifamily percentage in the Portland region's suburban areas. This led the City and many community members to seek a ratio closer to 50% of each type, which will be accomplished through the implementation of the Area Plan.
 - In the East Neighborhood (in the Advance Urban Reserve), the strategy is to plan for higher densities and more housing variety, including attached housing. This will provide the opportunity for a variety of housing choices that are aligned with the trends and needs identified in the market analysis. The East Neighborhood will allow for townhomes, cottage lots, small lot residential, and duplexes, as well as medium (5000-7000 square feet) and large lot (7000-9000 square feet) residential adjacent to the rural reserve areas.
 - The location of the attached and cottage single-family housing designation in the Urban Reserve Area follows a "transect" model, with highest residential densities located closest to transportation infrastructure, retail uses, school facilities, and community open space.
 - There are four residential designations, allowing a total of eight different housing types and lot sizes, in the East Neighborhood, with an overall average density of 10.8 dwelling units per net acre.
 - In the South Neighborhood, the planned densities are between those estimated in the other two neighborhoods. This will provide for housing types needed by the community, while allowing for a transition to lower urban densities adjacent to the rural reserve. Within the South Neighborhood, there are three residential designations provided, with an overall average density of 8.8 dwellings per net acre.
 - Within all three neighborhoods, the Area Plan anticipates promoting variety and affordability through the City's Planned Development Residential (PDR) review process, guided by the Residential Neighborhood Zone uses and standards. This structure allows flexibility in housing types and allows lot size averaging, density transfer from natural resource areas, and accessory dwelling units.
- e. A small walkable retail node in the Urban Reserve Area will provide some employment opportunities (approximately 75-95 jobs), but is not expected to significantly impact the overall economy of the City of Wilsonville. According to the School District, the new schools are expected to employ approximately 85-100 staff.
- f. The proposed parks, natural areas, and public open spaces are linked together on the Park and Open Space Framework (See Appendix A). They include: Boeckman Creek; a future linear park adjacent to Boeckman Creek located where the Boeckman Creek Trail (a local and regional trail) will meet the western edge of the West Neighborhood; a second future neighborhood park in the West Neighborhood; the tributary to Willow Creek; private tree groves in the West Neighborhood; a future primary school in the West Neighborhood; the Frog Pond Grange; a future neighborhood park in the East neighborhood; the open space within the BPA power line corridor; the tributaries of Newland Creek located at the east end of the Frog Pond Area; the planned 10-acre Community Park and sports fields in the South Neighborhood; the completed middle school in the South Neighborhood; and the Willow Creek open space adjacent to the South Neighborhood. These greenspaces join into an open space



system where nature is just a short walk from every home, regional trails and greenspaces are readily accessible, and connections are made to Wilsonville High School, the Town Center, employment areas and other local destinations.

Factor 3: Demonstrated Progress in Existing Urban Areas

“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 City has, and continues to, take action and make investments in the Wilsonville Town Center and other commercial and social centers in the community. Wilsonville incorporated as a city in 1968, and just five years later adopted the Wilsonville City Center Plan. The area served by that plan became the basis for the 2040 Town Center boundary designation. Over the next forty years, private development and public-private partnerships helped build infrastructure and realize the suburban village approach to development (with a mix of housing and commercial uses lining a loop road with a park/lake in the center) as recommended by the plan. Since then, the City has changed significantly, as has the community’s vision and planning approach for Town Center. While Village at Main is not within the Town Center Plan study area boundary, its location directly adjacent to the south makes it a key development to complement the City’s central commercial district. By the late 1990s, much of the Village at Main Street planned development was completed, adding over 500 new residential units, both multi and single-family, as well as over 100,000 square feet of commercial space along the south side of Wilsonville Road within walking distance of Town Center.

Starting in 2012, the area north of the Town Center began to re-develop with new residential opportunities, bringing even more residents within walking distance of the Town Center. Almost 60 acres were re-developed into more than 850 homes, including the Terrene Apartments, Portera at the Grove (a 55 + community), Jory Trail apartments, the Grove single-family north subdivision, and the Brenchley Estates single-family subdivision.

The City has also invested significantly within Town Center. SMART provides critical transit service to Town Center and important connections to the SMART/WES transit center/commuter rail station. Key public services such as City Hall, the police station, and the Community Center, which provides important programming for seniors, are all located in Town Center. In 2005, Town Center Park was completed – a popular hub of community gatherings and activities, including Rotary concerts, Fun in the Park, and Art in the Park events. The water feature in Town Center Park is a favorite destination for families during warm summer months, and the park is home to the Korean War Memorial, developed by the Oregon Trail Chapter of the Korean War Veterans Association, dedicated on September 30, 2000.

After three decades of development and a lot of change, the City recognized the need for a new vision for the Wilsonville Town Center (as designated on Metro’s 2040 Growth Concept Map, 3.07.620B). In 2014, City Council adopted Wilsonville’s Urban Renewal Strategy and the Tourism Development Strategy, both of which identified a Town Center Redevelopment Plan as a priority action item. This happened on the heels of adopting the HNA, which recommended that the Town Center and Advance Urban Reserve are needed to accommodate forecasted housing needs for the next 20 years. The City secured funding in 2015 for the project, kicked off the Wilsonville Town Center Planning effort in October 2016, and will adopt a Town Center Plan with implementing land use regulations later this year.

The Plan will implement a new vision for Town Center established by the community: *“Town Center is a vibrant, walkable destination that inspires people to come together and socialize, shop, live, and work. Town Center is the heart of Wilsonville. It is home to active parks, civic spaces, and amenities that provide year-round, compelling experiences. Wilsonville residents and visitors come to Town Center for shopping, dining, culture, and entertainment.”* The Plan will reflect the Community’s Design Concept for the Town Center, with increased



density and mixed uses designed to be more pedestrian-friendly and transit-supportive (consistent with and exceeding activity levels outlined in Title 6, 3.07.640). The concept includes multi-story buildings adjacent to I-5, a “Main Street” through the heart of Town Center and adjacent to Town Center Park, and a mix of 2-3 story buildings adjacent to the existing residential neighborhoods.

The desired outcomes, as well as the actions and investments laid out in the Plan, are consistent with those outlined in Title 6 of the UGMFP. The Wilsonville Town Center Planning project is assessing physical and market conditions, and regulations in the City’s Comprehensive Plan and Development Code (3.07.620C). This information will inform how the community’s vision for a vibrant, walkable, mixed-use Town Center can be realized. Using this information, the Town Center Plan will outline actions and investments for: removing regulatory barriers, making public investments, setting up incentives for development, reducing vehicle trips, and managing parking (3.07.620D). Upon adoption of the Plan, the City will also adopt relevant revisions to the Comprehensive Plan and Development Code to begin implementation and immediately set the framework for the new vision. A representative from Metro is involved with both the Technical Partners team and the project’s Task Force and has been very supportive of the project’s work. The City will be requesting a compliance letter during adoption of the plan (3.07.620E).

While the Wilsonville Town Center is the only officially designated center on the Metro 2040 Growth Concept Map, the City of Wilsonville has other commercial and neighborhood centers (i.e. Argyle Square, Village at Main Street, Villebois Village Center, Old Town Square) which are essential to serving neighborhoods in Wilsonville and creating complete communities. The Wilsonville Old Town Square development demonstrates the City’s partnership with ODOT and the private sector to solve a transportation level of service problem at the interchange, which in turn removed a barrier to the development of this center for the community. The result: a greatly improved transportation facility (for all modes) and a successful mixed-use center with pedestrian-oriented design, as highlighted in Metro’s Community Investment Toolkit: Innovative Design and Development Code.

Villebois is another great example of a mixed-use, pedestrian-friendly and transit-supportive community. The Village Center is a focal point for community gathering, with denser development around the Piazza with commercial uses such as a tap room, convenience store, day care and coffee cart. A strong sense of place results from the mix of uses, public spaces, detailed building architecture and urban design. The interconnected parks, multi-modal street system, and SMART service make this a truly walkable community. Villebois is of an adequate scale (500 acres/2600 rooftops) to successfully implement, in a complete community, the principles and performance measures of the centers and corridors described in the Urban Growth Management Functional Plan.

Factor 4: Best Practices for Affordable Housing

“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. ”

Housing Affordability in Wilsonville as a Whole

Providing diverse and affordable housing in Wilsonville has been a long-standing priority for City Council. The City of Wilsonville is committed to providing a wide range of housing types, sizes, and densities at prices and rent levels, as outlined in Comprehensive Plan Policy 4.1.4.



Policy 4.1.4: The City of Wilsonville shall provide opportunities for a wide range of housing types, sizes, and densities at prices and rent levels to accommodate people who are employed in Wilsonville.

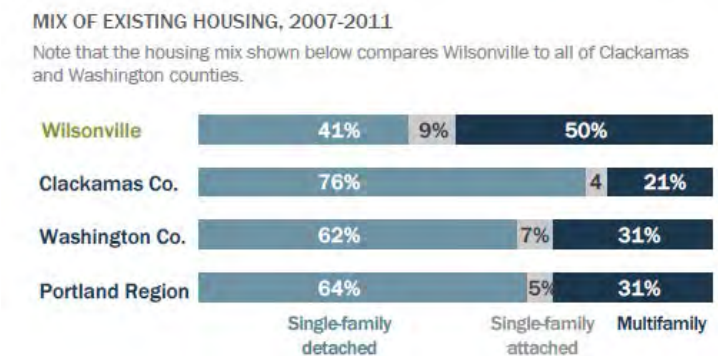
The City has taken steps and made investments to preserve and increase the supply and diversity of affordable housing within the City, as described below.

Regulated Affordable Housing. According to the 2015 Metro Regional Inventory of Regulated Affordable Housing², Wilsonville has 544 regulated affordable housing units among 14 different sites. These units amount to roughly 14% of the regulated units within Clackamas County (Wilsonville makes up only about 6% of the county's population). 100% of these units are within 1/4 mile of bus service and within 1/2 mile of a park.

Housing Mix and Multifamily Inventory. Wilsonville's longstanding contribution to the region's multifamily inventory was a key component of concept planning for the Frog Pond Neighborhoods. As noted in the City's Residential Land Study³:

- More than 50% of households in Wilsonville rent. The city has a higher percentage of renters than other cities in the region.
- Wilsonville has a higher proportion of multifamily and single-family attached housing types than the regional average (see Figure 2).

Figure 2: Mix of Existing Housing, Wilsonville Residential Land Study



Equitable Housing Strategic Plan. Wilsonville received a Metro Community Planning and Development Grant in 2016 for its Equitable Housing Strategic Plan. This Plan will assess affordability of the housing market and city demographics to help determine gaps between housing needs and supply. The goal is to adopt and implement programs and policies to address any gap(s) found by the Equitable Housing Strategic Plan. Due to the sudden passing of the project manager last summer, this project was put on hold for one year and is anticipated to be pursued later in 2018.

Property Tax Exemption. Each year, property tax exemptions are requested for properties located within the city limits that offer subsidized rent to families, seniors, and individuals meeting certain income requirements set forth by the federal government. The requirement is 60% of the estimated state median income. On December 15, 2003, Council approved the first resolution to allow property tax exemption status for low-income

² Available at <https://www.oregonmetro.gov/regional-inventory-regulated-affordable-housing>

³ Available at <https://www.ci.wilsonville.or.us/335/2014-Residential-Land-Study>



housing. This property tax exemption benefits five multifamily properties with a total of 366 dwelling units, and together is assessed at over \$24 million in value. In 2018, this exemption resulted in an estimated \$601,308 in rental savings for tenants. The total amount of foregone property tax to the city is in excess of \$71,500 per year (the remainder of the rental savings is due to similar exemptions from other taxing jurisdictions, such as the West Linn/Wilsonville School District).

Accessory Dwelling Unit (ADU) SDC Waiver. In 2010, the Wilsonville City Council elected to waive all SDC's associated with ADU's. This policy intends to encourage the creation of this affordable housing type in the City.

Mobile Home Park Closure Ordinance. In 2007, Wilsonville passed this Ordinance which requires reimbursement of homeowners who are subject to displacement as part of the closure of a mobile home park. The Ordinance included \$750,000 seeded in a compensation fund for former residents of the mobile home park. Additionally, the City (in partnership with NW Housing Alternatives) constructed Creekside Woods, a development with 84 senior units, many which are provided for low income residents, in response to needed housing after the City's largest mobile home park closed. This project demonstrates the City's ability and efforts to provide affordable housing to vulnerable populations.

Mental health housing in Villebois. There are 73 units of Community Housing for the mentally ill integrated into the fabric of the Villebois community on the West side of the City. These units were a statutorily mandated condition on the sale of the former Dammasch State Hospital site, on which the urban village of Villebois was built. These homes are dispersed and incorporated seamlessly into the neighborhood, providing essential housing opportunities in a truly inclusive and diverse residential neighborhood. The City's SMART public transit service receives funding from Clackamas County to provide transit services for residents living in the Villebois Community Housing.

Providing Housing Options. Through planning efforts in Wilsonville Town Center, the City plans to provide additional multifamily and higher-density housing within the core of the City, where housing is currently limited. In areas of the City adjacent to Rural Reserves, on the other hand, the City is planning for a mix of single-family, cottage, duplexes, and attached housing types. Taken together, the City is arranging for a wide variety of new housing, and multiple housing options at a variety of given price points.

Housing affordability within Frog Pond East and South

Housing affordability was a significant part of the discussion when planning for Frog Pond East and South. Several key points are summarized below.

- Lowering Per-Unit Infrastructure Costs.** Land, home construction, and infrastructure costs all play a role in housing affordability. As part of the evaluation of options for the housing element of the Frog Pond Area Plan, two analyses (See Appendix J, Land Development Financial Analysis and the Infrastructure Funding Strategy, Leyland Consulting Group) were prepared to address housing affordability, development feasibility, and how to pay for infrastructure. What followed was a community discussion aimed at balancing the needed infrastructure to create livable neighborhoods with the burden of passing these costs onto future homeowners. The Planning Commission and City Council approved the plan for Frog Pond East and South to provide a greater number of housing units compared to Frog Pond West, to distribute costs and enjoy the associated amenities. The strategic objective was to increase housing variety and improve affordability as new phases of the Frog Pond Area develop. Additionally, the City has pursued a substantial amendment to the Year 2000 Urban Renewal District to pay for the rebuilding of the Boeckman Road "dip" just west of the project area. The preliminary cost estimates for the new bridge structure ranges from \$12 - 14 million. The adopted average density of the Frog Pond



West neighborhood (within the UGB) was 6.3 units per net acre. Frog Pond East and South are planned at 10.8 and 8.8 units per net acre respectively.

- **A Variety of Housing Types.** An important part of the housing affordability picture is "Missing Middle" housing, which includes a variety of small lot attached single-family and low-rise multifamily housing types. The East Neighborhood Demonstration Plan, included in the Frog Pond Area Plan, shows an example layout of the neighborhood that would meet density targets primarily through small-lot homes, duplexes, townhomes, and cottage developments (Appendix A).
- **Walkable and Bikeable Amenities.** Transportation costs are a significant economic burden on those with low-incomes. The Frog Pond East and South neighborhoods are planned as highly connected and multi-modal parts of the City, allowing for access to the neighborhoods' many amenities by bike, on foot, or via SMART transit. Front doors face vibrant green streets with safe bicycle and pedestrian facilities, a planned commercial center provides locally-serving commercial businesses, and active green spaces abound within these neighborhoods. Frog Pond East and South are also an easy bicycle or transit ride to major employers in the City (see response to Factor 2), as well as Wilsonville High School and the new schools in the Frog Pond Area.
- **Transit Availability.** Frog Pond East and South were planned to include SMART transit service, allowing future residents a greater range of transportation options. Transit access may reduce reliance on automobile ownership and related transportation-related costs for residents able to commute to Wilsonville employers and other amenities within the City.
- **Equitable Housing Strategic Plan items.** Additional specific actions and strategic recommendations will come from the Equitable Housing Strategic Plan to further promote affordable housing in the Frog Pond Neighborhoods.

Factor 5: Advancing Outcomes set forth in Metro's Regional Framework Plan

"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. "

Responses to each of the six outcomes set forth in Chapter One of the Regional Framework Plan are included below. Within each response, the narrative is broken out into two sections: "Wilsonville as a Whole" addresses policies or investments citywide; and, "The Frog Pond Area" addresses the concept plan for the expansion area itself and how the proposed expansion advances each outcome.

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

Wilsonville as a Whole. As seen on the Metro 2040 Growth Concept Map, the City of Wilsonville contains a diverse mixture of neighborhoods, employment land, a town center, a corridor, regional open space, and a station community. Wilsonville has supported and approved projects that span the range of land uses and Functional Plan growth strategies. A few examples of results include:

- **Neighborhoods:** Villebois (award-winning new urban community); Canyon Creek Meadows (award-winning walkable subdivision with single-family detached, single-family attached and cottage lots blended together), several new multifamily projects (now 52% of all housing in Wilsonville is multifamily); and thousands of residents located in and within walking distance to Town Center (an active, mixed-use commercial and residential area).
- **Employment:** With approximately 1/3 of the city zoned for industrial/employment, Wilsonville is home to over 800 businesses that employ 21,000 citizens. High tech companies such as Mentor Graphics, Rockwell Collins, FLIR Systems and DW Fritz call Wilsonville home.



- **Town Center:** Wilsonville's Old Town area has had successful pedestrian-oriented commercial development under the City's Old Town Design Overlay. With the help of a Metro Community Planning and Development Grant, the City is currently leading a community planning process for the Wilsonville Town Center, which will establish a new vision and plan for the Town Center area with performance measures consistent with the six desired outcomes.
- **Regional and local open space:** Regional open space at the 250-acre Graham Oaks Nature Park (a partnership between the City and Metro) on the City's west edge and the 100-acre Memorial Park to the east provide examples of large scale parks and open spaces where environmental restoration of Willamette Valley habitat types is taking place. The City has over 15 active parks totaling more than 256 acres providing complete recreational opportunities and experiences, whether it be active sports fields or quiet, contemplative natural areas with trails.
- **HEAL City:** The City of Wilsonville is one of the first in Oregon to become a HEAL city. HEAL stands for Healthy Eating, Active Living. The HEAL Cities Campaign promotes policies that lead to equitable health outcomes and support the overall well-being of all families and businesses, especially those in neighborhoods with the greatest health disparities. One successful example of this program includes the healthy snack check out aisle at the Safeway grocery store in Town Center where only healthy natural snacks are available as opposed to candy and junk food.

Frog Pond Area. The Frog Pond Neighborhoods continue this tradition of planning in the City and are planned as a vibrant and walkable area that is integrated with the rest of the City. The Frog Pond East and South Neighborhoods are designed around easy access to parks and trails, Meridian Creek Middle School and the future primary school, a future community park, and a proposed neighborhood-serving commercial area at the corner of SW Advance Road and SW Stafford Road. These neighborhoods are near (about one mile to) Wilsonville's Eastside high-tech employment centers (Mentor Graphics, Xerox, Rockwell Collins, FLIR), and Wilsonville High School. The Wilsonville Town Center is only about 1.5 miles away - a quick bike ride. Frog Pond residents will also be able to access Town Center via the future Boeckman Creek Trail. The neighborhoods are planned so that SMART transit will circulate through and connect them to the above-referenced destinations.

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

Wilsonville as a Whole. Wilsonville contributes a strong employment base to the region's economy. Major employers include the Xerox Corporation, Mentor Graphics, Sysco, Rockwell Collins and Precision Interconnect, among others. The City is currently planning for additional employment lands in the Coffee Creek and Basalt Creek areas, with a high level of coordination with Tualatin, Washington County and others. The City has established an urban renewal district to support the successful implementation of the Coffee Creek area through construction of catalytic infrastructure and transportation improvements. The strong, local economy provides a tax base for the City to provide SMART transit options free to all throughout the City, as well as needed infrastructure improvements.

Frog Pond Area. Wilsonville has a very strong economy and recognizes the opportunity to support it by adding more housing choices and capacity in Frog Pond and other areas of the City. As part of the land planning for Frog Pond, the City adopted an innovative Infrastructure Funding Plan for Frog Pond West to add certainty to implementation. This approach will also be utilized for Frog Pond East and South when these Urban Reserve areas are added to the UGB. Additionally, the City committed to providing the major infrastructure that is needed but beyond the ability of developers to cover, including the Boeckman Creek sewer interceptor, Memorial Park sanitary sewer pump station and Boeckman Road "dip" bridge replacement. Adding land for housing and certainty for necessary infrastructure ultimately leads to homes built within proximity to Wilsonville's job centers and increases the potential to both live and work in Wilsonville.



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

Wilsonville as a Whole. The Wilsonville Transportation System Plan (TSP) lays out a coordinated multi-modal transportation system that is strategically designed and collaboratively built. Wilsonville's transportation system provides mode and route choices to deliver safe and convenient local accessibility to ensure that the City retains its high levels of quality of life and economic health. The City of Wilsonville is the southern terminus of the Westside Express Service (WES) commuter rail, and is served by South Metro Area Regional Transit (SMART), which provide residents, employees, and visitors additional transportation choices and offers free service within the City as well as connections to Portland and Salem.

The City was recently re-designated as a *Bronze Walk Friendly Community* for the second time and was granted the *Voice of the People Award for Mobility* from the International City/County Management Association (ICMA) for accessibility of a community by motorized and non-motorized modes of transportation (e.g., ease of travel, traffic flow, ease of walking, availability of paths and walking trails). The City recently completed a Bicycle and Pedestrian Connectivity Action Plan that highlights numerous connectivity projects and ongoing programs that the City offers. Recently completed multi-modal street projects include the Canyon Creek Road extension to Town Center and the Kinsman Road extension from Boeckman Road to Barber Street which is a freight corridor. Tooze Road on the north side of Villebois is currently under reconstruction. Engineering design is underway for a new road connecting 5th Street in Old Town to Kinsman Road, providing a much needed parallel route to Wilsonville Road. The City received a Metro RRFA grant for design and acquisition and is in the planning stages for a new bicycle and pedestrian bridge over I-5 that will connect the Town Center to west Wilsonville/Villebois/WES in addition to planning the type, size and location of the French Prairie Bicycle Pedestrian Emergency Services Bridge over the Willamette River.

The Frog Pond Area Plan. The vision and strategy for the Frog Pond Area is to create three distinct neighborhoods that are connected to each other and to the rest of Wilsonville through a transportation network that is safe and convenient, whether one is traveling by foot, bike, SMART, or personal automobile. The Plan's Transportation Framework (See Appendix A) emphasizes high quality pedestrian routes to planned school and park sites in the South Neighborhood, as well as the numerous other park and trail amenities in the Frog Pond Area. The West Linn-Wilsonville School District's Safe Routes to School program has been part of the planning process for the Frog Pond Area and will build upon the Transportation Framework by providing additional detail and site-specific recommendations. The City of Wilsonville is making significant investments in multi-modal transportation, including an improved Boeckman Bridge that connects the Frog Pond Area to the rest of the city, improves pedestrian connectivity, and fixes vertical curve safety issues with the existing bridge and roadway.

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

Wilsonville as a Whole. The City of Wilsonville is the southern terminus of the Westside Express Service (WES) commuter rail, and is served by South Metro Area Regional Transit (SMART) with a hub at SMART Central. These transit solutions help reduce transportation-related greenhouse emissions by providing alternatives to the personal automobile. SMART is a leader in the region for integrating alternative fuel vehicles into its service routes, capitalizing on federal grants to purchase and incorporate these buses into its fleet. Currently, SMART operates a fleet of four CNG vehicles, going to 10 by 2020 in addition to expecting their first two fully electric vehicles by March of 2019, with another to follow in late 2020. Also, SMART currently operates two hybrid electric vehicles.

SMART also provides regional services to Canby, Salem, and Portland to facilitate public transit for employees who live outside of the City, and works with local businesses to promote ride sharing and carpooling opportunities for the employees through the SMART Options Commuter Program. SMART further participates



in the statewide program, Drive Less Connect, which is an online tool that matches individuals with people traveling the same way for work or other activities.

The City requires protection of Statewide Planning Goal 5 significant natural resources, Metro UGMFP Title's 3 and 13 natural areas, riparian areas and upland tree groves through its Significant Resource Overlay Zone (SROZ), as well as significant individual trees into the fabric of new development at the project level. The City also requires planting of diverse street trees for all new developments within Wilsonville. In 2017 and 2018, the City undertook an inventory of all its street trees and provided data of the street tree benefits to the City, including a total stored carbon dioxide benefit of almost 50 million pounds and an annual sequestered carbon dioxide benefit of almost 4 million pounds.

The City of Wilsonville has created a robust bicycle and pedestrian network for a suburban community that gives residents choices to walk, ride or take transit reducing carbon emissions. The City also participates in PGE's Clean Wind program to utilize renewable energy sources, and the Environmental Protection Agency's Green Power Community program. Additionally, Wilsonville is home to several leaders in clean and green technology, such as Energy Storage Systems (ESS) and XZERES wind turbines, as well as Oregon Tech, which provides training and education for such jobs through its Renewable Energy Engineering Degree Program.

Frog Pond Area. The housing planned for the Frog Pond East and South Neighborhoods addresses residential demand that may otherwise occur in areas outside the UGB, either in rural residential areas or in communities such as Sherwood, Newberg, Canby, and Woodburn. During the Frog Pond Area Plan, there was extensive citizen comment about the need to increase local housing supply and choices. Residential growth within the City of Wilsonville will help support economic growth as noted in the response to outcome 2, leading to more housing near Wilsonville's major employment centers and potentially allowing for more local commutes. Additionally, the focus on walkability and bikeability, local retail and transit access for the planned Frog Pond neighborhoods will allow trips to and from school and services without relying solely on automobile travel.

Consistent with the City's requirements for street trees with new development, the Frog Pond East and South neighborhood developments will also be required to plant street trees, further bolstering the environmental benefits of the City's street tree inventory. Additionally, significant individual specimens and groves of native trees, particularly Oregon white oak, will be retained and natural resource areas such as the Boeckman Creek canyon will be enhanced and restored over time as part of the project.

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

Wilsonville as a Whole. The City has been a leader in natural resource protection since the adoption of its first Comprehensive Plan where Primary Open Space protected all of the City's riparian corridors and significant upland resources. The City again led the region with adoption of a comprehensive set of policies that addressed Statewide Planning Goal 5 significant natural resources (including upland wildlife habitat), Metro's Title 3 water quality areas, and a response to the federal listing of endangered salmonids in the upper Willamette River. This comprehensive program, the Significant Resource Overlay Zone (SROZ), was adopted in 2001 and was later found to be in substantial compliance with the requirements of Metro's Title 13 Nature in Neighborhoods. The City also heavily engages in restoration activities with Friends of Trees and has been designated a Tree City USA for 20 consecutive years. Recently, outreach and community engagement with the Northwest Center for Alternatives to Pesticides (NCAP) led to a Bee City USA designation for the City.

Frog Pond Area. During the Frog Pond Area Plan process, the City looked closely at how to protect and enhance natural resources within the area. The three creeks that frame the planning area (Boeckman, Newland and Willow Creeks) were an important consideration in laying out the plan. The land uses and streets organization maximizes physical and visual access to these resources, while minimizing direct impact. The City of Wilsonville's



Significant Resource Overlay Zone (SROZ) will protect natural resources and implement Metro Titles 3 and 13, as well as Statewide Planning Goal 5. The City's rigorous tree protection standards will also apply, and a verdant canopy of street trees is a key component in plans for the area's roadways and walkways. Frog Pond's natural areas are connected to its three neighborhood parks and Community Park via trails and the connected street system.

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

Wilsonville as a Whole. With the adoption of the Strategic Plan to Advance Racial Equity, Diversity and Inclusion in 2016, as well as creation of the 2015 Equity Baseline Report, Metro has committed to addressing barriers experienced by people of color and improving equity outcomes for historically disadvantaged groups. As noted in the Wilsonville Residential Land Study, the Hispanic/Latino(a) population is Wilsonville's fastest growing ethnic group. The City recognizes that the implications for this are a need for larger, lower-cost renting and ownership opportunities for larger households with more children, and multigenerational households, which will be an important housing type in the city's Equitable Housing Strategic Plan. The City actively partners with Northwest Housing Alternatives, San Francisco La Tienda, and Wilsonville schools' Latino Advisory Groups to engage the City's Spanish-speaking and Latino(a) population in planning efforts. During the recent Wilsonville Town Center process, the City provided interpretative services for public meetings, provided Spanish-language materials, and hosted an Open House led in Spanish. These efforts are an example of the way the City is providing more meaningful engagement and can help identify better ways to promote cultural equity. In addition, the City conducts outreach at Wilsonville Community Sharing (a local food bank, utility assistance, prescription help, and housing support center) to reach low-income and multicultural perspectives, including a growing refugee community. As demonstrated in Outcome 4, the City is also working toward housing equity with more progress anticipated to be made as part of the Equitable Housing Strategic Plan. SMART promotes transportation equity through fare less rides, and the diverse distribution of housing types throughout the community provides access to parks and open spaces offering environmental equity. While the benefits and burdens of plans and policies are not currently being measured in a meaningful way, the City strives to improve its processes in these areas and desires to be a partner with Metro in advancing these important outcomes. The Council's commitment to equity and inclusivity is expressed in Resolution No. 2626 Declaring the City of Wilsonville a Welcoming and Inclusive City (See Appendix K).

The Frog Pond Area Plan. As noted in the response to Criteria 4, the City of Wilsonville already has a high proportion of multifamily housing and rental housing compared to other suburban cities of the region. An explicit part of planning for the Frog Pond Neighborhoods has been the addition of more single-family detached homes to the housing stock, which may be more suitable for multigenerational and Hispanic/Latino(a) households in the future. Additionally, new schools, parks, and other amenities within the Frog Pond Area will provide walkable and bikeable amenities and transportation safety improvements for residents on the east side of the City, particularly for the numerous large multifamily complexes in the vicinity.

SUMMARY

To summarize, this proposal to add 275 acres of planned and development-ready land in east Wilsonville to the UGB will help meet local and regional housing needs, add to the livability of Wilsonville, and support Metro's planning goals. Thank you for your consideration.

Paulette Copperstone

From: Mahar, TravisX D [travisx.d.mahar@intel.com]
Sent: Monday, June 18, 2018 10:59 AM
To: 2040
Subject: Metro urban and rural reserves

Follow Up Flag: Follow up
Flag Status: Completed

Were the reserves appealed after the LCDC approved them? If they were appealed is there a timeline for the Oregon court of appeals?

Thanks,

Travis Mahar

Process / Mechanical / Arch / Electrical BOQ

FST Technical Services | Intel Account

Mobile 503.849.9676 DC 112*63685*24

"Chop your own wood and it will warm you twice"
— Henry Ford

Paulette Copperstone

From: White, Melody J CIV USARMY CENWP (US) [Melody.J.White@usace.army.mil]
Sent: Friday, June 15, 2018 11:47 AM
To: 2040
Cc: Davis, Jaimee W CIV USARMY CENWP (US); White, Melody J CIV USARMY CENWP (US); Friesen, Kinsey M CIV USARMY CENWP (US); Bond, Carrie L CIV USARMY CENWP (US)
Subject: USACE comments on 2018 growth management plan for Metro
Importance: High

To Whom it May Concern:

The US Army Corps of Engineers, Portland District Regulatory Branch would like to comment on the 2018 growth management plan for Metro, including the submitted proposals for Beaverton - Cooper Mountain, Hillsboro - Witch Hazel Village South, King City - Beef Bend South, and Wilsonville - Advance Road (Frog Pond).

The applicant should start conversations with the Corps prior to finalizing any plans for these areas if wetlands and waters of the US are located on the property. NWI and local inventory maps should not be the only resource used to identify wetlands on the sites, onsite wetland delineations should be used to confirm the presence or absence of wetlands prior to the formulation of master plans for these communities. The Corp uses wetland delineations to determine potential waters of the US, which only the agency can determine. Thus, all potential aquatic resources, including but not limited to waters, wetlands, drainage, roadside ditches, and/or swales should be included.

The Corps has jurisdiction over waters of the US, which includes wetlands. The Applicant must first look at avoidance and minimization of waters of the U.S. The Corps will then evaluate whether the Applicant has avoided and minimized impacts as much as possible and if so, what would be appropriate compensatory mitigation for unavoidable impacts. The Corps' decision to issue a permit for wetland or waterway impacts, issue with conditions, or deny the request will be based upon an evaluation of the probable impacts including cumulative impacts of the proposal and its intended use on the public interest. During this review, the benefits, which may reasonably be expected to accrue from the proposal, are balanced against its reasonably foreseeable detriments.

For activities involving 404 discharges, a permit will be denied if the associated discharge does not comply with the Environmental Protection Agency's 404(b) (1) guidelines (Guidelines). The Guidelines are binding regulations and provide the substantive environmental standards by which all Section 404 permit applications are evaluated. The Guidelines specifically require that:

"no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse effects." This would include different road routes and building/development locations.

This provision means that the destruction of an area of waters of the U.S., including special aquatic sites (e.g., wetlands), should be avoided. The Guidelines have been written to provide an added degree of discouragement for non-water dependent activities proposed to be located in special aquatic sites. An activity is non-water dependent if the activity does not require access or proximity to, or siting within a special aquatic site to fulfill its basic project purpose. For non-water dependent activities, practicable alternatives that do not involve special aquatic sites are presumed to be available unless clearly demonstrated otherwise. In addition, practicable alternatives that do not involve discharges into special

aquatic sites are presumed to have less adverse impact on the aquatic environment unless clearly demonstrated otherwise. The burden of proving no practicable alternative exists is the sole responsibility of the applicant.

If you have additional questions or would like to further coordinate, please contact us at the address below.

Melody White
Project Manager, Regulatory Branch
U.S. Army Corps of Engineers - Portland District
333 S.W. First Avenue, P.O. Box 2946
Portland, OR 97208-2946
Phone: 503-808-4385 | Cell: 503-201-0797 | Fax: 503-808-4375
Melody.J.White@usace.army.mil

Corps Portland District Regulatory Branch Website -
<http://www.nwp.usace.army.mil/Missions/Regulatory.aspx>
Customer survey - Please let us know how we're doing:
http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey
GO PAPERLESS! We are now accepting digital applications. Submit digital applications to
PortlandPermits@usace.army.mil



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes

June 13, 2018

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Emerald Bogue
Sam Chase
Betty Dominguez
Denny Doyle (*Chair*)
Amanda Fritz
Mark Gamba
Linda Glover
Ed Gronke
Kathryn Harrington
Jerry Hinton
Gordon Hovies
Martha Schrader
Linda Simmons
Loretta Smith
Don Trotter
Pete Truax
Mark Watson

AFFILIATION

Port of Portland
Metro Council
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
Metro Council
City of Gresham, Second Largest City in Multnomah County
Tualatin Fire and Rescue, Special Districts in Washington County
Clackamas County
TriMet
Multnomah County
Clackamas County Fire District #1, Special Districts in Clackamas County
Forest Grove, Other Cities in Washington County
Hillsboro School District Board of Directors, Governing Body of a School District

ALTERNATES PRESENT

Gretchen Buehner
Jennifer Donnelly
Theresa Kohlhoff
Carrie Maclaren
Anthony Martin

AFFILIATION

City of King City, Other Cities in Washington County
Oregon Department of Land Conservation and Development
City of Lake Oswego, Largest City in Clackamas County
Oregon Department of Land Conservation and Development
City of Hillsboro, Largest City in Washington County

MEMBERS EXCUSED

Andy Duyck

AFFILIATION

Washington County

OTHERS PRESENT: Adam Barber, Kelly Ross, Laura Weigel, Jeff Owen, Jennifer Hughes

STAFF: Miranda Mishan, Ramona Perrault, Ernest Hayes, Kate Fagerholm, Alison Kean, Ted Reid, Sima Anekonda

1. CALL TO ORDER, SELF INTRODUCTIONS, CHAIR COMMUNICATIONS

Chair Doyle called the meeting to order at 5:05 PM.

2. PUBLIC COMMUNICATIONS

There were none.

3. COUNCIL UPDATE

Councilor Kathryn Harrington shared that the Regional Transportation Plan (RTP) is undergoing a public comment period. She stated that RTP will be discussed during the upcoming MPAC's meetings because the public comment is dealing with the preliminary draft of RTP policies. Councilor Harrington stated that the Metro Council will have a public hearing at the beginning of August before the public comment period ends. She also detailed that public comment period of the Southwest corridor, taking place until the end of July, and the Urban Growth Boundary, which will last from June 8th – July 9th.

Councilor Harrington detailed the changes Oxbow Regional Park has undergone. The major improvements included were: a new welcome center, two nature based play areas, a restoration of the salmon habitat along the Sandy River, and 17 new campsites. The Welcome Center will serve as a gateway to the park and will contain new interpretive designs. The combined cost of the improvement totaled to \$3.2 million. Councilor Harrington stated that funds were garnered through the 2006 Natural Areas Bond Measure, the 2013 Parks and Natural Areas Levy, and various Oregon State grants. Construction will end in the Fall.

Councilor Harrington discussed that Metro referred an affordable housing bond to the November 6th ballot. The packet includes two resolutions: Res. 18-4896 and Res. 18-4898.

4. MPAC MEMBER COMMUNICATION

Councilor Martha Schrader provided updates on the Pedcore project which sought to build homes off of 82nd avenue and service citizens with 30% below average median income.

Councilor Schrader also attended a Homeless Solutions Coalition of Clackamas County meeting. She stated that the group was working to expand housing in Oregon City.

Councilor Betty Dominguez stated that the Pedcore Project was looking to create pedestrian paths to connect people to transit services using TODD funds.

Mayor Pete Truax attended the retirement celebration for Dr. Sandra Fowler Hill, the president of the Rock Creek Campus of PCC. He stated that Dr. Hill did immense work with West Hillsboro and Washington County.

5. CONSENT AGENDA

MOTION: Mayor Mark Gamba moved and Mayor Truax seconded to adopt the consent agenda.

ACTION: With all in favor, the motion passed.

6. ACTION ITEMS

6.1 MPAC 2nd Vice Chair Nomination

Mayor Mark Gamba explained that a committee was put in place to nominate a 2nd Vice Chair. He stated that the Committee unanimously agreed to nominate Commissioner Martha Schrader as Vice Chair.

MOTION: Mayor Mark Gamba moved and Mayor Truax seconded to appoint Commissioner Schrader as Vice Chair.

ACTION: With all in favor and with Commissioner Schrader abstaining, the motion passed.

7. INFORMATION/DISCUSSION ITEMS

7.1 City Proposals for UGB Expansions (Hillsboro/King City)

Chair Doyle stated that the MPAC committee would hear the proposals for UGB expansion from Hillsboro and King City. He also noted that Beaverton and Wilsonville have also submitted proposals for UGB expansion. Chair Doyle introduced Mr. Ted Reid, Metro staff.

Key elements of the presentation included:

Mr. Reid reminded MPAC members that the Metro Council was scheduled to make a UGB decision this year. Mr. Reid stated that the Council would look to MPAC for guidance on this matter. He expressed that MPAC previously advised proposals would be evaluated based on their merits. He stated that the Council would ask cities how they plan to remove barriers to housing, how they would create

affordable housing in urban areas, how to make development viable, and how expanding would help the city reach desired outcomes.

Mr. Reid briefly outlined the following six desired outcomes for city planning: access to daily needs, transportation options, economic vitality of the region, clean air and water, providing leadership on climate change, and equitable distribution of benefits and burdens of growth.

Councilor Anthony Martin, City of Hillsboro, stated the city made an effort to create a regional center and town center and station areas along the blue line. Due to Hillsboro's increasing population, Councilor Martin expressed the city's need to develop new housing. He stated that the city developed a plan to expand the UGB 150 acres South of Hillsboro. He then introduced Mr. Colin Cooper and Ms. Laura Weigel as the presenter for the City Hillsboro.

Mr. Cooper, Planning Director of City of Hillsboro, provided an overview of Hillsboro's growth rate and demographics. He noted that the city's population is increasing steadily, fueling the need to provide more housing. He also mentioned that the median household income was \$70,000, however the area also saw an increase of low-income citizens. Mr. Cooper mentioned Hillsboro's racial diversity, large family sizes, and young median age.

Mr. Cooper outlined the following target areas: downtown Hillsboro, North Hillsboro's industrial area, Orenco, and Tanasbourne, and South Hillsboro. He stated the plan would instigate density in specific areas in Hillsboro in connection with Metro's 2040 Plan.

Mr. Cooper stated the plan for Downtown Hillsboro would incorporate mixed use housing and create a total of 3,000 units. Additionally, the city would partner with institutions, including OHSU, PCC, Pacific University, for employment opportunities in the area. Mr. Cooper articulated that Tanasbourne saw immense growth and development without economic incentives. He then described Morinco Station as a traditional area with 2,300 homes developed and an urban plaza. Mr. Cooper explained that North Hillsboro experienced significant employment opportunities and worked with ODOT and Metro to create jobs continuously.

Mr. Cooper described that 70% of housing built was multifamily housing. Attached housing, stack homes and apartments were also common. He stated that single family housing development lagged. Mr. Cooper stated the plan would place housing within a quarter mile of light rail, transit options, parks, and other amenities.

Ms. Weigel stated that plan used housing needs analysis to reveal that Hillsboro lacked affordable housing and single family housing. The analysis showed that Hillsboro was short 1,300 units.

Mr. Cooper remarked that affordable housing was the number one priority. He stated the city made sure the plan addressed affordable housing impediments and looked at partnering with community housing organizations.

Mr. Cooper stated that the plan looked to provide infrastructure in North Hillsboro to attract additional employment. He stated the City's plan included a policy framework to support multi-modalism and walkability, and therefore, sustainability.

Mr. Cooper addressed the city's relationship to clean air and water policies. He stated the city partnered with seven other cities to address issues of storm water runoff. Additionally, Mr. Cooper discussed the city's greenway trail to connect different areas of Hillsboro.

Mr. Cooper discussed how the city would spread benefits and burdens of developing. He stated that the City's award winning 2020 vision ensured everyone was involved in the planning process.

Ms. Weigel oriented the council to the layout of Hillsboro. She stated that South Hillsboro has a plan to accommodate 8,000 housing units to accommodate 20,000 people. She also stated that South Hillsboro is an easy area to urbanize, with several property owners in the area interested in entering the UGB. She stated that financing looked at how development could pay as they go rather than burdening citizens with such costs.

Ms. Weigel summarized the City's plan to utilize natural resources, place medium density housing to the west, and place lower density housing along the golf course area. Ms. Weigel stated that neighborhood parks would include active and nature parks and would contain numerous trail systems. She mentioned the plan covered the Northern area.

Ms. Weigel stated that the plan used partners in the region, a technical team, ODOT TriMet, and Washington County, property owners and community members, a planning commission, and the city council.

Member discussion included:

- Mayor Mark Gamba asked if attaining the Earth Advantage Silver Rating was required or negotiated. Mr. Cooper explained that it was not required by the state; however development agreements use annexation agreements to agree on this. Mr. Cooper stated that old and new neighborhood would be connected to the internet.
- Commissioner Loretta Smith asked if the low density housing would be market rate. She also asked about the sizes of the houses. Ms. Weigel stated that low density housing would be market rate. Mr. Cooper said that sizing would depend on the developer.

- Mr. Ed Gronke asked how the plan addressed people living substantially below the median income and if it included inclusionary zoning. He also asked if Hillsboro experiences a homeless problem. Mr. Cooper stated that the plan does not include inclusionary zoning. Mr. Cooper stated that Hillsboro did see a rise in homeless not unlike other cities across the state.
- Councilor Betty Dominguez asked what the ranges for the 2,300 affordable housing units would be, if they would provide affordable housing for the working poor, and what the affordability efforts would be. Mr. Cooper stated that they did not have understanding of what the 23,000 units' ranges would be.

Chair Doyle introduced Mayor Ken Gibson and Mike Weston, City Manager. Mayor Gibson and Mr. Weston presented King City's UGB expansion proposal.

Key elements of the presentation included:

Mayor Gibson stated that King City was determined to find a solution to the housing crisis. He explained that King City was once considered to be a mostly white area with an older community. He then expressed that King City increased in diversity from 2000 to 2010. He stated that King City's diversity was reflected in their City Council members. Mayor Gibson stressed to the council that all of their city council members were elected. He then stated the importance of community involvement in planning efforts.

Mr. Mike Weston revealed that the City relied on charettes, open houses, city planning workshops, and city council hearings to develop the plan. He stated the plan called upon private partnerships, stakeholders, DVNFT, Metro, Washington County, City of Tigard, technical advisory boards, and property owners.

Mr. Weston stated that King City was a relatively dense area and contained a large range of condos, townhomes, and apartment complexes. He stated that this type of housing showed King City's changing demographic area. In addition to this type of housing, Mr. Weston stated that King City had numerous small lot housing lots.

Mr. Weston expressed that King City had manufactured dwellings in every zone to address the low income niche. Mr. Weston expressed that this was particularly important because most residents were below average median income.

Mr. Weston explained that King City Started as retirement area in 1966 and was age restricted until the late 1990s. Mr. Weston explained the city had built out and used Metro for previous UGB expansion needs. He stated that the City approached Metro with a concept plan to create vertical ability and mixed use areas. Mr. Weston described that Washington County addressed bike lane and pedestrian features by removing barriers to build and working with ODOT.

Mr. Weston stated that King City's continuous populated growth caused the City to run out of buildable land. He stated that the City only had enough buildable land to last the throughout the year. On the open land, Mr. Weston stated that King City could establish 3500 units.

Mr. Weston described how the plan utilized natural resources. He stated the plan created interaction with the natural area and different neighborhoods.

Mr. Weston described four distinct neighborhoods. He began with the Main Street Town Center which would be transit oriented, would use vertical integrated mixed use housing, would have multifamily homes and businesses, and educational possibilities. The Central Neighborhood would be closer to natural resource areas and would contain less multi-family housing. The area would still utilize cottage clusters, row homes, and single family detached homes.

Mr. Weston stated that the road network was based off of a grid to provide interconnectedness and access to natural areas. This used multimodal concepts and bike paths

Mr. Weston explained that financing would require \$88 million to build out. This cost was broken down into local district and sub district in order to retrieve the oversized framework costs. This amount was \$53 million and be assumed by the city. He also stated that King City is incentivizing multifamily. Mr. Weston described next steps for the plan. These steps included developing an affordable housing strategy and provide a wide array of housing types.

Member Discussion Included:

- Councilor Dominguez stated that King City should be innovative with their civic center. She also suggested that the vertical housing tax credit was a tool King City may consider utilizing.
- Mr. Mark Watson asked how the school districts would cope with the population increase. Mr. Weston stated that the school district already had plans for an elementary school.
- Councilor Anthony Martin asked Mayor Gibson and Mr Weston to speak to the City's plan to increase their housing units by a substantial amount. Mr. Weston stated that the increase would serve to build a cultural center for the community.
- Mayor Mark Gamba asked how many acres would be used in the plan. Mr. Weston stated that there were 528 acres in total, but 228 acres were constrained by natural resources.

8. ADJOURN

Chair Doyle adjourned the meeting at 6:35 PM.

Respectfully Submitted,

A handwritten signature in black ink, appearing to be 'Sima Anekonda', written over a light gray circular stamp.

Sima Anekonda
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JUNE 13, 2018

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
7.1	Presentation	6/13/18	Hillsboro UGB Expansion Proposal Presentation	061318m-01
7.1	Presentation	6/13/18	King City UGB Expansion Proposal Presentation	061318m-02

**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
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- 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**

**Metro Policy Advisory
Committee (MPAC)****Agenda****June 13, 2018**

- 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*



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

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><u>September 27-29:</u> League of Oregon Cities Annual Conference, Eugene, OR</p>

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

An aerial photograph showing a large golf course with multiple green fairways, sand traps, and water hazards. The golf course is bordered by a residential area with many houses and streets. The text "WITCH HAZEL VILLAGE SOUTH" is overlaid in large, white, bold, sans-serif capital letters across the center of the image.

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. DLCD confirmed receipt of the notice of adoption on December 8, 2017 (DLCD 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 exceeds 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 diversity 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

60% proportion of
attached/multifamily
permits 2000-2014

851 mobile and
manufactured homes,
affordable to 30-50% MFI

14% cost-burdened
households, compared to
17% regionally

21% cost-burdened
renters paying 50% of
monthly income on rent

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
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Attachments:

- A.** HNA Summary Document
- B.** DLCD 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 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

allowed in every residential zone. And, manufactured dwellings will be part of King City's plans going forward. However, the council has a "no walls and no fences" mantra. Manufactured dwellings will be next to stick-built houses, and apartments, instead of in isolating and stigmatizing trailer parks with walls and dead-end streets.

The city council has never turned down a residential application. Project opponents, to the extent that they exist, have never filed a LUBA appeal. ECONorthwest found that 50% of the households in King City earn less than \$49,000 a year, and we believe that this helps explain the lack of opposition to residential projects, and the citizens desire to provide housing for all.

When affluent communities talk about affordable housing and housing affordability, public testimony frequently includes hysterics and false data about crime, blight, and quality of life. When King City residents talk about affordable housing and housing affordability, they are talking about the housing that friends, family members, and neighbors need. Making King City into a welcoming place and building out King City west has not resulted in higher crime. Continued development in Area 6D, will continue the city's ability to provide a place where people want to live.

A CITY IMAGINES REDEVELOPMENT OPPORTUNITIES IN THE EAST AND A BLANK CANVAS IN THE WEST

King City has participated in the SW Corridor high-capacity transit planning work conducted by Metro and southwest metropolitan area jurisdictions, and believes that the commercial area along Highway 99W, represents an amazing opportunity for the city to continue to evolve. The corresponding areas in King City and Tigard were designated as a Town Center in the Metro 2040 Plan. King City has actively participated in Tigard's *Concepts for Potential Station Communities – High Capacity Transit and Land Use Plan* since 2012. This project included an analysis of and concept plan for the 99W/Durham Town Center area.



King City Town Center Plan Area

With help from Metro in the form of a Community and Development Grant in 2013, King City built upon this preliminary work by producing and adopting the *King City Town Center Plan and Implementation Strategy* in 2015. A package of King City Comprehensive Plan and Community Development Code amendments will help incentivize and encourage higher density mixed-use development along with critically important improvements for pedestrians.

Since adoption, the city has been focused on systematically implementing the plan. Because pedestrian access and safety is such a key element, the city has partnered with Washington County to build complete pedestrian and bicycle facilities along the SW Fischer Road connection to the south end of the Town Center. The city is also working with ODOT to complete missing sidewalk segments on the west side of Highway 99W. The city understands that Tigard is a key partner in this project, and that commercial property owner buy-in will also be key.

While Tigard has been very focused on the buildout of River Terrace, and the Tigard Triangle, King City believes

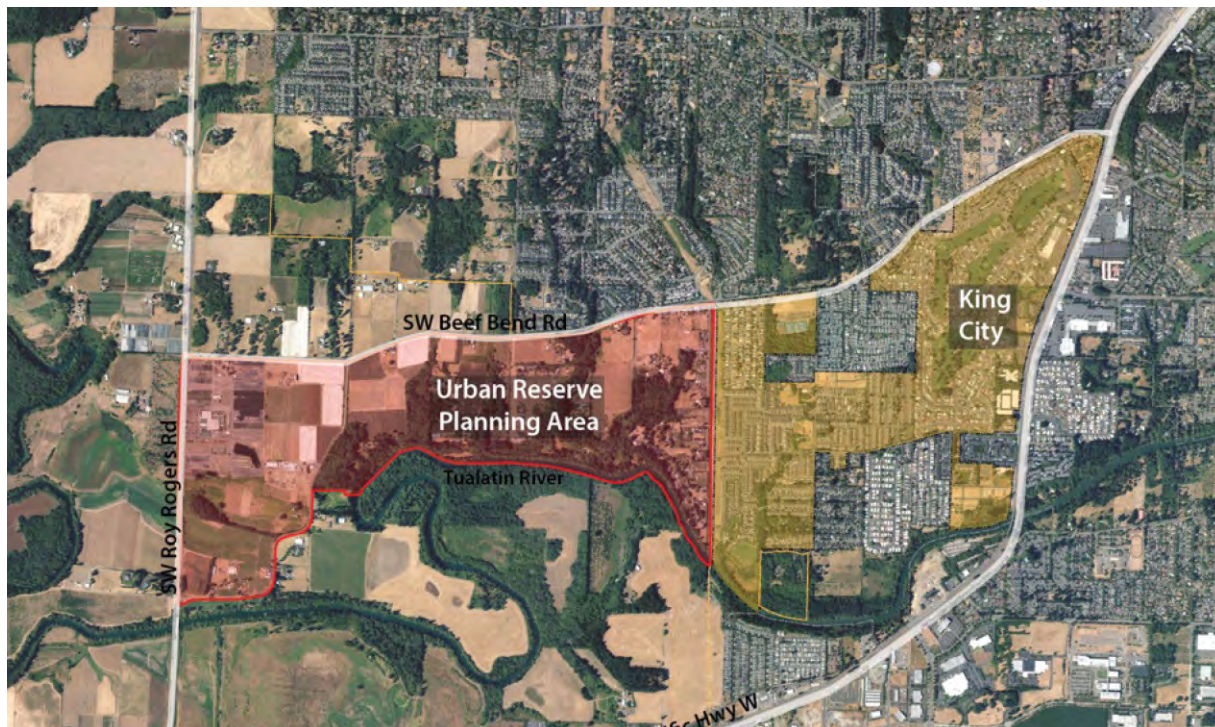
the SW Corridor will become an amazing amenity for both cities in the future. Metro, Tri-Met and other stakeholders are looking at transportation projects and funding, and transportation improvements should become a catalyst for redevelopment in the same way that the Orange Line has been a catalyst for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

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 lead 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.

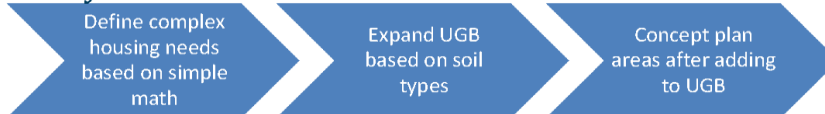
2018 urban growth management decision: engagement and process timeline

Per work program endorsed by Metro Council in February 2017

	Summer - Fall 2017	Winter 2018	Spring 2018	Summer 2018	Fall 2018
Program milestones	Clarify expectations for cities	City letters of interest due	City proposals due	Metro COO rec., followed by MPAC rec. Draft Urban Growth Report	Council decision
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

Materials following this page were distributed at the meeting.

WITCH HAZEL VILLAGE SOUTH



UGB Expansion Proposal

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

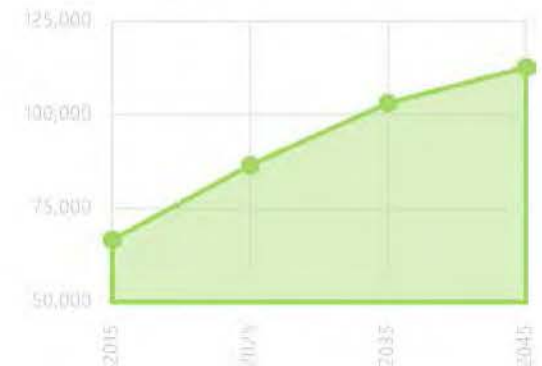
HISTORICAL POPULATION



POPULATION PROJECTION



JOBS PROJECTION



MEDIAN HOUSEHOLD INCOME

\$70,180

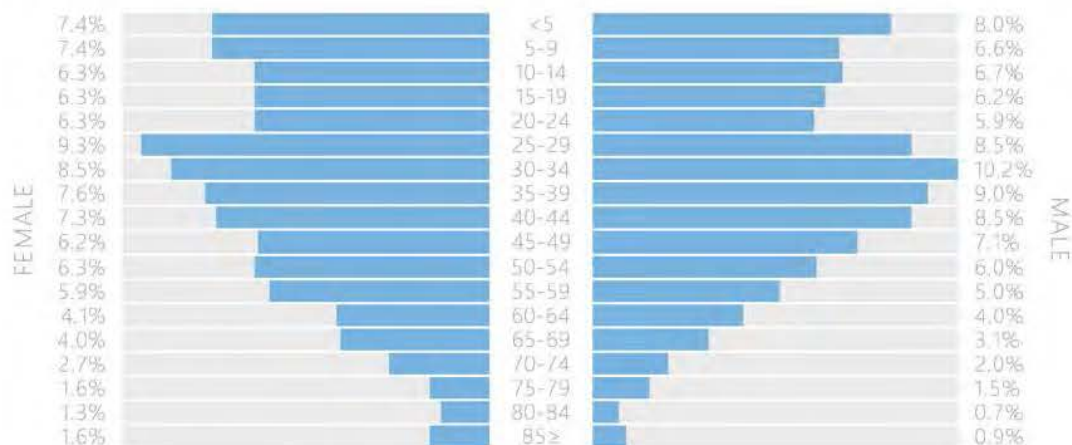
ACS 5-Year Population and Housing
Profile (2012-2016), U.S. Census Bureau

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

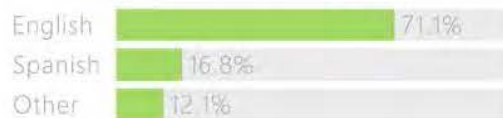
ACS 5-Year Population and Housing
Profile (2012-2016), U.S. Census Bureau

MEDIAN AGE

34.0

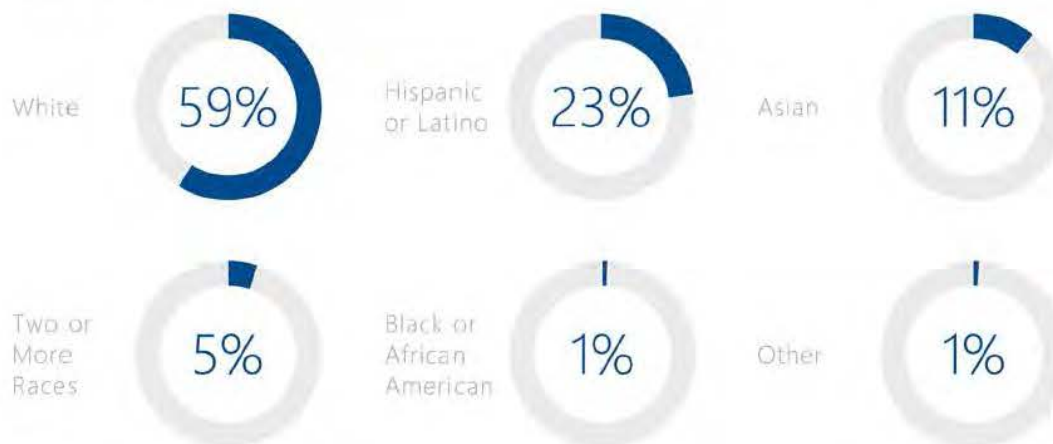
ACS 5-Year Estimates (2012-2016),
Table 101, U.S. Census Bureau

LANGUAGE SPOKEN AT HOME



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

RACE & ETHNICITY



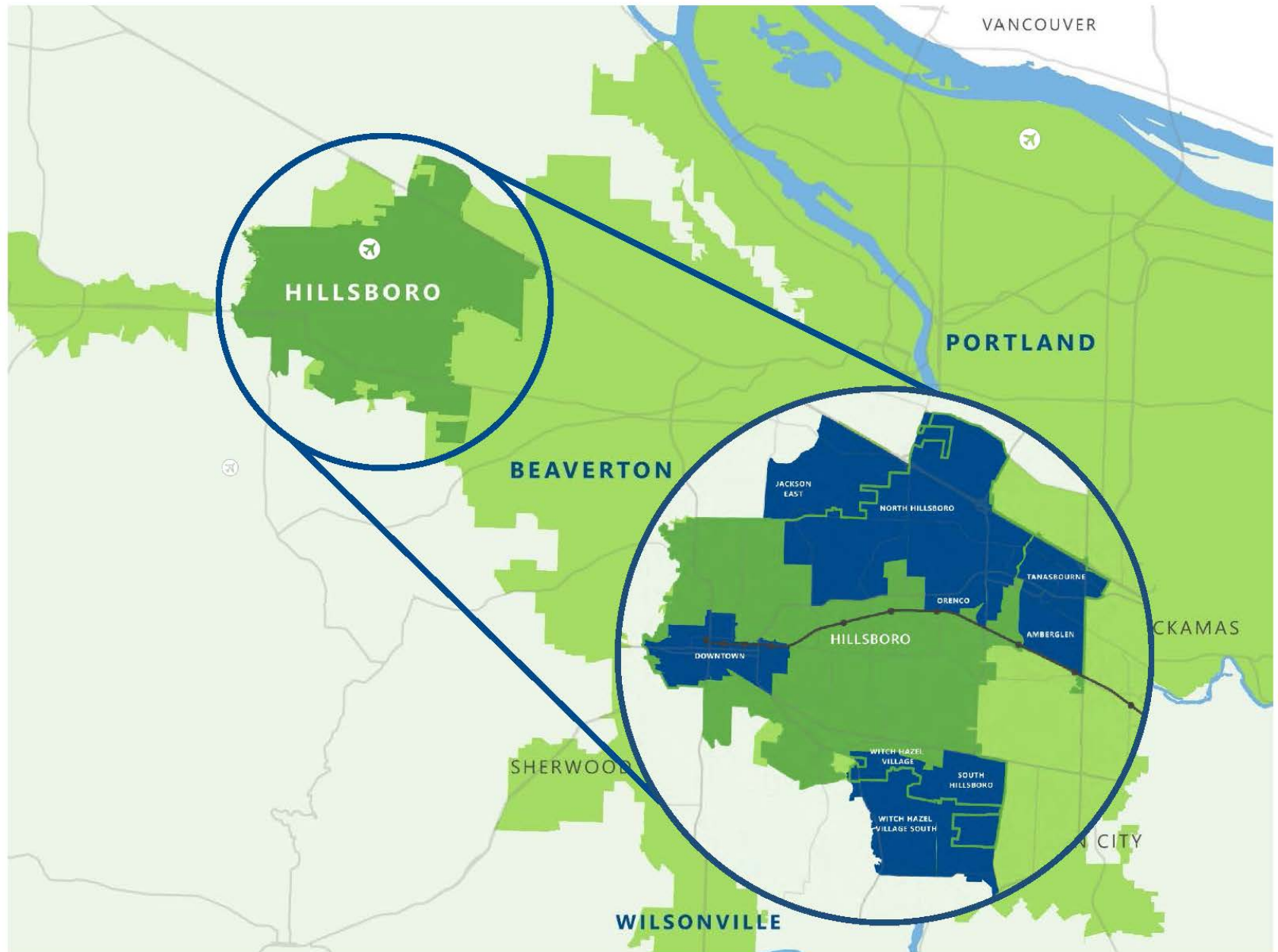
ACS 5-Year Estimates (2012-2016),
Table DP05, U.S. Census Bureau

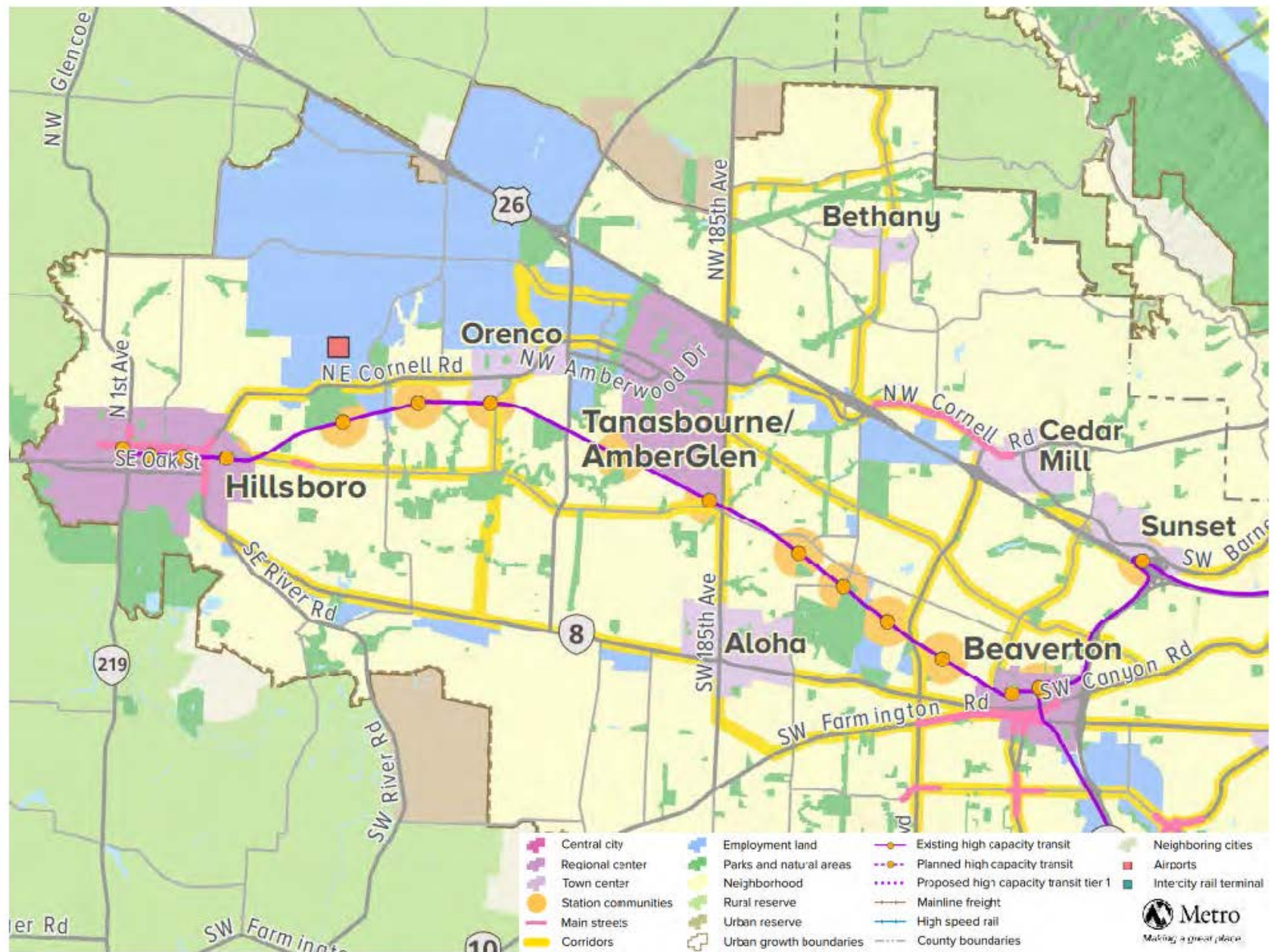
EDUCATIONAL ATTAINMENT

36% Hold a Bachelor's Degree or Higher

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

**FOCUSED
GROWTH**





DOWNTOWN HILLSBORO





ORENCO STATION





HOUSING STOCK



**70
PERCENT**

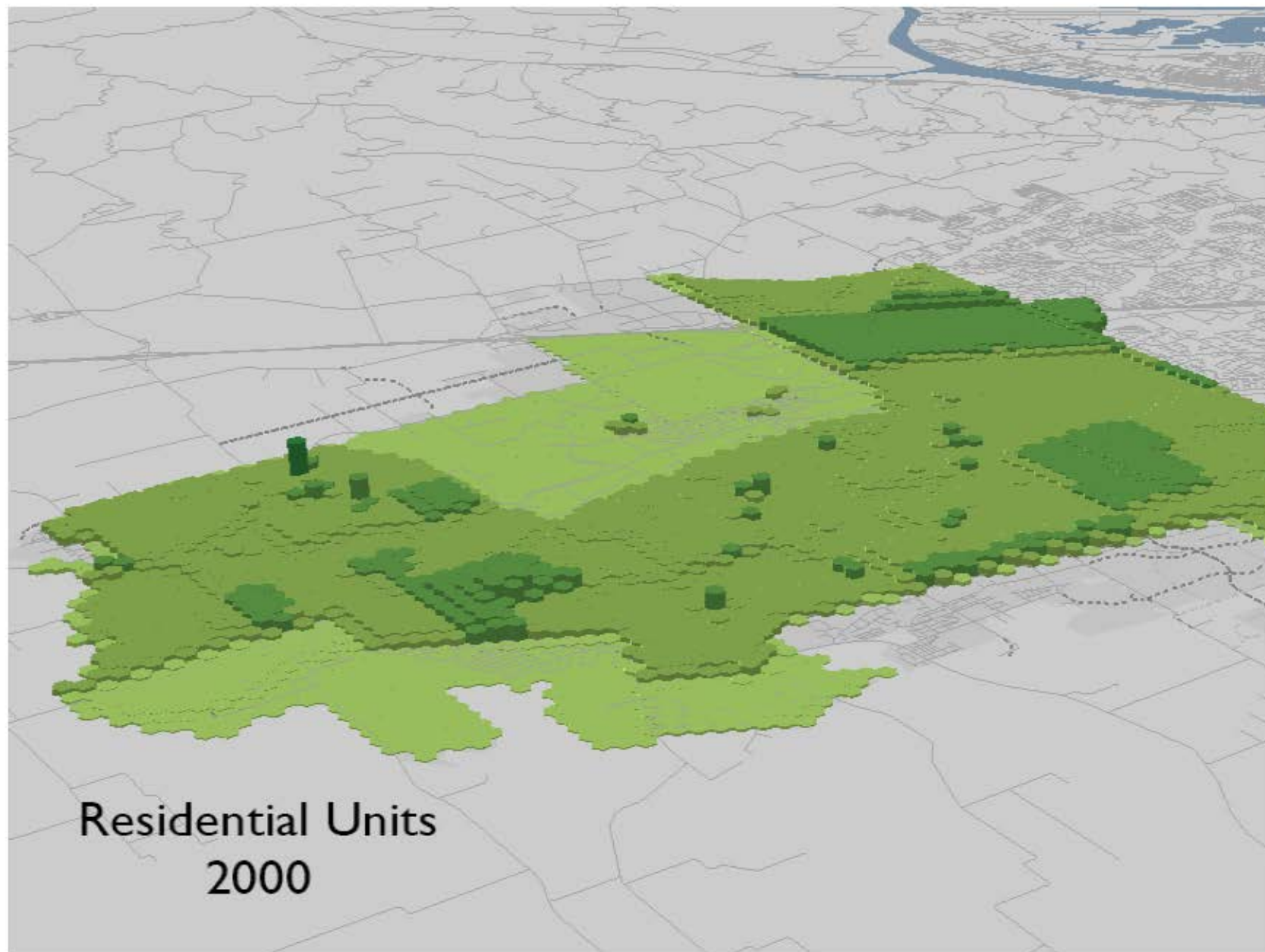
A blue-tinted photograph of a suburban street with two-story houses. The houses have gabled roofs and multiple windows. A large white text overlay is centered on the image.

**25
PERCENT**

A photograph of a row of modern townhouses with gabled roofs and multiple windows. The image is overlaid with a solid blue color. Large, bold, white text is centered on the left side of the image.

**5
PERCENT**





HILLSBORO COMPREHENSIVE PLAN



ADOPTED BY THE CITY OF HILLSBORO, OREGON, ON MAY 14, 2019



GOALS & POLICIES HOUSING

4th Block Amendment
(Amended to
December 15, 2019)

8-26 OUR GOALS & POLICIES

HILLSBORO COMPREHENSIVE PLAN

HOUSING THE GOAL

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. Encourage 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, cottage 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, end-of-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.

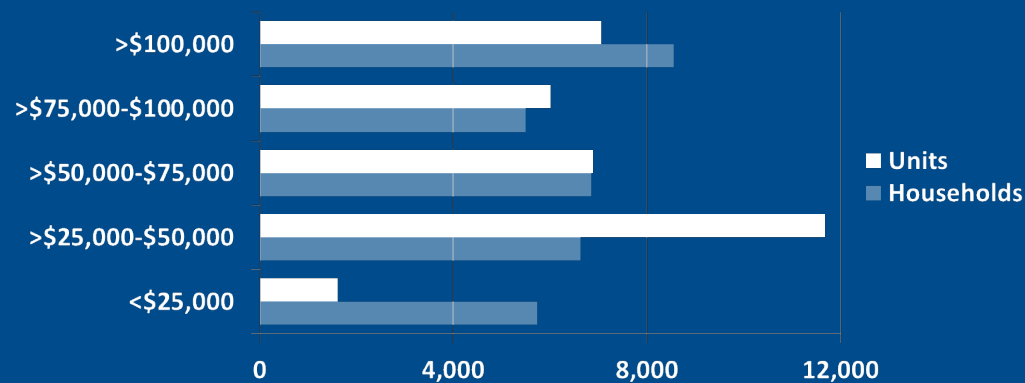
POLICY H 1.6 Allow manufactured housing. Provide opportunities for development of manufactured housing in well-planned and developed manufactured home parks or in areas that permit single-family dwellings.

HILLSBORO COMPREHENSIVE PLAN

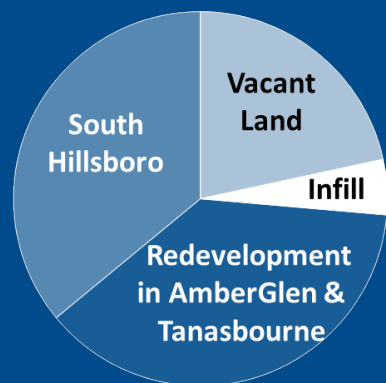
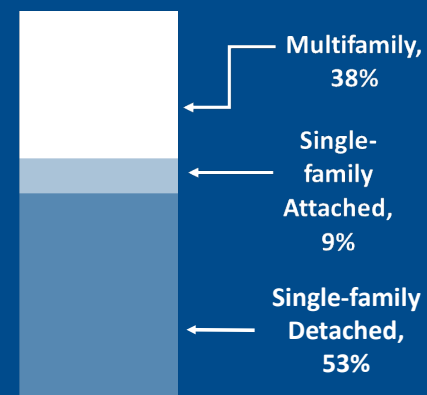
OUR GOALS & POLICIES 8-27

HOUSING NEEDS ANALYSIS

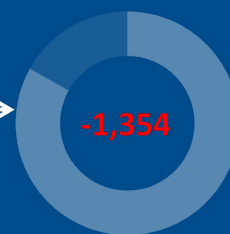
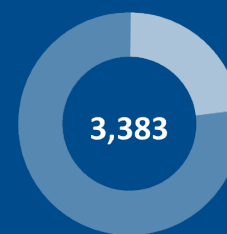
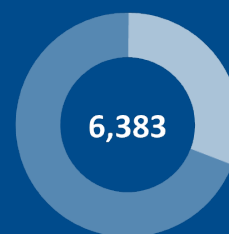
AFFORDABILITY



HOUSING MIX



CAPACITY

CAPACITY
VS. DEMAND
(2016-2036)Single-family
DetachedAttached &
Multifamily (Low)Attached &
Multifamily (High)

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 of 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 (SDUs) 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.**






**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.**



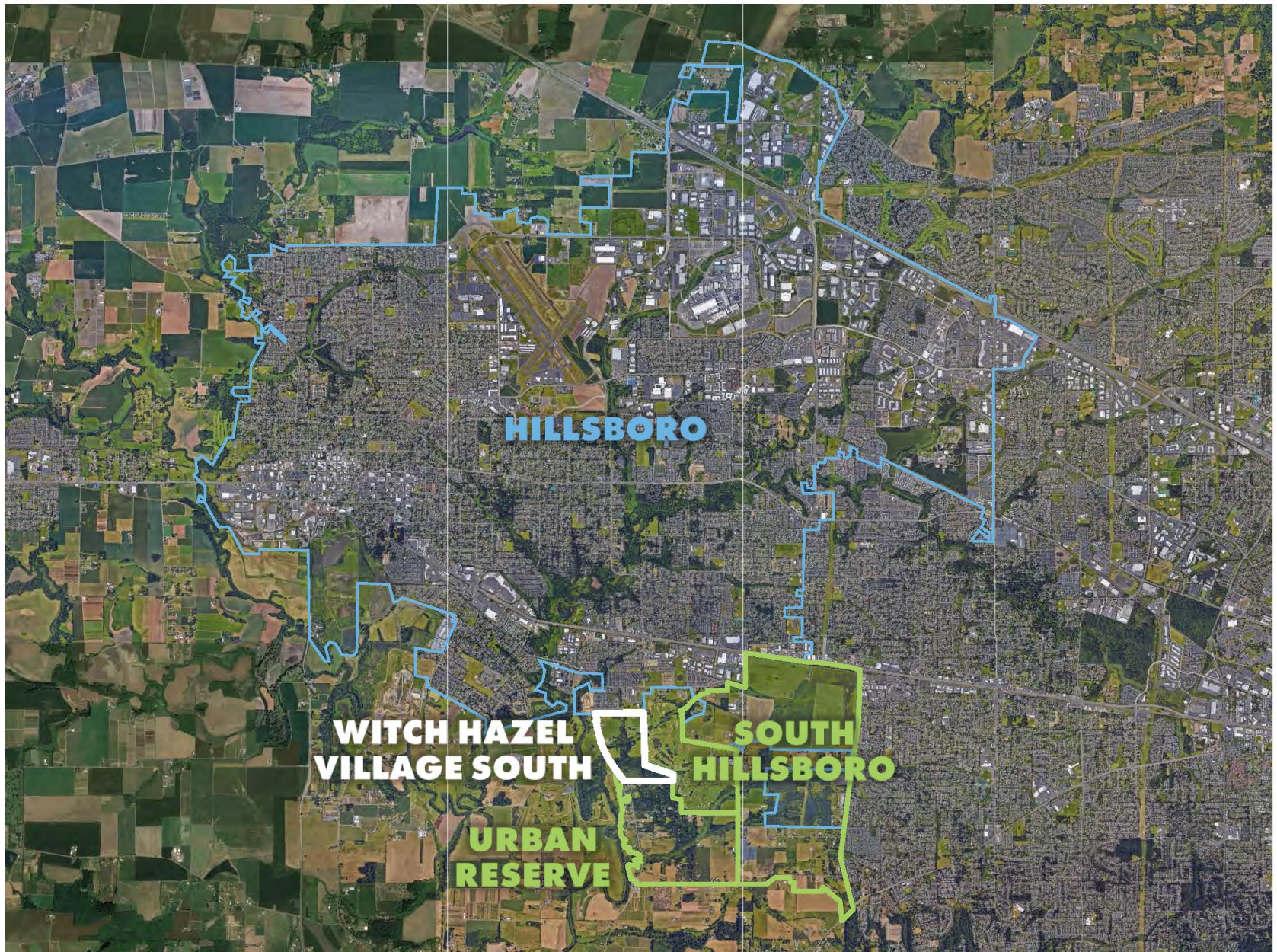


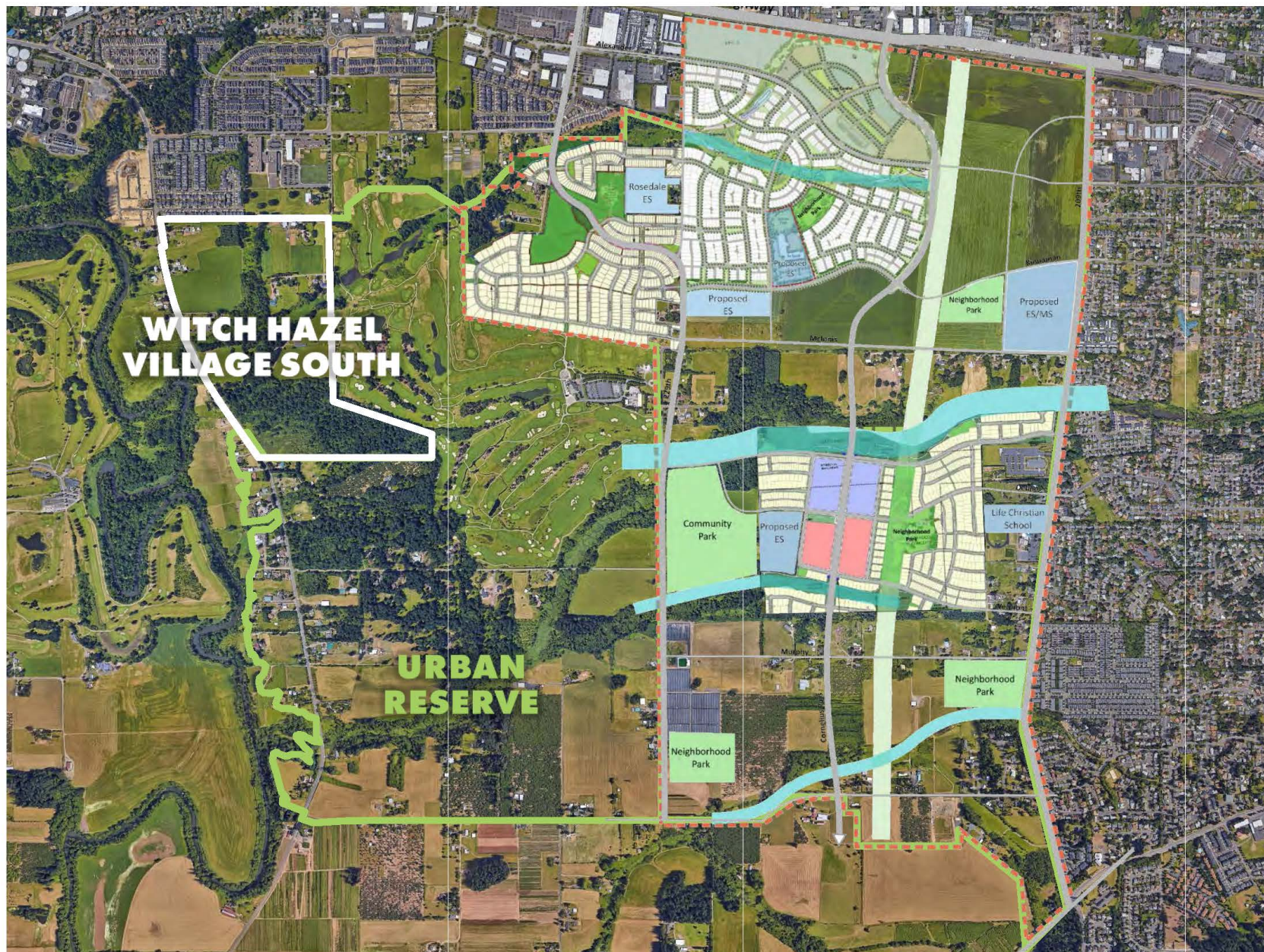
**CURRENT AND FUTURE
GENERATIONS ENJOY
CLEAN AIR, CLEAN
WATER, AND HEALTHY
ECOSYSTEMS.**



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

WITCH HAZEL VILLAGE SOUTH

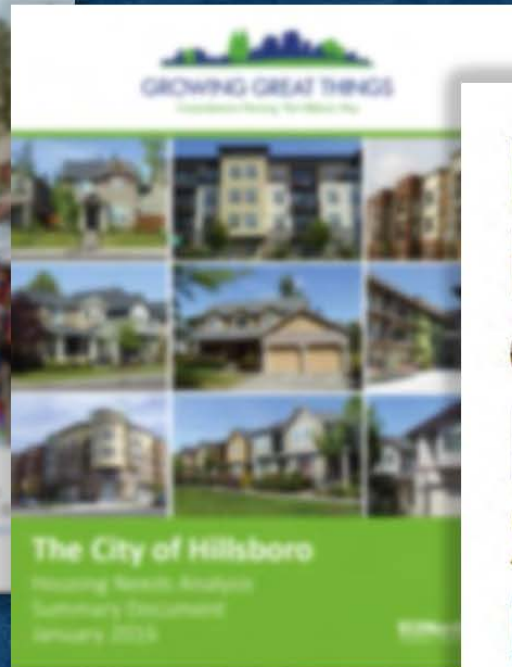


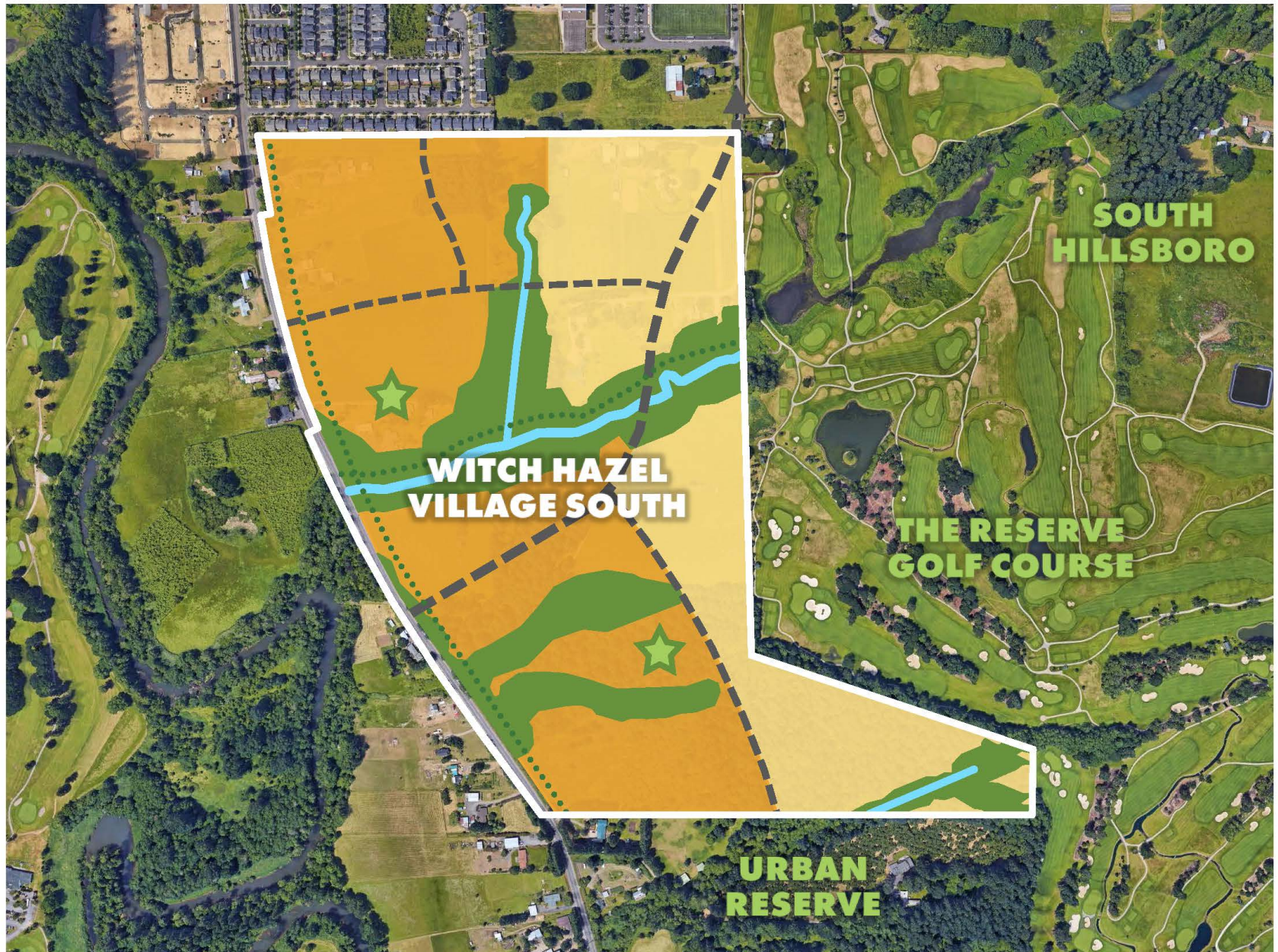


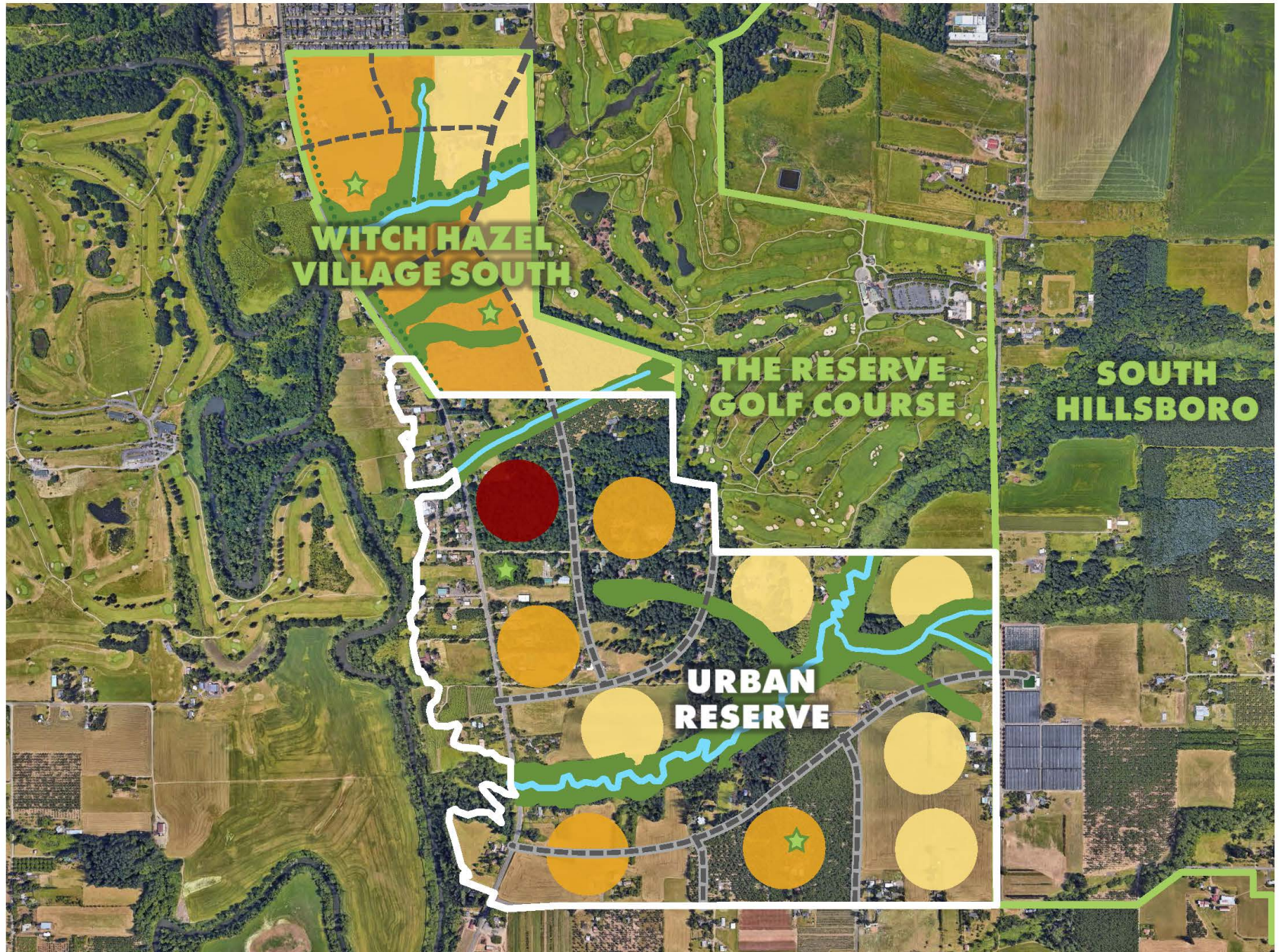
WHY WITCH HAZEL VILLAGE SOUTH?



WHY ASK NOW?







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

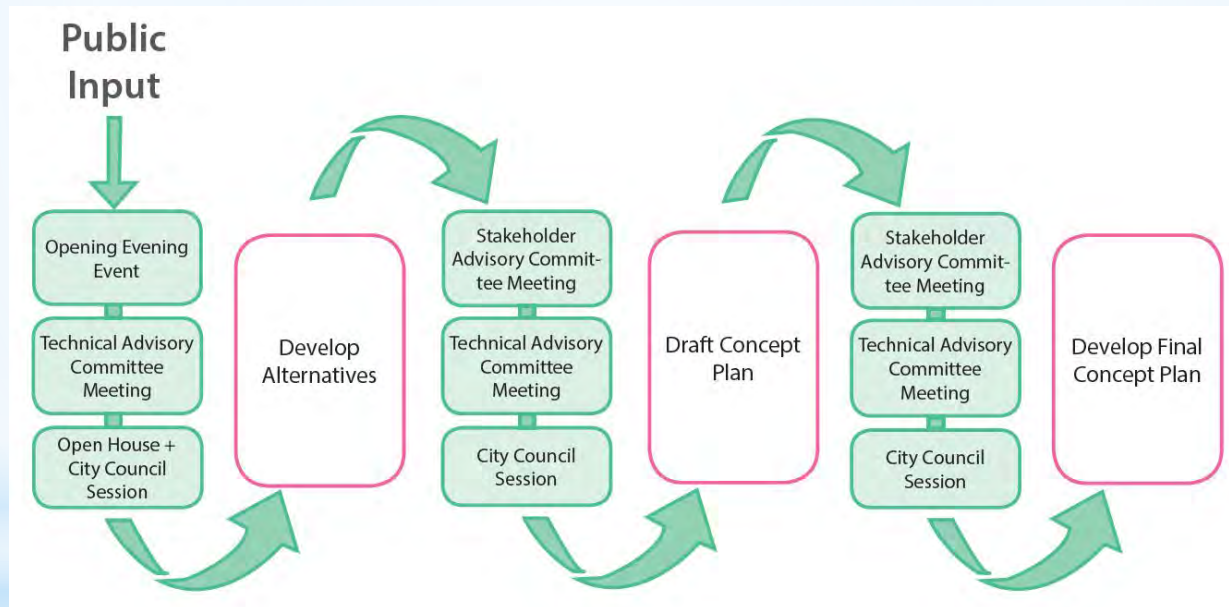


A Community of Inclusion



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

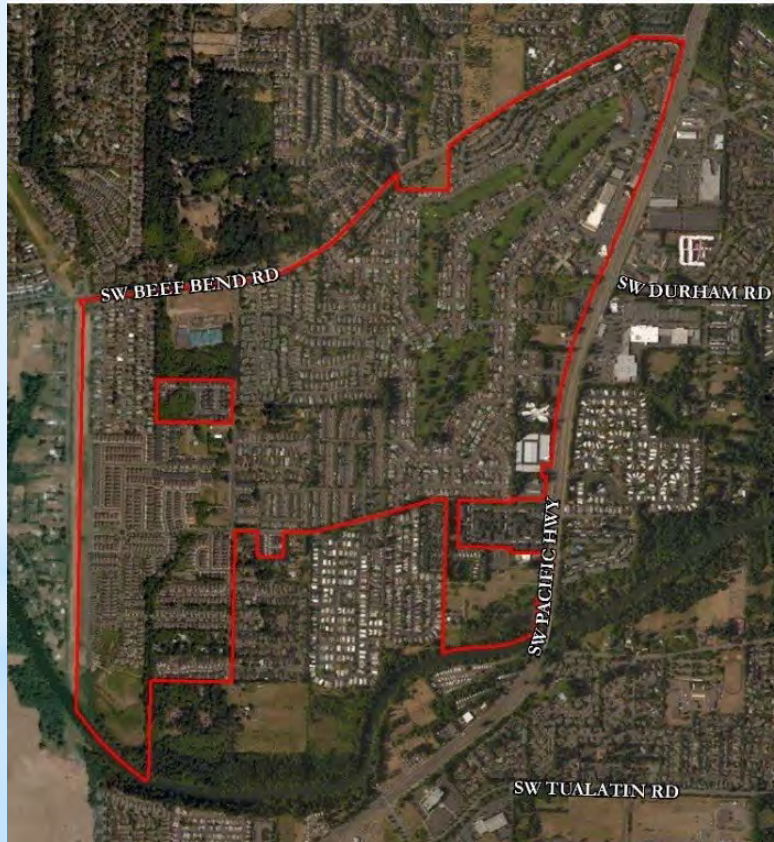
Public Participation & Outreach



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

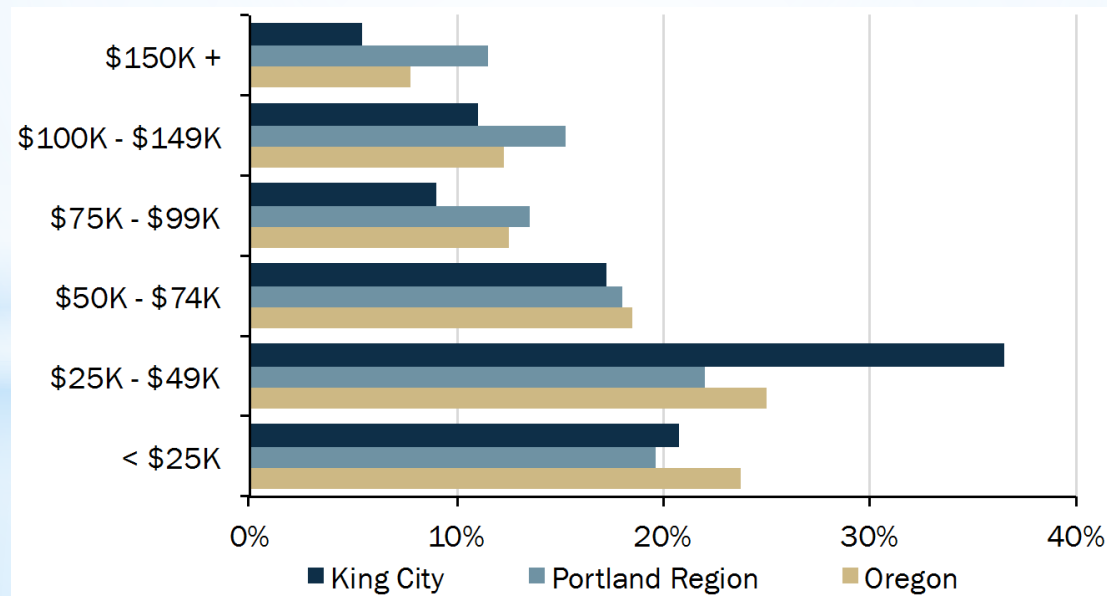
Manufactured Homes



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

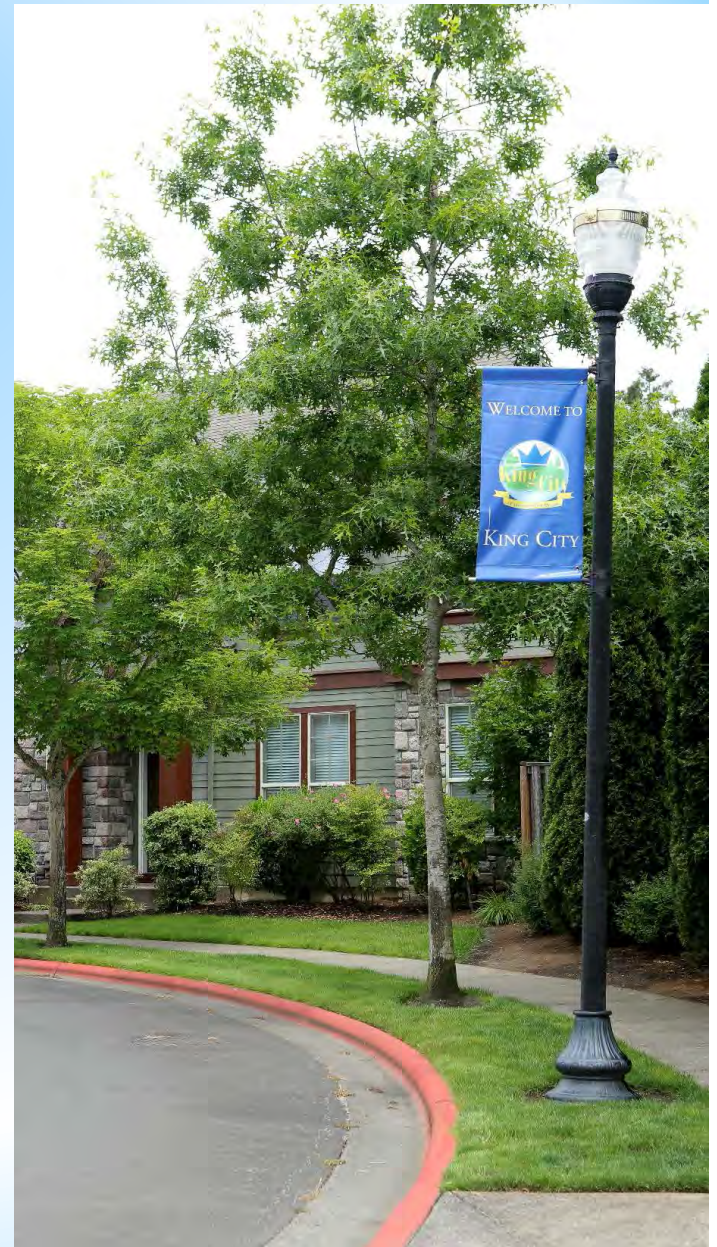
- Adopted code amendments to comply with Metro's 2040 plan
- Remove Barriers
 - Some implementation measures have already been completed
- Create Opportunities



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

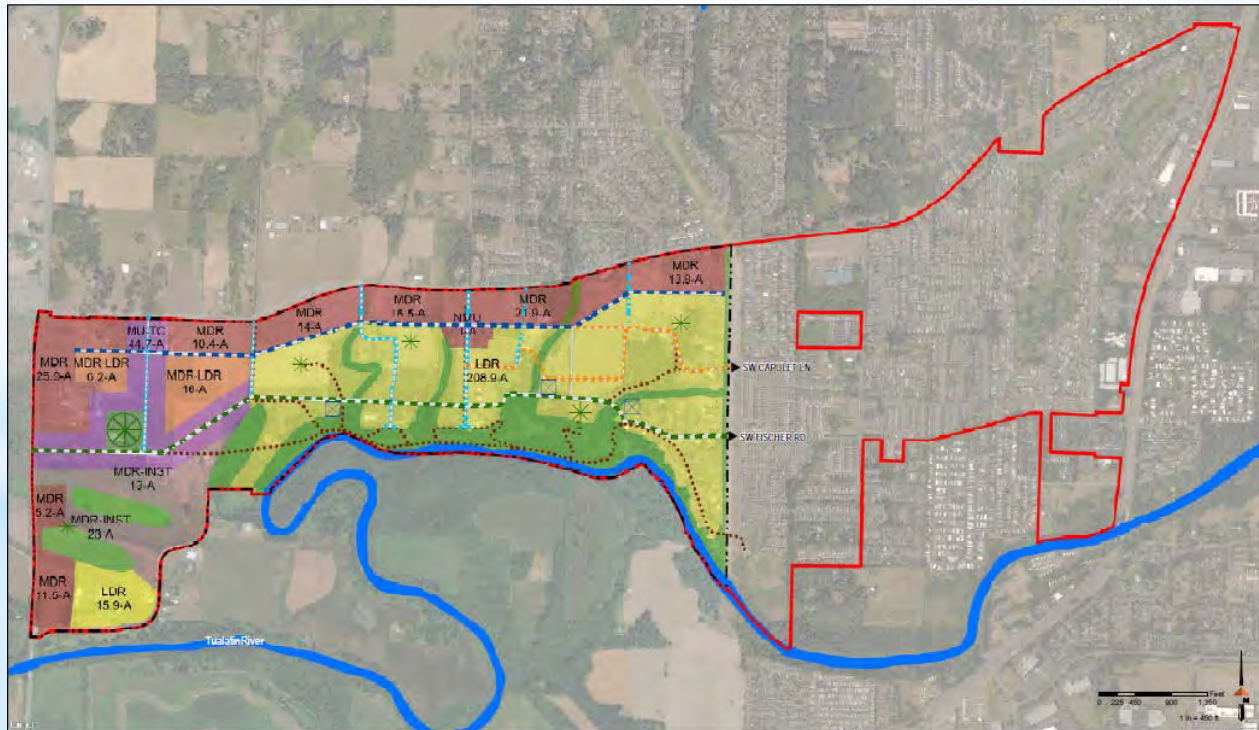
Growth-related Change

- **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

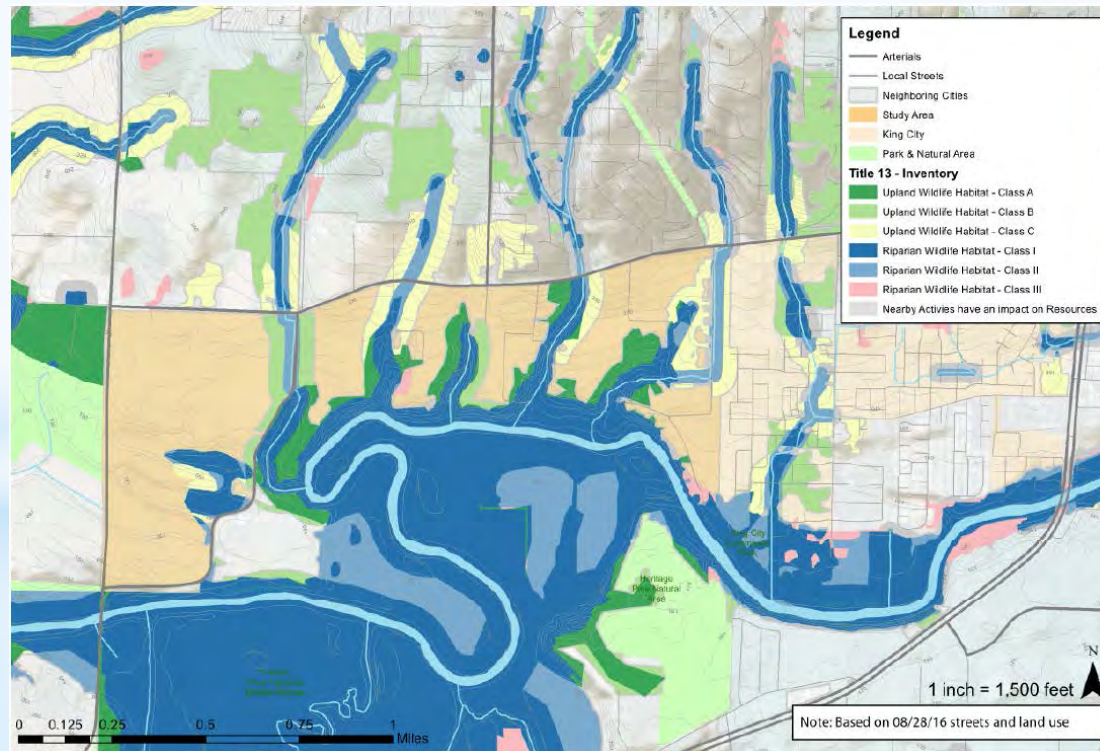
- 528 ac. / 318 ac. developable
- 3,500± units proposed
- 12+ du / ac. average density



URA 6D Concept Plan

Natural Resources

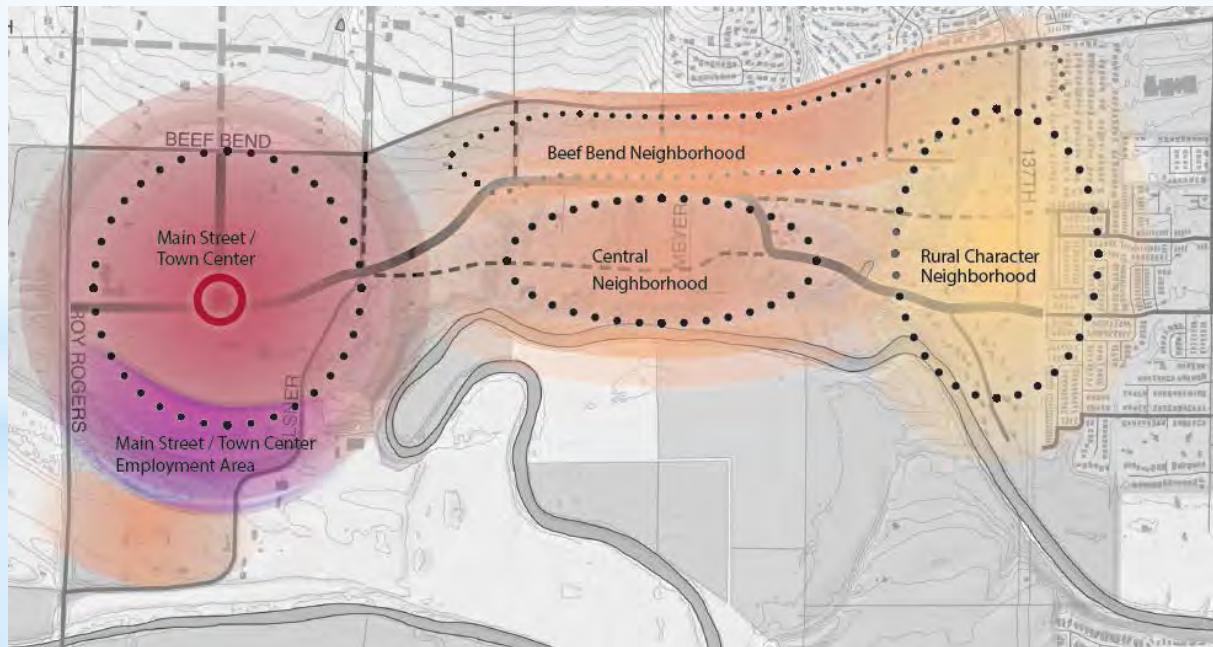
- Tualatin R. floodplain
- Associated upland wildlife habitat
- Riparian corridors
- Shaped plan concepts



URA 6D Concept Plan

Land Use - 4 Neighborhoods

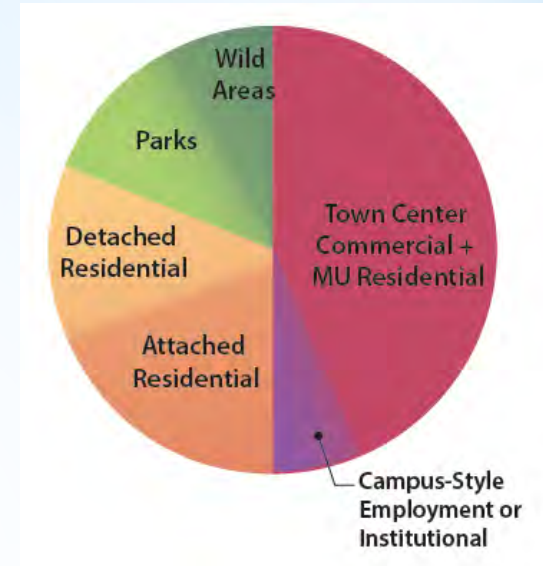
- Main Street / Town Center
- Beef Bend Neighborhood
- Central Neighborhood
- Rural Character Neighborhood - Existing



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

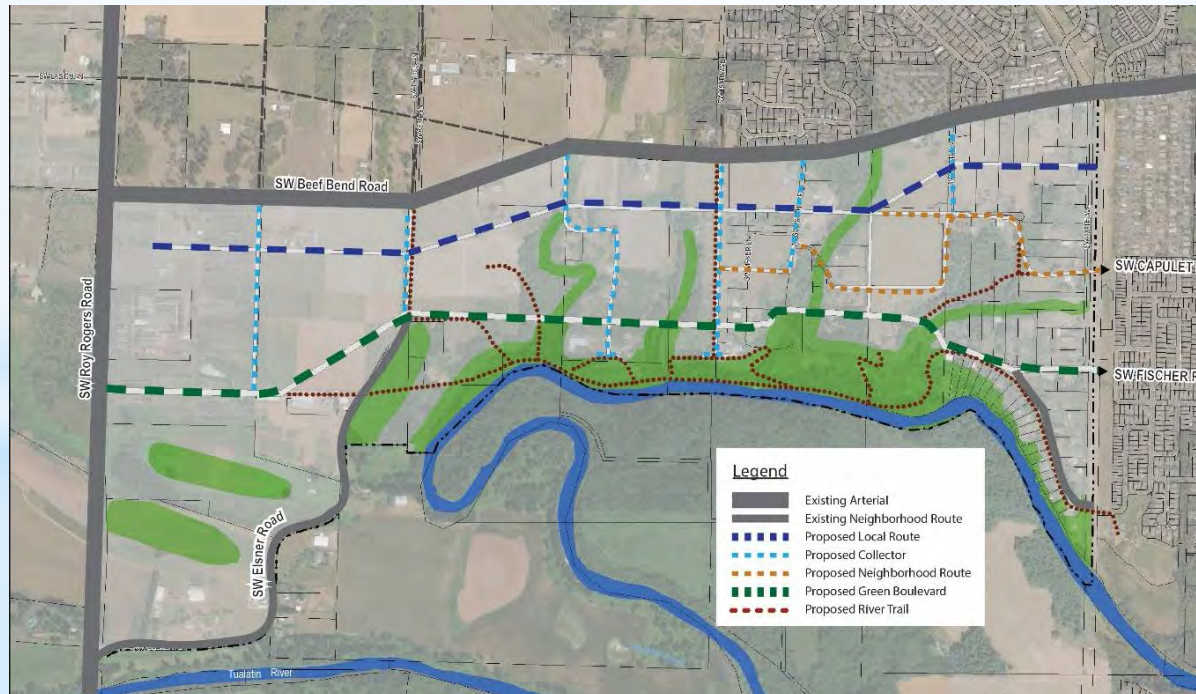
Development Summary

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

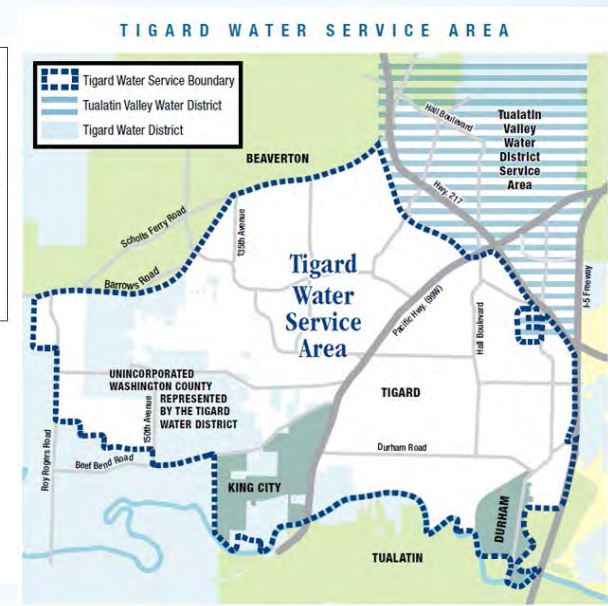
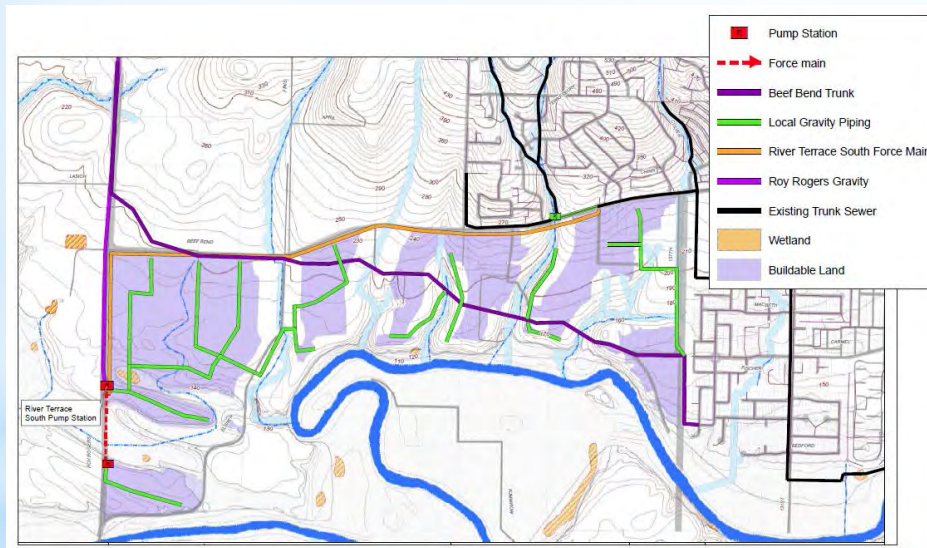
- Interconnected system
- Neighborhood-oriented
- Connected with trails & natural areas
- Potential joint location with school



URA 6D Concept Plan

Infrastructure Readiness

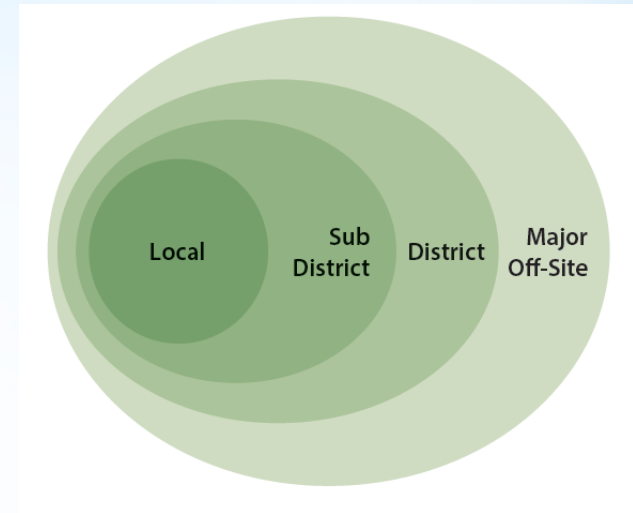
- **Capacity available for water, sewer and stormwater**



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

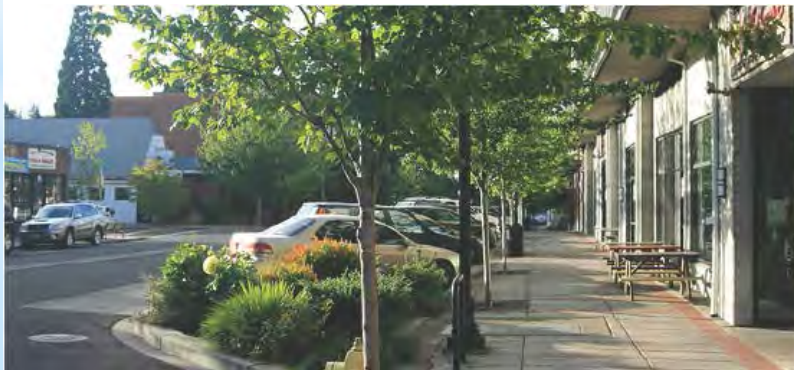
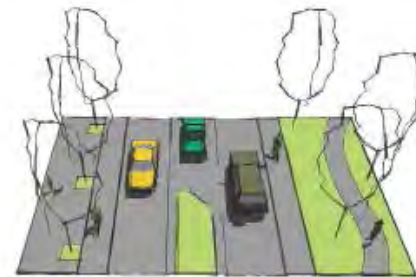
Administrative Fee	5%	\$2,652,190
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Total Cost		\$55,695,990
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Allocations by Land Use

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

Total Cost		\$55,695,990
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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



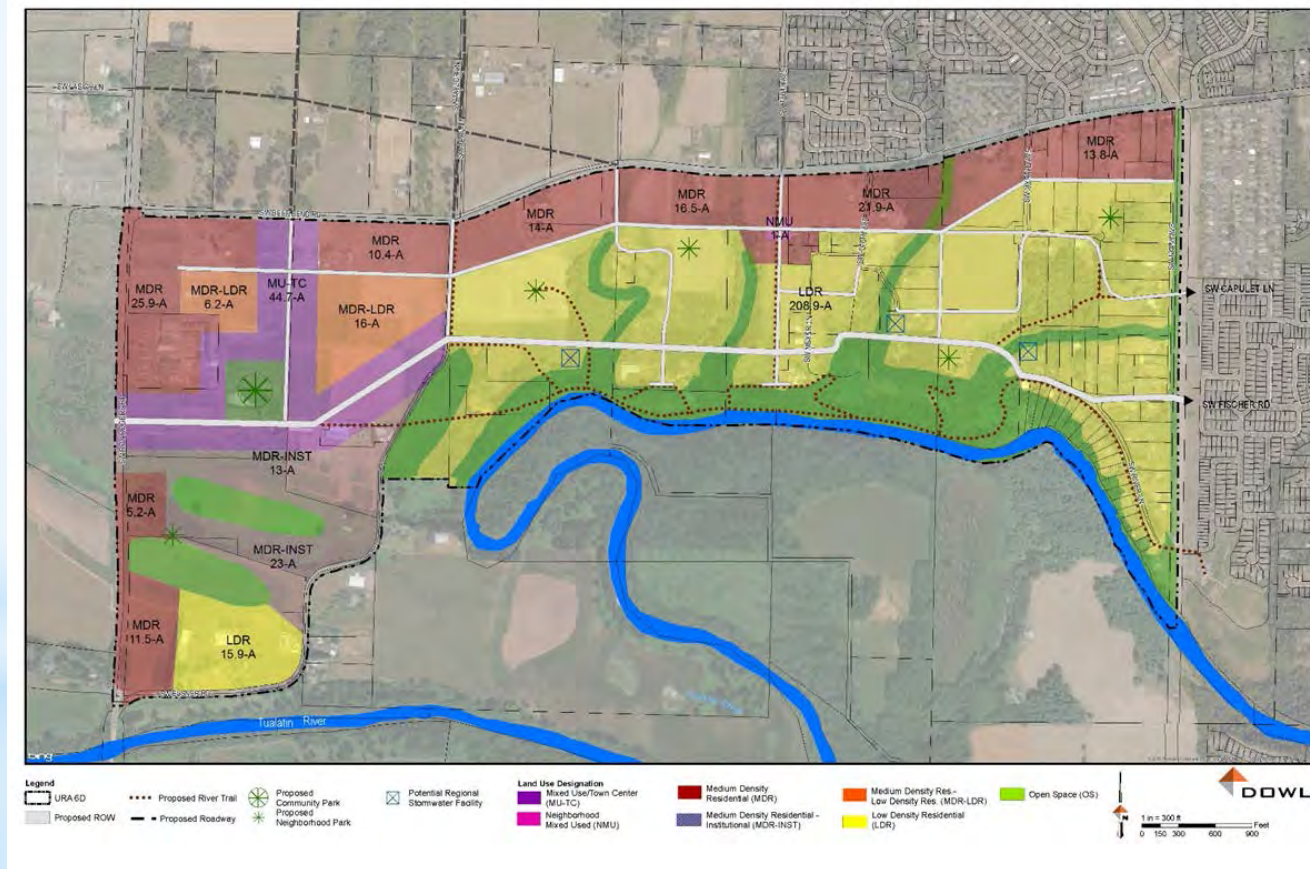
Residential	Estimated Housing Units		Allocated Cost	Supplemental Fee/Unit
	%	#		
Single Family Dwelling	70%	2,135	\$41,964,324	\$19,982
Apartment	18%	549	\$6,908,527	\$12,584
Residential Condominium	6%	183	\$2,090,207	\$11,422
Assisted Living/Hospital/Nursing Home	6%	183	\$1,100,176	\$6,012
Total	100%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





Council work session agenda

Tuesday, June 12, 2018

2:00 PM

Metro Regional Center, Council Chamber

2:00 Call to Order and Roll Call

2:05 Chief Operating Officer Communication

Work Session Topics:

2:10 FY 2018-19 Budget Discussion: Discussion of Amendments [18-5023](#)

Presenter(s): Tim Collier, Metro
Lisa Houghton, Metro

Attachments: [Work Session Worksheet](#)
[6-12-18 work session Amendment PDFs](#)
[6-12-18 Worksession Transmittal Memo FY 2018-19 Amendments](#)

2:40 ODOT Value Pricing Committee [18-5035](#)

Presenter(s): Tyler Frisbee, Metro
Attachments: [Work Session Worksheet](#)

3:10 2018 Urban Growth Management Decision: Proposals from Hillsboro and King City [18-5024](#)

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

Attachments: [Work Session Worksheet](#)
[Administrative Guidance for Cities Proposing Expansions](#)
[2018 UGM Decision: Engagement and Process Timeline](#)

4:10 Councilor Communication

4:20 Adjourn

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

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Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus ghia 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 hnub ua hauj lwm ua ntej ntawm lub rooj sib tham.

**2018 Urban Growth Management Decision: Proposals
from Hillsboro and King City**

Work Session Topics

Metro Council Work Session
Tuesday, June 12, 2018
Metro Regional Center, Council Chamber

METRO COUNCIL
Work Session Worksheet

PRESENTATION DATE: June 12, 2018

LENGTH: 60 minutes

PRESENTATION TITLE: 2018 Urban Growth Management Decision: Proposals from Hillsboro and King City

DEPARTMENT: Planning and Development

PRESENTER(s): Ted Reid, Metro Planning and Development
 Colin Cooper, City of Hillsboro
 Laura Weigel, City of Hillsboro
 Michael Weston, King City

WORK SESSION PURPOSE & DESIRED OUTCOMES

Purpose: Provide cities with an opportunity to brief the Metro Council about their proposals for the 2018 urban growth management decision.

Outcome: The Council is familiar with city proposals for the 2018 urban growth management decision.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

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.

Staff anticipates that four cities – Beaverton, Hillsboro, King City and Wilsonville – will submit urban growth boundary expansion proposals by the May 31, 2018 deadline. Those materials will be made available in early June. In their proposals, cities are expected to address a number of requirements (such as having a concept plan for the proposed expansion area) and factors adopted 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.

With this new approach, cities will describe, not only the proposed expansion, but also the actions they are taking elsewhere in their jurisdiction to manage growth. At the June 12 work session, two cities – Hillsboro and King City – will present their proposals to the Council. Beaverton and Wilsonville will present their proposals at the June 19 work session.

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.

QUESTIONS FOR COUNCIL CONSIDERATION

Does the Council have any questions for the city representatives about their proposals?

PACKET MATERIALS

- Would legislation be required for Council action ☐Yes ☒No
- If yes, is draft legislation attached? ☐Yes ☐No
- What other materials are you presenting today?

- 2018 urban growth management decision timeline
- Administrative guidance for cities proposing residential UGB expansions

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.
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- 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

5/30/18

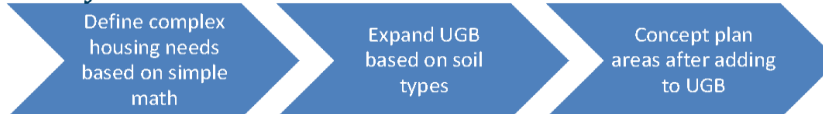
2018 urban growth management decision: engagement and process timeline

Per work program endorsed by Metro Council in February 2017

	Summer - Fall 2017	Winter 2018	Spring 2018	Summer 2018	Fall 2018
Program milestones	Clarify expectations for cities	City letters of interest due	City proposals due	Metro COO rec., followed by MPAC rec. Draft Urban Growth Report	Council decision
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



Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

June 12, 2018

Michael Weston
City Manager
City of King City
15300 SW 116th Avenue
King City, OR 97224

Michael:

Metro staff has reviewed the recently adopted Concept Plan for King City Urban Reserve Area 6D. As a designated Urban Reserve Area, the Concept Plan was reviewed under the requirements in Section 3.07.1110 of Title 11 of the Urban Growth Management Functional Plan.

As a participant on the Concept Plan Technical Advisory Team, I commend City staff and the consultant team for conducting a professional and thorough process in working with area residents, various partner jurisdictions, and other impacted stakeholders. Metro recognizes that the King City Concept Plan area presents its own set of challenges for urbanization; however, we believe the plan is a good blueprint for achieving a desirable urban community that respects the planning that has occurred in the City of Tigard to the north and the natural resources that exist in the Tualatin River National Wildlife Refuge to the south.

Based on our review, Metro finds that the City of King City Concept Plan meets the intent of, and demonstrates substantial compliance with, Title 11 requirements. The City may now proceed with the necessary steps to bring the land in 6D into the Urban Growth Boundary and ready the area for its eventual transition to urban development.

We look forward to the next steps in the City process and future implementation efforts in this area. Additionally, we will continue to offer our assistance as City staff moves forward to fulfill the requirements of Metro policy and code.

If you have any questions regarding this letter please do not hesitate to contact me at 503-797-1833.

Sincerely,

Brian Harper
Senior Regional Planner

cc: Councilor Craig Dirksen, Metro District 3
Roger Alfred, Senior Attorney, Office of Metro Attorney
Megan Gibb, Manager, Land Use and Urban Development
Ted Reid, Principle Regional Planner



Agenda

Meeting: City Readiness Advisory Group orientation
Date: Monday, June 4th, 2018
Time: 10 to 11:30 a.m.
Place: Room 501, Metro Regional Center
Purpose: Review purpose, objectives, and procedure for Advisory Group review of the 2018 City Readiness Proposals
Outcome(s): Each member of the Advisory Group should have a clear understanding of the purpose of the Proposals, how to conduct their reviews, their special areas of focus, and what to expect at the 2nd meeting.

10 a.m.	Introductions
10:10	(Council President Hughes) Welcome and overview of the City Readiness proposals <ul style="list-style-type: none"> • Background information on changes to the 2018 urban growth boundary (UGB) decision
10:20	Role of Advisory Group in this process (Gibb)
10:25 a.m.	Timeline for 2018 urban growth management decision (Reid)
10:30 a.m.	Brief overview of each of the submitted city proposals (Hamilton)
10:45 a.m.	Review evaluation factors and instructions for conducting reviews (Hamilton)
11:15 a.m.	Next steps, questions and comments
11:30 a.m.	Adjourn

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.

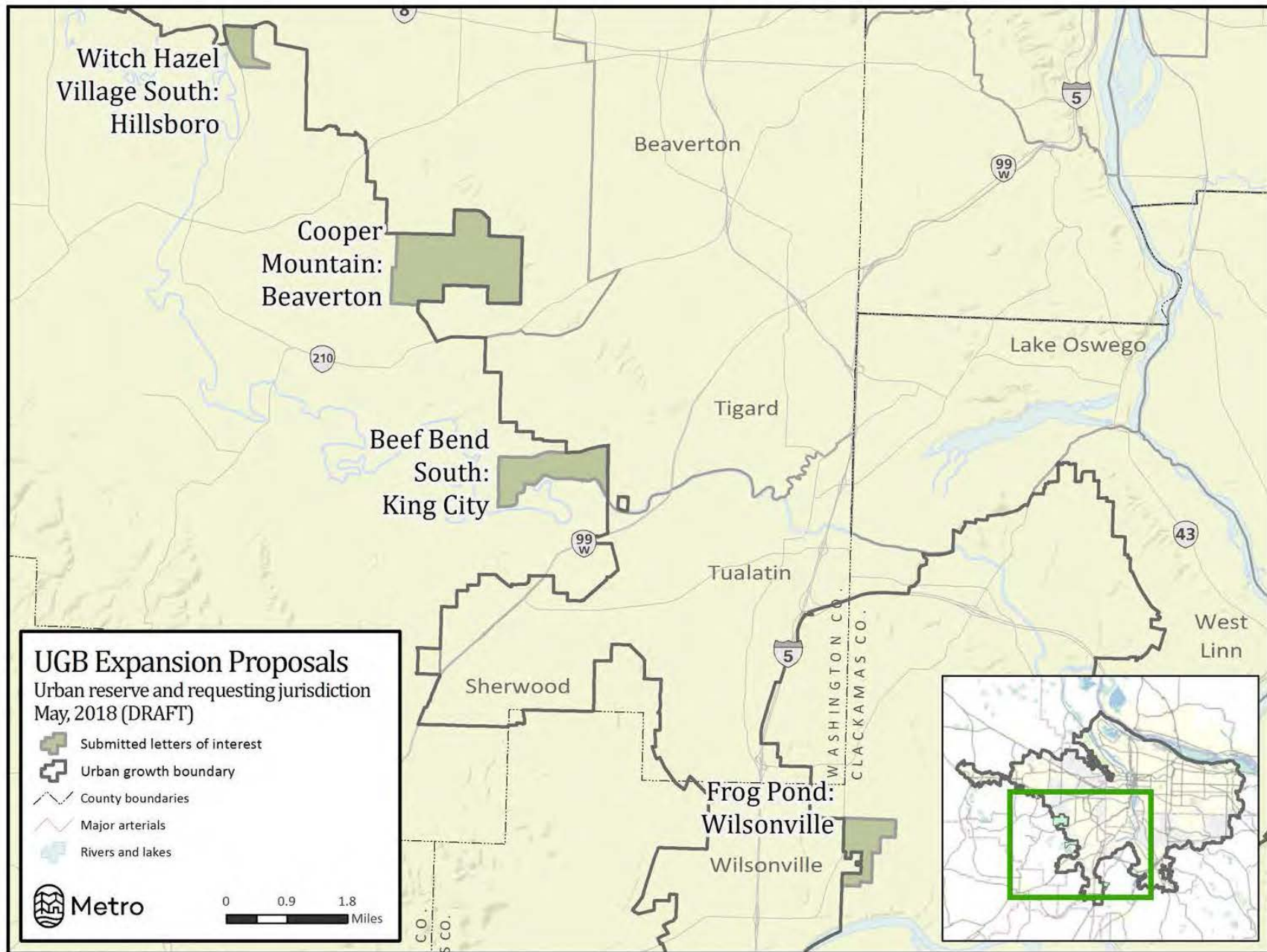
Outcome six is of central interest to the Metro Council. To help achieve this ambitious goal, in June 2016 Metro adopted the Strategic Plan to Advance Racial Equity, Diversity and Inclusion. The strategic plan focuses on removing barriers and improving equity outcomes for people of color by improving 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.

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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):

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- 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



City of Beaverton

Proposal to Expand the Urban Growth Boundary to Include the

COOPER MOUNTAIN URBAN RESERVE

Prepared for Metro

May 31, 2018



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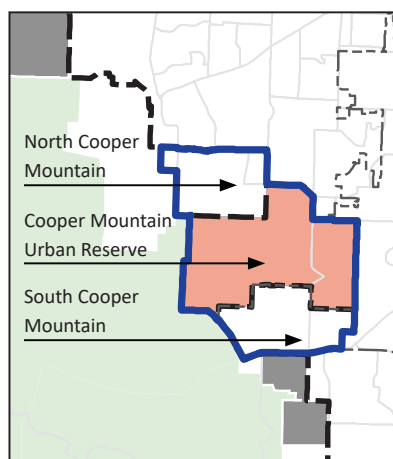
METRO REGIONAL FUNCTIONAL PLAN REQUIREMENTS

Beaverton's proposal to expand the urban growth boundary to include the Cooper Mountain Urban Reserve complies with all applicable Metro Regional Functional Plan requirements. The table below provides a list of all relevant Metro Titles, and the corresponding page number that provides evidence.

Metro Code		Page
Title 1	Housing Capacity	7, 9
Title 3	Water Quality and Flood Management	4
Title 4	Industrial and Other Employment Areas	7
Title 6	Centers, Corridors, Station Communities and Main Streets	7
Title 7	Housing Choice	9
Title 11	Planning for New Urban Areas	1, 4
Title 12	Protection of Residential Neighborhoods	12
Title 13	Nature in Neighborhoods	4
Title 14	Urban Growth Boundary	1-15

INTRODUCTION

The City of Beaverton proposes to add Cooper Mountain Urban Reserve to the urban growth boundary to welcome new community members and provide a wide variety of housing choices to households in the city. Beaverton is committed to enhancing economic opportunity, maintaining a high quality of life and promoting access to natural beauty equitably for all residents, including the full spectrum of incomes and cultural backgrounds represented in our community.



Adding Cooper Mountain Urban Reserve now makes sense because:

- The urban reserve is the “missing puzzle piece” of the South Cooper Mountain Concept Plan area. Areas already in the growth boundary are to the north, east and south.
- Beaverton’s greenfield growth area, South Cooper Mountain, is expected to be fully built out before the urban reserve is available for development.
- Housing demand is strong, as evidenced by rising housing prices and rents, and adding land now can help prevent future shortages.
- Cooper Mountain-area roads, sewer lines, water lines, trails and other infrastructure work better if the urban reserve, the “missing puzzle piece,” is filled in.

In addition, this expansion request meets or exceeds applicable criteria, including:

- **Housing needs.** Beaverton’s housing needs analysis clearly demonstrates the need for housing, including single-family homes, townhomes and apartments/condos.
- **Required concept plan.** The 2014 *South Cooper Mountain Concept Plan*, which is consistent with Metro rules, provides a comprehensive vision for the urban reserve as part of the larger Cooper Mountain area.
- **Growth inside the city.** Beaverton encourages growth in existing urban areas through projects and programs such as zone changes, development code updates, grants and providing support with urban renewal funds.
- **Affordable housing.** Beaverton creates and funds programs that support building affordable and market-rate housing; preserving existing, low-cost housing; and addressing homelessness.
- **Metro’s desired outcomes.** Beaverton prioritizes actions and investments that ensure all residents live in vibrant communities with access to jobs; safe and reliable transportation; and parks and recreational opportunities. Beaverton’s sustainability; equity and inclusion; language access; planning; and economic development efforts all support the six desired outcomes.

This document provides additional details about how Beaverton’s proposal supports regional goals and why adding the urban reserve now is important to house the region’s residents.

HOUSING

Beaverton promotes housing choices through policies, programs, and investments that respond to the needs of diverse household sizes and incomes. The [Housing Element](#) of the city's *Comprehensive Plan* includes policies that were based on Beaverton's 2015 "*Housing Strategies Report*," the city's title for the state-mandated Housing Needs Analysis (HNA) (Appendix F). The Housing Element was updated to address changing housing needs such as more people moving to downtown Beaverton; increasing racial, ethnic and cultural diversity; and the lack of affordable homes driven by the regional housing crunch.

The Housing Element responds to these changes with policies that stimulate housing in the central city, incentivize housing near transit, and encourage a mix of innovative housing types in large developments. For example, the city's development code has a section dedicated to the *South Cooper Mountain Community Plan* area. This section requires that all developments include a mix of housing types, and facilitate both renting and home ownership, so that families at a variety of household incomes can live in the same neighborhood.

With home construction about to begin in South Cooper Mountain, and multifamily buildings nearing completion downtown, city staff is observing an increase in housing production throughout the city. Even so, demand for more housing—and more housing choices—remains strong.

Housing Needs. In 2015, Beaverton completed its most recent Housing Needs Analysis, which was based on the 2035 distributed forecast released by Metro. The needs and solutions identified in this report provided the material for 2016 *Comprehensive Plan* updates. According to this report, acknowledged by the state of Oregon, Beaverton had just under 41,000 housing units. By 2035, the report concluded the city would need an additional 12,300 units, inside city limits, to meet local housing needs. This is an increase of 30 percent more than the city's 2015 housing supply. Of the new units needed:

- 47 percent are single-family detached housing.
- 20 percent are single-family attached (such as townhouses and triplexes).
- 32 percent are multifamily attached housing with five or more units.

For renter households, the need is greatest for lower income residents. For owner households, demand is high for lower income residents and higher-income residents.

Comparison of Needs and Supply. Beaverton's HNA identified the following unmet housing needs:

- Single-family detached housing inside the city limits.
- Single-family attached housing (e.g. townhomes) inside city limits.

Some additional supply was identified inside Beaverton's assumed urban service boundary (an area where the city assumed at the time it would eventually annex). However, some of that capacity (such as in North Cooper Mountain) cannot be realized without the roads and utilities that will run through the Cooper Mountain Urban Reserve once it is added to the urban growth boundary (UGB) and urban infrastructure development can occur.

Factor: Is the urban reserve adjacent to a city with an acknowledged housing needs analysis coordinated with the relevant Metro forecast?

Conclusion: Yes, Beaverton has a state-acknowledged housing needs analysis that was coordinated with the Metro regional forecast and population distribution in effect when the analysis began.

Takeaways:

- Beaverton coordinated the HNA, acknowledged by DLCD on March 23, 2016, with Metro's 2035 distributed forecast (Appendix E).
- Beaverton's HNA indicates a need for an additional 12,300 housing units, inside city limits, by 2035.
- The urban reserve could provide 3,760 units.
- Beaverton prepared a concept plan for the urban reserve that provides a mix of housing types designed to meet the needs of diverse household sizes and incomes.
- Beaverton has a track record of facilitating housing production in recently annexed areas that can help the region address future needs.

Beaverton has experience producing housing in recently annexed areas.

Within five years of annexation, nearly 2,600 homes received land use approval in South Cooper Mountain.

Projected Supply. Of the 12,300 units needed, the Cooper Mountain Urban Reserve could provide 3,760 units, nearly 31 percent of housing demand. The *South Cooper Mountain Concept Plan* estimates that this would include 2,310 units for single-family detached housing, 1,160 units for single-family attached housing, and 290 units for multifamily housing.

As seen directly to the south, housing demand in this area remains strong. Annexed in 2013, South Cooper Mountain is developing faster than expected. Within five years of annexation, nearly 2,600 homes received land use approval and 750 homes are in development review – this is 99 percent of the projected housing supply for South Cooper Mountain.

While redevelopment inside the city with denser home types is anticipated, the city is running out of land for single-family development in new, larger neighborhoods. Adding the Cooper Mountain Urban Reserve alleviates this constraint by providing much-needed land to increase housing supply.

What has changed since 2015? In short, demand has been, and likely will be, higher than our HNA anticipated, and supply is lower than expected.

When the city completed the HNA in 2015, Beaverton relied on Metro's Regional 2035 Forecast Distribution, adopted in 2012 and based on a regional forecast completed in 2009. Simply put, a lot has changed since 2015 (and even more since 2009). This includes:

Increased regional population growth. In 2016, the region experienced its greatest growth in 10 years, with nearly 45,000 people moving to the area. This influx pressures cities, already in a housing crunch, to produce more housing. At the same time, the region is still struggling to catch up after the fall in housing production during The Great Recession. Beaverton has a track record of facilitating housing production, including in recently annexed areas. Adding the urban reserve to the UGB would help the region address future housing needs.

Increased economic activity. Washington County experienced the fastest rates of post-recession job growth in the region. In 2011, there were 244,100 jobs. As of 2018, there are 288,600 jobs, an 18 percent increase. In the heart of "Silicon Forest," Beaverton is near many job centers, from high-tech companies and athletic apparel giants to small businesses and startups. Given Beaverton's proximity to job centers and transportation networks, more people are looking for a home here than expected.

Reduction in housing capacity. Additionally, a part of the urban service area assumed for Beaverton in the 2015 HNA is now designated to be part of Hillsboro. That means 1,079 housing units originally included in Beaverton's capacity to meet housing demand are now assigned to Hillsboro as part of their future housing stock.

Citywide decline in single-family housing construction. In the past five years, the Building Division approved permits for 1,144 multifamily housing units but only 316 for single-family detached homes (an 88 percent decline, likely because the city has nearly depleted its inventory of vacant land). The HNA indicated that the city needs 5,781 single-family detached homes to meet demand (47 percent of 12,300 units). Expanding the UGB to include the urban reserve would provide the land to meet this demand.

CONCEPT PLAN

The city's urban growth boundary expansion proposal is based on the *South Cooper Mountain Concept Plan*, a City Council-approved concept plan consistent with Title 11 of Metro's Urban Growth Management Functional Plan (Appendices F, G and H). The concept plan includes the urban reserve — the subject of this proposal — North Cooper Mountain and South Cooper Mountain.

At Metro's request, Beaverton led the concept planning for all three areas to consider holistically transportation, infrastructure, natural resources, and new development. Envisioned as one concept plan area, the plan works best if the urban reserve is inside the UGB. This allows roads, sewer lines, water lines, trails and natural habitats to cross boundaries and function efficiently. Expanding the UGB to include the urban reserve will then link north and south, unlocking the full development potential of the concept plan. Beaverton has been actively planning the concept plan area for five years, and is ready to take the next step. This section briefly describes the merit of the concept plan, and demonstrates that Beaverton knows how to facilitate housing production in recently annexed areas.

Housing Capacity. Beaverton's Housing Needs Analysis shows that the city needs more homes, especially single-family homes at a variety of income levels. The urban reserve would provide 3,760 units, nearly 31 percent of citywide housing demand. This includes a range of housing options so that families at a variety of household incomes can live in the same neighborhood (2,310 units for single-family detached housing, 1,160 units for single-family attached housing, and 290 units for multifamily housing (which will likely be rental housing)).

Transportation. Adding the urban reserve to the UGB helps Washington County and Beaverton upgrade rural transportation infrastructure and close gaps in the road network. Without the urban reserve, the road, bike and pedestrian networks remain constrained, especially for north-south routes. Currently underway, Washington County is leading the *Cooper Mountain Transportation Study*. The study will evaluate roadway network options to disperse traffic through the area and upgrade rural roads to arterials standards capable of safely and efficiently moving people.

Natural Resources. Beaverton will protect natural resources, including Cooper Mountain Nature Park, by only developing about 600 of the 1,200 acres in the urban reserve. In the concept plan, the land use framework identifies water quality and flood management areas (compliant with Metro Title 3), and riparian habitats I and II and upland habitats A and B (compliant with Metro Title 13). This guides development to protect these resources while allowing the residential development in the plan. In a follow-up community plan for the urban reserve, the city will consider strategies to protect natural resources, including natural resource designations, tree protection standards, hillside/slope protection standards, and the potential transfer of development rights. Many of those tools already exist in the city's current code and could be applied here.

Infrastructure. The urban reserve is the missing puzzle piece that connects North Cooper Mountain with South Cooper Mountain. Connecting all three areas

Factor: Has the area has been concept planned consistent with section 3.07.1110 of the Urban Growth Management Plan?

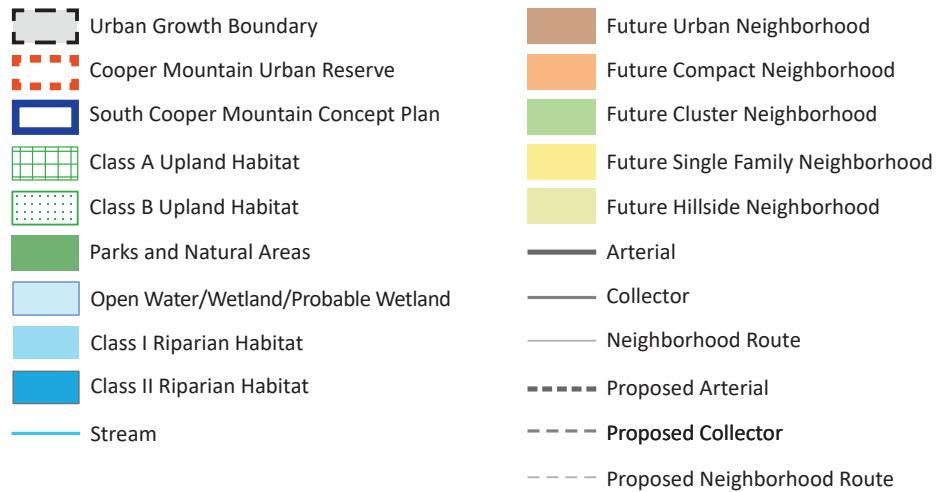
Conclusion: Yes, the South Cooper Mountain Concept Plan, adopted in December 2014 and found by Metro to be consistent with Title 11, provides a mix of housing types, transportation improvements, natural resource protections, and an infrastructure funding plan for the Cooper Mountain Urban Reserve.

Takeaways:

- Bringing the area into Beaverton will provide for needed housing and help avoid future housing shortages.
- Adding the urban reserve fills in the "missing puzzle piece" in the South Cooper Mountain Concept Plan.
- Expanding the UGB now lays early groundwork for development to occur in five or more years.
- Adding the urban reserve allows for comprehensive planning and building of needed transportation and utility infrastructure.
- Beaverton has an infrastructure funding plan that identifies anticipated revenues and project costs.
- The city has received letters of support from property owners in the urban reserve. Their combined land directly connects South Cooper Mountain with North Cooper Mountain, facilitating the installation of pipes through all three areas (Appendix D).

Concept Plan Land Use Framework

All proposed transport routes are conceptual. Washington County is conducting the Cooper Mountain Transportation Study which is evaluating three concept packages.



North Cooper Mountain

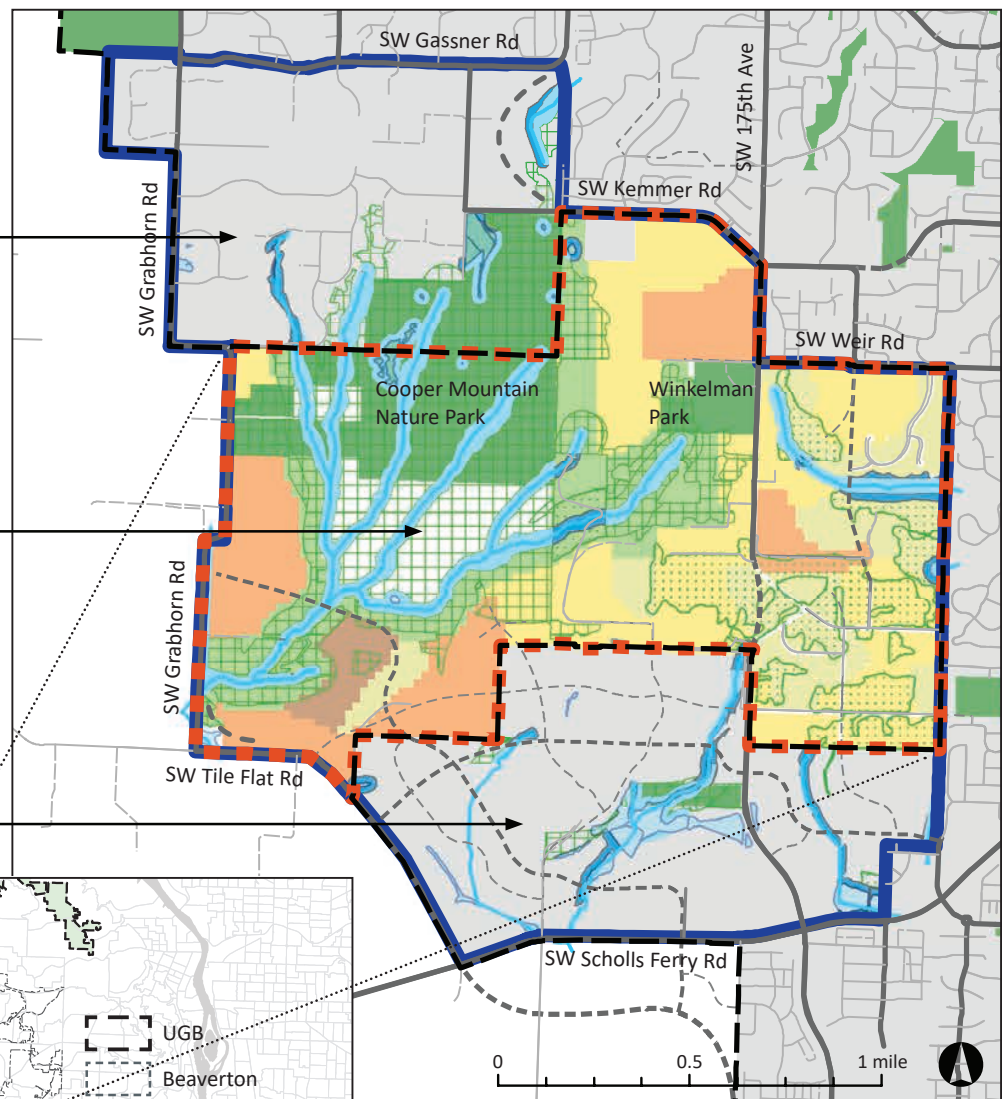
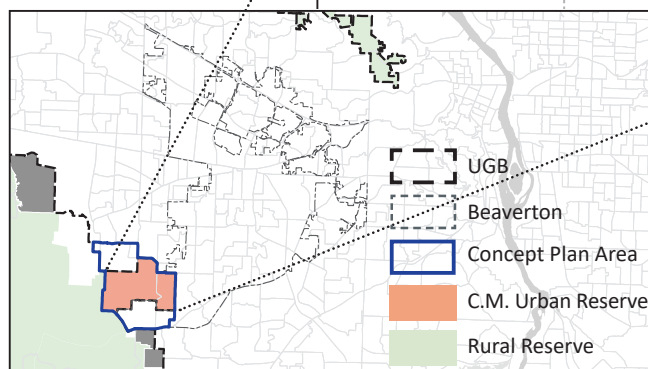
Inside the UGB, located in unincorporated Washington County

Cooper Mountain Urban Reserve

Outside the UGB, located in unincorporated Washington County

South Cooper Mountain

Inside the UGB, located in Beaverton



City of Beaverton UGB Expansion Proposal

allows pipes to run from South Cooper Mountain, through the urban reserve, and into North Cooper Mountain. This facilitates the efficient development and delivery of water, sewer, and stormwater services in the concept plan area.

North Cooper Mountain, especially, cannot be efficiently served without access to a robust utility infrastructure network. Most lots in North Cooper Mountain remain on individual septic systems. If the septic systems fail, lots in the southern two-thirds of North Cooper Mountain have no sanitary sewer connection options without provision of gravity sanitary lines through the urban reserve. Allowing it to capitalize on investments in the urban reserve not only services current homes, but also unlocks development potential for new homes (1,000 housing units according to Metro's buildable land inventory).

Funding. Beaverton worked directly with service providers to develop an *Infrastructure Funding Plan* for the concept plan area (Appendix J). The plan in 2014 estimated \$253 million in total infrastructure costs. Parks, water, and sanitary sewer infrastructure could be funded by existing SDCs and private developer contributions. A regional approach to stormwater infrastructure will depend upon collaboration among private property owners and service providers. Transportation infrastructure, accounting for \$113 million, may require a supplemental SDC to finance improvements. In addition, the city is updating its infrastructure plans, and the county is using the *Cooper Mountain Transportation Study* to plan for road upgrades in more detail and identify funding sources for that work.

Agreements with County and Special Districts. Beaverton and Washington County signed an intergovernmental agreement (IGA) providing Beaverton with the authority to annex the area, or portions of it, following addition to the UGB (Appendix I). In addition, a second agreement between both parties addresses the planning of transportation services for the expansion area (Appendix I). Beaverton also signed an IGA with Tualatin Valley Water District (TVWD), which now serves part of the urban reserve. Beaverton will eventually be the water provider for the entire urban reserve. The agreement with TVWD describes how services will transition from the district to the city. Other urban service providers provided letters of support that express their commitments to serve the area (Appendix I). Although they are not "urban service" providers as defined in state law, the Beaverton School District and Hillsboro School District participated in the creation of the concept plan, which includes a schools framework.

Experience Producing Housing in Urban Reserves. Beaverton can facilitate housing production in recently annexed areas – the proof is in South Cooper Mountain. The city adopted the *South Cooper Mountain Community Plan* in 2014, expecting that the plan area would develop over a 20-year period. However, with the upturn in housing development activity, South Cooper Mountain is developing faster than expected. Within five years of annexation, nearly 2,600 homes received land use approval. Developers anticipate building homes starting this year. The city estimates the area will be largely built out within five years.

The urban reserve would provide 3,760 housing units, nearly 31 percent of citywide housing demand.

This includes a mix of single-family and multifamily homes so that families at a variety of household incomes can live in the same neighborhood.

EXISTING URBAN AREAS

Factor: Has the city responsible for preparing the concept plan demonstrated progress toward the actions described in section 3.07.620 (Centers, Corridors, Station Communities and Main Streets) of Metros' Urban Growth Management Functional Plan?

Conclusion: Yes, Beaverton encourages growth in existing urban areas by assessing barriers to mixed-use, transit-supportive development and identifying actions that stimulate development in centers and corridors.

Takeaways:

- Beaverton is striving to create a vibrant downtown with transit-oriented development, storefront and tenant improvement programs, street improvements, and an urban design framework that will guide future development.
- The city provides financial assistance and land acquisition for affordable and market-rate housing developments downtown that further city goals.
- Job growth keeps increasing downtown, and 6,500 jobs were added in the past 10 years within two miles of the city center.
- In the past three years, Beaverton has added 463 housing units downtown across five multifamily projects.

Beaverton's Community Vision imagines downtown as the economic, social and cultural heart of the city. To realize this vision, city staff and elected leaders prioritize actions and investments that enhance the vibrancy of downtown. This focus extends to station communities, corridors, and main streets, as they all function as centers of urban life in the city.

City staff and elected leaders rely on the *Comprehensive Plan*, *Community Vision*, and *Beaverton Urban Renewal Plan* to provide policy direction that guides actions and investments. This section highlights several projects and programs that demonstrate the city's commitment to encouraging growth in existing urban areas.

Establish a boundary for the Regional Center, Corridors, Station Communities and Main Streets.

Beaverton has established boundaries for the Metro 2040 Growth Concept design types listed above. They are reflected in the *Comprehensive Plan's* Land Use Element (See Appendix C for land use and zoning maps compliant with Metro Titles 1, 4 and 6). The Land Use Element was updated in 2017 to further strengthen the connection between land use and transportation planning.

Perform an assessment of the Regional Center, Corridors, Station Communities and Main Streets.

Beaverton's Civic Plan serves as an implementation tool to achieve the *Beaverton Community Vision*. Based on community input and technical analysis, the plan presents three strategies — Central City, Land Use & Transportation, and Housing — that assess physical conditions, market conditions, and regulatory barriers to mixed-use and transit-oriented development (TOD). It then identifies actions the city can take to revitalize downtown, grow the economy, ensure diversity of housing stock and expand transportation options.

Adopt a plan of actions and investments to enhance the Regional Center, Corridors, Station Communities and Main Streets.

Prioritizing transit-oriented development. To create a dynamic urban center, the Beaverton Urban Redevelopment Agency (BURA) provides financial assistance for property and business owners to encourage redevelopment downtown. For example, BURA is investing in the transit-oriented subdistrict Beaverton Central, a collection of projects at the former Westgate theater property and The Round. Taking advantage of Metro TOD funding and the nearby Beaverton Central MAX station, the projects within the 12-acre area will further the city's mission to create an exciting downtown — increasing the number of people living, working, and visiting the city's central core. Recent and ongoing projects include:

- **Mixed-use buildings.** The Rise Central consists of two mixed-use buildings with 230 units, including 15 affordable units. Within a one-minute walk of the Beaverton Central light rail stop, the Rise Central, will be completed by winter 2018/2019.
- **Business class hotel.** The Hyatt House Hotel, a 120-room hotel and restaurant within 500 feet of the Beaverton Central Max, will be completed in early 2020.

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- **Beaverton Center for the Arts (BCA).** The BCA consultant team completed the preliminary design for a new 550-seat professional theater for dance, live music, and arts education. The team plans to submit land use applications in June 2018.
- **BG's Food Cartel.** The city provided a matching grant to the developer for BG's Food Cartel, a collection of 31 food carts developed on a vacant property across from City Hall that opened in February 2018.

Designing downtown. In 2017, Beaverton kicked off the Downtown Design Project. By spring 2018, the project will provide:

- **An urban design framework** for a vibrant downtown by defining districts and gateways, outlining building design and placement, highlighting opportunities for gathering areas, and identifying connections for pedestrians and bicyclists.
- **Updated development rules** to ensure the urban design framework can become a reality, removing barriers to mixed-use development.

Increasing housing density. In the past three years, Beaverton has added 463 housing units downtown across five multifamily projects. Through the Vertical Housing Development Zone (VHDZ) program, the city plans to add even more. The city's VHDZ program offers a partial tax exemption to eligible projects within designated areas to encourage higher density, mixed-use residential development near transit. As of May 2018, the city has designated three VHDZs but may add two more in the coming year.

Investing in building improvements. To attract new businesses and private investment, the city offers Storefront Improvement and Tenant Improvement grants. The Storefront Improvement Program helps revitalize the facades of buildings downtown. The Tenant Improvement program helps restaurants redesign interiors to be more inviting. As of May 2018, the city has completed 11 storefront improvement projects and 7 tenant improvement projects. The city is working on 25 additional projects in 2018.

Creating restaurant row. The city is actively recruiting restaurants to set up shop within downtown's burgeoning restaurant row. The newest addition is Ex Novo Brewing, a craft brewery with a restaurant and tap room, that will occupy the historic Cady Building within blocks of MAX and WES rail lines.

Enhancing connectivity. The city is completing construction on the Beaverton Creek shared-use path, a 10-foot wide path for pedestrians and cyclists that will connect the Beaverton Transit Center with the Beaverton Central MAX station (expected completion: summer 2018).

Strengthening culturally diverse neighborhoods. The *Allen Boulevard District Plan*, in progress, will identify goals and prioritize actions to help achieve desired outcomes for this culturally diverse district, home to a significant number of low-income households, immigrants and refugees.

Connecting town centers. If Metro approves the city's proposal to expand the urban reserve, Beaverton will advance Metro's 2040 Growth Concept because the urban reserve could connect two town centers – Aloha and Murray Scholls – and two major corridors – SW Tualatin Valley Highway and SW Scholls Ferry Road.

**Many communities
of color live near
Allen Boulevard.**

**That is why
Beaverton is
working with
Spanish, Arabic,
Korean, and
Chinese community
liaisons to talk
with residents and
business owners for
the Allen Boulevard
District Plan.**

AFFORDABLE HOUSING

Factor: Has the City of Beaverton implemented best practices for preserving and increasing the supply and diversity of affordable housing in its existing urban areas?

Conclusion: Yes, Beaverton creates and funds programs that support building affordable and market rate housing, preserve low-cost market rate housing, and address homelessness.

Takeaways:

- City Council's top 10 priorities for 2018 include five housing initiatives.
- Beaverton provides financial assistance and helps acquire land for housing projects that meet the needs of households making 0-80 percent AMI.
- Beaverton's development code facilitates a diverse supply of affordable housing types.
- The city is creating a best practices toolkit to preserve low-cost market rate housing (not subsidized).
- Beaverton is meeting with affordable housing developers and nonprofits to discuss strategies for integrating affordable housing into the community planning process for the urban reserve.

Beaverton's City Council identified housing as the most important issue of 2018 – 5 of 10 Council priorities address the regional housing crisis. Council relies on policies in the city's *Comprehensive Plan*, *Civic Plan*, and *Community Vision* to guide staff in addressing housing issues. In 2016, the city updated the policies in the Housing Element of the *Comprehensive Plan*. To implement these policies, Council adopted the *Beaverton Housing Five Year Action Plan* in 2017. Updated annually, the Action Plan pairs specific actions with forecasted budgets, addressing a spectrum of housing needs from emergency shelter to executive-level housing, with an emphasis on affordable housing. This section briefly discusses the highlights of that plan. More can be read about these initiatives in Appendix B.

Homelessness. The Mayor convened an internal Blue Ribbon Committee in 2016 to identify homeless issues affecting Beaverton. Recommendations to staff included opening a severe weather shelter (now serving 450 people/year), providing financial assistance to Beaverton Family Promise Shelter (Beaverton's first family shelter), and keeping people in their dwellings through service programs and financial assistance. In addition, the Mayor and Council allocate nearly \$200,000 per year to social services that prioritize homelessness prevention.

Affordable Housing. Beaverton understands that in addition to providing shelter and services, it is critical that it focuses resources on developing new affordable housing, preserving low-cost market rentals, and dispersing projects throughout the city. This section focuses on actions taken to preserve and increase the supply of affordable housing in existing urban areas.

Policies. The city relies on Metro Title 7 to guide strategies for integrating affordable housing in multiple neighborhoods; creating balanced housing options, at all price levels; and adopting strategies to address displacement in neighborhoods. The city pays development review and some SDC fees for affordable housing projects. Beaverton also provides tax exemptions for affordable housing projects, along with six other partners. Five projects, including 314 housing units, have saved over \$1 million in property taxes (a combined total for the city, county, and service providers). In addition, the city's development code allows:

- Reduced minimum parking requirements for households less likely to own a car.
- Density bonuses for Planned Unit Developments that include affordable housing.

Regarding Accessory Dwelling Units (ADUs), the city's regulations are close to meeting the requirements of SB 1051, and will be updated soon (the city will accept applications for ADU development consistent with SB 1051 in the interim). Beaverton is preparing to launch a study evaluating "missing middle" housing development opportunities in the coming year that will include an update of ADU rules, fulfilling the intent of Metro Title 1.

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Programs. Beaverton employs an affordable housing toolkit that includes land acquisition and assemblage, predevelopment assistance, gap financing, SDC relief and vertical housing development zones. For example, the city has acquired land and conveyed it to developers for new affordable housing developments at a value of \$1.2 million for 98 units. Funding for these actions comes from Community Development Block Grant (CDBG) funds, Beaverton Urban Redevelopment Agency (BURA) funds, and the city's General Fund (GF).

Recent affordable housing development successes include The Barcelona (47 units affordable), Bridge Meadows (32 of 37 units affordable), and Rise Central (15 of 230 units affordable).

Recent affordable housing ownership successes include funding low-income housing rehabilitation, including 40 units for Habitat for Humanity, and a financial commitment to Proud Ground (\$380,000 in the past several years for seven homes). Proud Ground relies on a shared equity housing trust that provides homes to first-time homebuyers between 30-80 percent Area Median Income (AMI).

The city's affordable housing tax-exempt program reached a milestone of \$1 million in leveraged subsidies in 2017.

Housing for families making 0-30% AMI.

The Barcelona is a 47-unit affordable housing complex downtown, giving priority to low-income households. The City of Beaverton expended \$409,000 in General Fund dollars to purchase the site.



Intergenerational living. Bridge Meadows provides affordable housing at 30-80% AMI for adoptive families of foster youth and older adults (32 of 37 units). The project benefited from a \$30,000 predevelopment grant, a \$200,000 loan, and an exemption from all property taxes.



Market rate with affordable housing.

The Rise Central consists of two mixed-use buildings with 230 units, including 15 affordable units. Within a one-minute walk of the Beaverton Central light rail stop, Rise Central, a Metro TOD award recipient, will be completed by winter 2018/2019.



Beaverton's Affordable Housing Preservation and Development Study outlines programs and funding mechanisms for preserving and increasing the supply of affordable housing.

Outreach. In 2017, Beaverton kicked off a five-part Housing Talks series attended by the Mayor, City Council, developers, affordable housing nonprofits, and city staff. The series seeks to create a common knowledge base regarding housing issues that will assist the Mayor and Council as they continue to confront the housing crisis and make policy decisions regarding housing development, tenant protections, and the city's role in housing. The city also talked with community members who are experiencing housing affordability issues and compiled their stories in [Voices of Beaverton](#).

Best Practices Research. Funded by a \$100,000 Metro Equitable Housing Grant, the city is finalizing recommendations for the *Beaverton Affordable Housing Preservation and Development Study*. The outcome is a set of recommendations for programs and funding mechanisms that help maintain the existing supply of income-restricted and low-cost market rate (LCMR) family housing and support the development of new affordable or mixed-income multifamily housing. As of January 2018, Beaverton has 17,270 total multifamily housing units: 805 are regulated, 448 are senior-specific, and nearly 16,000 are unregulated units without funding restrictions. The recommendations below apply to existing multifamily housing, as well as future projects:

- Use potential funding sources such as city funding sources (general fund revenue, tax increment financing revenue, and a potential construction excise tax) and partner funding sources (proposed countywide local option levy and proposed Metro general obligation bond) to invest in the provision of and preservation of affordable housing.
- Consider a housing preservation and development fund, an updated city land acquisition strategy, a citywide multifamily tax exemption, full or partial SDC exemptions, development code amendments, a community land trust, and a Real Estate Investment Trust with a mission to preserve LCMR housing and stabilize rents.

Market Rate Housing. The city is currently focusing development efforts on mixed-use projects downtown and in South Cooper Mountain. A recent project downtown includes LaScala, a mixed-use building with 44 market rate residential units, co-located with The Barcelona, a 47-unit affordable housing complex. In South Cooper Mountain, projects are still in the permitting phase. However, early plans indicate a mix of single-family detached, single-family attached, and multifamily housing that would respond to the needs of families at a variety of household incomes.

Next Steps. Beaverton has many affordable housing options, regulated and low-cost market rate, for families making up to 80 percent AMI. These homes are located throughout the city (in six of eight neighborhoods), and usually located near transit to reduce transportation costs. The city is committed to working with affordable housing partners to find opportunities for affordable housing in the urban reserve, keeping in mind that the targeted population, in the short term, may need to be people with automobiles because of the lack of transit and services in the area. The city also will consider prioritizing affordable housing as part of the community planning process that would follow UGB expansion.

METRO OUTCOMES

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

Beaverton envisions the urban reserve as a model of sustainable development — walkable neighborhoods linked by parks, trails and schools. The concept plan illustrates site-specific design strategies that privilege natural resource protections, accommodate public infrastructure, and connect to safe transportation routes. These guiding principles shape the vision of the urban reserve because it is what people expect when they live in Beaverton.

Known for great schools, scenic parks, and cultural diversity, the city relies on Metro Title 12 to provide guidance on creating livable neighborhoods. For example, the city updated the *Comprehensive Plan* to encourage higher intensity development near MAX and WES stations, creating mixed-use communities that co-locate housing, jobs, services and transit. The city plans to study, as part of a follow-up community plan for the urban reserve, whether small commercial nodes can be provided so people who live in the urban reserve have goods and services readily available.

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

In collaboration with industry partners and local governments, Beaverton fuels economic growth by leveraging regional strengths to attract local investments. For example, the Economic Development team recruits and supports industries that provide jobs at a range of salaries, from family-wage to executive. These industries tap into subregional business clusters such as electrical equipment, scientific and medical instruments, food processing companies, software and information services, and sporting equipment and apparel. Beaverton also provides CDBG grants to area nonprofits that provide job training skills for residents of Beaverton.

Factor: Has the City of Beaverton taken actions to advance Metro's six desired outcomes set forth in Chapter One of the Regional Framework Plan?

Conclusion: Yes, Beaverton prioritizes actions and investments that ensure all residents live in vibrant communities with access to jobs, safe and reliable transportation, parks and recreational opportunities.

Takeaways:

- Beaverton encourages development and land use patterns that support a variety of transportation options.
- Beaverton will plan the urban reserve to advance Metro's outcomes by providing walkable, mixed-use communities near jobs, parks, and multimodal transportation options.
- The *DEI Plan* emphasizes racial/ethnic diversity, and eliminating barriers that exist for communities of color, immigrants and refugees.

Sexton Mountain. A walkable, livable neighborhood known for strong community involvement, the Sexton Mountain Neighborhood Association Committee partners with the local elementary school on several projects, such as the Safe Routes to School Program.



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

In February 2018, Beaverton released the *Active Transportation Plan* (ATP) to make the city a better place for people traveling by bicycle, on foot, by wheelchair, or accessing public transit. The ATP identifies solutions that aim to fill gaps in the networks among neighborhoods. Beaverton has already included priorities in the *City's Capital Improvement Plan*, including five pedestrian projects and five neighborhood bikeway projects. Beaverton also has extensive plans for all modes, including automobiles and freight, in its *Transportation System Plan*. In addition, the city works closely with Washington County to enhance the transportation system, including major arterials in Beaverton. Already underway, Beaverton is providing input on the county-led *Cooper Mountain Transportation Study*, which is currently evaluating three concept plans for transportation in the urban reserve area.

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

Beaverton encourages energy conservation and efficiency by participating in national programs that reduce building energy usage and providing incentives to community members. In 2017, Beaverton achieved the highest designation of SolSmart Gold, a national initiative which recognizes cities that streamline solar development processes. Beaverton also participates in the Better Buildings Challenge which aims to make buildings 20 percent more energy efficient by 2020. A leading contributor is the Beaverton School District, nationally recognized for efficiently operating 5 million square feet of building space in 51 schools.

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

Beaverton protects the water supply by aligning the *Beaverton Code*, *Development Code*, and the city's *Storm Drainage System Facility Plan* to implement measures that prevent flooding, minimize erosion at construction sites, and enforce grading standards that help prevent landslides and degradation of streams. The city relies on cooperation with regional partners to meet these standards and comply with Metro Titles 3 and 13. In addition,



The Round. A transit-oriented development at the Beaverton Central MAX station, The Round is a mix of office space, retail shops, local restaurants, and luxury condominiums with light rail in the center of the plaza.

the city maintains healthy ecosystems by protecting significant natural resources, offering incentives for sustainable development, and providing access to parks. Adding the urban reserve will further advance this outcome.

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

To advance the city's equity work, Beaverton's volunteer Diversity Advisory Board (DAB) created a [Diversity, Equity, and Inclusion \(DEI\) Plan](#), adopted by the City Council in 2015 (Appendix A). Organized by eight key areas, the plan focuses on eliminating barriers for communities of color. For each key area, the city tracks outcomes and releases a progress report every two years.

Beaverton was also the first local jurisdiction to commit to *Leading With Race: Research Justice in Washington County*, a report on communities of color to be released in June 2018. The study reveals outcomes and indicators for communities of color in Beaverton. With this data, the city can develop policies that address inequities for communities of color at a granular level.

Using data from the *DEI Plan* and *Leading with Race*, the city can evaluate whether housing, transportation, job and park outcomes are worse for communities of color, and if so, what can Beaverton do to address these issues.

In Beaverton, communities of color generally live in neighborhoods near public transit and within ½ mile of parks. However, housing and job outcomes are worse for communities of color.

- **Housing.** More than half of Latino, Native American, Asian, Chinese, Filipino, Native Hawaiian and Pacific Islanders, and Middle Eastern and North African communities in Central and East Beaverton spend more than 30 percent of their income on housing. In addition to supporting affordable housing projects, Beaverton provides rental assistance, offers mediation services for rental disputes, and administers CDBG grants that support affordable homeownership and home repairs for communities of color in low-income areas.
- **Jobs.** All communities of color in Central and East Beaverton, except for Slavic households, have lower median household income than the White community. Beaverton provides CDBG grants, annually, to nonprofits providing technical assistance to people of color to increase household income via self-employment. The city also partners with Unite Oregon in hosting the BOLD program, a leadership development and civic engagement training for emerging immigrant and refugee leaders and leaders of color in Beaverton.

Planning projects also strive to include multicultural engagement that reaches people who traditionally are underrepresented in planning efforts. For example, the city hired Community Engagement Liaisons (CELs) to conduct outreach for a project involving the Allen Boulevard District, home to a significant number of low-income households, immigrants, and refugees. Spanish, Arabic, Korean, and Chinese CELs are meeting people in their homes, restaurants, and schools to determine what improvements they want to see in their neighborhood. Having recently completed engagement, the city will soon develop goals, potential actions and an implementation plan for the future of this district.

Beaverton's Diversity, Equity, and Inclusion Plan places a special emphasis on racial and ethnic diversity, and eliminating the barriers that exist for communities of color, immigrants and refugees in our community.

CONCLUSION

Like many other cities in the region, Beaverton is finding it difficult to meet community housing needs. The city knows that adding the urban reserve will not alleviate the current crunch in housing. The land will not be ready to build for a number of years – it takes significant time to create the policy framework and to plan and finance the infrastructure. That said, adding the urban reserve now provides the foundation for development to occur in five or more years.

Beaverton has shown, in South Cooper Mountain, that the city has the capability of working with the development community to build new neighborhoods in an urban growth expansion area. Along the way, the city has learned many lessons, including coordinating infrastructure service provisions, updating the development code to reflect the unique aspects of large greenfield developments, and building relationships with property owners and the development community. In addition, the city has also hired additional development review staff in anticipation of housing projects in the pipeline. Development in the Cooper Mountain Urban Reserve will benefit from these lessons learned, ensuring an even smoother process.

In conclusion, Beaverton is asking Metro to add the urban reserve to the UGB because the city needs more land for housing. The expansion will not only increase housing supply but also connect the urban reserve with South Cooper Mountain and North Cooper Mountain, making a reality of the vision established in the South Cooper Mountain Concept Plan.

Future Neighborhoods.

Beaverton will create livable, walkable communities in the in the Cooper Mountain Urban Reserve that complement existing neighborhoods and commercial areas so the area is a part of greater Beaverton.





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. DLCD confirmed receipt of the notice of adoption on December 8, 2017 (DLCD 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 exceeds 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 diversity 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

60% proportion of
attached/multifamily
permits 2000-2014

851 mobile and
manufactured homes,
affordable to 30-50% MFI

14% cost-burdened
households, compared to
17% regionally

21% cost-burdened
renters paying 50% of
monthly income on rent

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
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Attachments:

- A.** HNA Summary Document
- B.** DLCD 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 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

allowed in every residential zone. And, manufactured dwellings will be part of King City’s plans going forward. However, the council has a “no walls and no fences” mantra. Manufactured dwellings will be next to stick-built houses, and apartments, instead of in isolating and stigmatizing trailer parks with walls and dead-end streets.

The city council has never turned down a residential application. Project opponents, to the extent that they exist, have never filed a LUBA appeal. ECONorthwest found that 50% of the households in King City earn less than \$49,000 a year, and we believe that this helps explain the lack of opposition to residential projects, and the citizens desire to provide housing for all.

When affluent communities talk about affordable housing and housing affordability, public testimony frequently includes hysterics and false data about crime, blight, and quality of life. When King City residents talk about affordable housing and housing affordability, they are talking about the housing that friends, family members, and neighbors need. Making King City into a welcoming place and building out King City west has not resulted in higher crime. Continued development in Area 6D, will continue the city's ability to provide a place where people want to live.

A CITY IMAGINES REDEVELOPMENT OPPORTUNITIES IN THE EAST AND A BLANK CANVAS IN THE WEST

King City has participated in the SW Corridor high-capacity transit planning work conducted by Metro and southwest metropolitan area jurisdictions, and believes that the commercial area along Highway 99W, represents an amazing opportunity for the city to continue to evolve. The corresponding areas in King City and Tigard were designated as a Town Center in the Metro 2040 Plan. King City has actively participated in Tigard's *Concepts for Potential Station Communities – High Capacity Transit and Land Use Plan* since 2012. This project included an analysis of and concept plan for the 99W/Durham Town Center area.



King City Town Center Plan Area

With help from Metro in the form of a Community and Development Grant in 2013, King City built upon this preliminary work by producing and adopting the *King City Town Center Plan and Implementation Strategy* in 2015. A package of King City Comprehensive Plan and Community Development Code amendments will help incentivize and encourage higher density mixed-use development along with critically important improvements for pedestrians.

Since adoption, the city has been focused on systematically implementing the plan. Because pedestrian access and safety is such a key element, the city has partnered with Washington County to build complete pedestrian and bicycle facilities along the SW Fischer Road connection to the south end of the Town Center. The city is also working with ODOT to complete missing sidewalk segments on the west side of Highway 99W. The city understands that Tigard is a key partner in this project, and that commercial property owner buy-in will also be key.

While Tigard has been very focused on the buildout of River Terrace, and the Tigard Triangle, King City believes

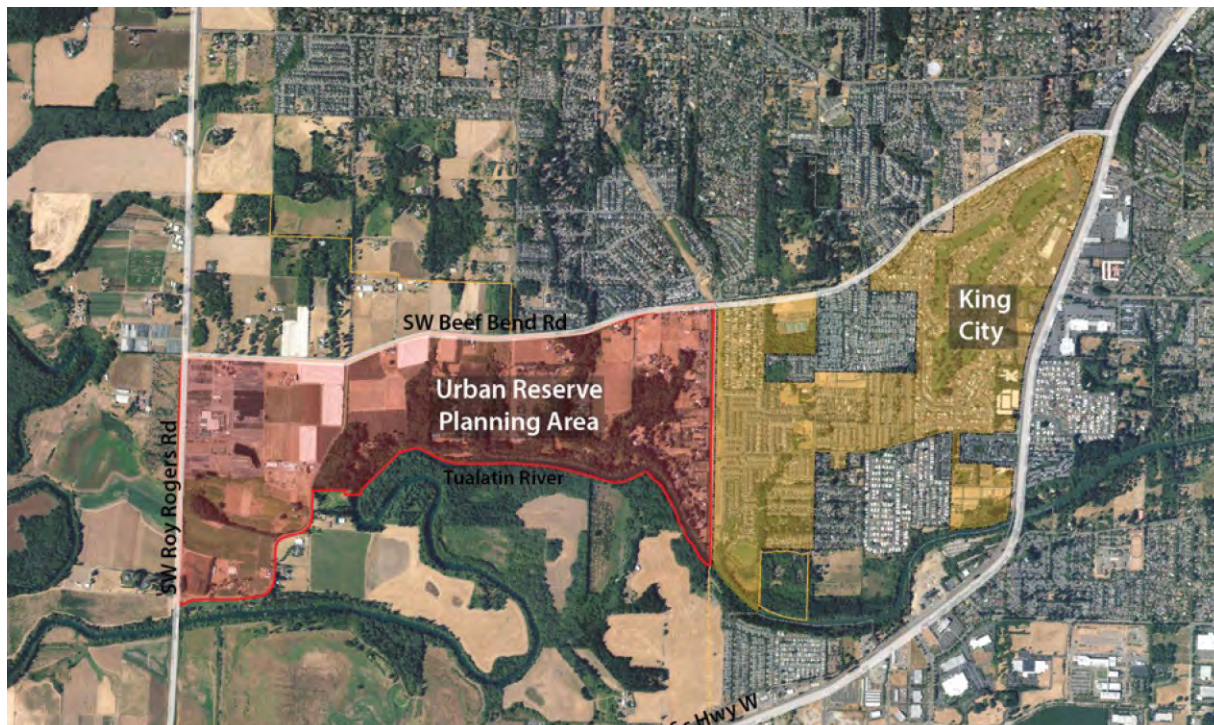
the SW Corridor will become an amazing amenity for both cities in the future. Metro, Tri-Met and other stakeholders are looking at transportation projects and funding, and transportation improvements should become a catalyst for redevelopment in the same way that the Orange Line has been a catalyst for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

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 lead 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.

Proposal for Expansion Of The Urban Growth Boundary To Include the Advance Urban Reserve



FROG POND AREA PLAN
Creating a great community

PROPOSAL SUMMARY AND OVERVIEW

The City of Wilsonville requests that the Metro Council add the Advance Urban Reserve Area (comprised of Frog Pond East and South Neighborhoods) to the regional Urban Growth Boundary (UGB) during the 2018 growth management decision (See Appendix B, Resolution 2685 Authorizing Submittal). This proposal is part of the UGB expansion process permitted under Title 14 of Metro's Urban Growth Management Functional Plan (UGMFP). The subject area includes 275 acres in east Wilsonville, as illustrated in Figure 1. It is part of the adopted 2015 Frog Pond Area Plan, where the vision is to create two new, walkable neighborhoods in Frog Pond East and South (see Appendix A and Appendix D). It is immediately adjacent to Frog Pond West, which was added to the UGB in 2002. Frog Pond West is also guided by the Frog Pond Area Plan, and is expected to begin construction in the summer of 2018. The proposed expansion area wraps around a 40-acre school/park site, which was added to the UGB as a Major Amendment in 2013, and is the home to the newly built Meridian Creek Middle School.

Figure 1: Proposed Advance Urban Reserve (Frog Pond East and South) UGB Expansion Area





Summary of Reasons Supporting the Proposal

The Advance Urban Reserve Area (Area):

- **Has a high degree of development readiness** – The Area has been fully concept planned, which provides a plan for a variety of housing, a potential neighborhood center, parks and open space, connected streets and trails, and utilities. The City has a detailed infrastructure funding plan that is adopted and being implemented for Frog Pond West. The infrastructure that will serve Frog Pond West has been sized and located to also serve the proposed Urban Reserve Area. Meridian Creek Middle School, and associated improvements to Advance Road, have been constructed, further laying the groundwork for implementation of the Area Plan.
- **Fulfills Wilsonville’s need for housing, consistent with the adopted Statewide Planning Goal 10 Housing Needs Analysis** – The two future neighborhoods (the Frog Pond East and South Neighborhoods) have been planned with a strategy to gradually increase housing choice and densities as each neighborhood is implemented. The housing types and densities are consistent with the 2014 Wilsonville Residential Land Study, which is the City’s adopted and state-acknowledged Housing Needs Analysis.
- **Supports continued implementation of Region 2040 in Wilsonville** – The Frog Pond Area is one of multiple initiatives and accomplishments by the City that implement the Region 2040 Growth Concept and Urban Growth Management Functional Plan. Others include: the Wilsonville Town Center Plan, including Village at Main Street; Villebois; Old Town neighborhood; Coffee Creek Industrial Area; Basalt Creek Concept Plan; and the Basalt Creek Transportation Refinement Plan.

COMPLIANCE WITH METRO FACTORS

Factor 1: Housing Needs Analysis

“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 May 19, 2014, the Wilsonville City Council adopted the Wilsonville Residential Land Study as an amendment to, and a sub-element of, the Wilsonville Comprehensive Plan.¹ The study serves as Wilsonville’s Housing Needs Analysis (HNA) and complies with Statewide Planning Goal 10, which governs planning for housing and residential development. Goal 10 requires the City to plan for residential development to meet the identified housing needs within an urban growth boundary at particular price ranges and rent levels. The Oregon Department of Land Conservation and Development (DLCD) acknowledges the HNA as compliant with Goal 10 (See Appendix G).

The HNA provides information that informs future planning efforts and policies to address Wilsonville’s housing needs over the next 20 years (2014-2034). The analysis was coordinated with Metro’s regional growth forecast and population distribution. The HNA concluded that Wilsonville’s Comprehensive Plan and Development Code complies with state requirements regarding housing mix and alignment with incomes, but the City does not have enough total capacity to accommodate forecasted growth in the low capacity scenario. The HNA’s buildable land inventory included Villebois and Frog Pond West (both areas are in the UGB), but it did not include the Advance Urban Reserve Area.

Using historic rates of household and population growth for the City, the HNA concluded that Wilsonville would run out of buildable land for housing needs before 2030. Wilsonville has historically grown faster than Metro’s

¹ Available at <https://www.ci.wilsonville.or.us/335/2014-Residential-Land-Study>



growth forecasts and recent housing development patterns in Wilsonville suggest that this trend is likely to continue. In that case, the City will experience a shortage of residential land supply by 2025. The HNA recommends adding the Advance Urban Reserve Area to the UGB and planning for additional housing in Town Center to meet the forecasted need. These areas are necessary to accommodate more housing in the 2014-2034 period.

Given these conclusions, the HNA recommends the City develop a monitoring program to understand how fast land is developing and inform future growth management decisions. The City has published an Annual Housing Report since 2014 to track trends related to population, issued permits, land consumption, and dedications. The 2017 Housing Report and previous reports (2014-2016) are available in Appendix I.

At the time of the HNA, Metro's 2035 forecast, which was adopted by the Metro Council in 2012 with Metro Ordinance No. 12-1292A projected that Wilsonville would grow by 3,749 dwelling units over the 2014 to 2034 period, resulting in a 1.8% average annual growth rate. Between 2014 and 2017, the monitoring reported that Wilsonville's population grew by 2.7% per year on average and housing stock by 2.3% per year on average. This holds steady with the 10-year historic growth rates as documented in the HNA and subsequent annual housing reports. Between 2014 and 2017, Wilsonville issued 1,143 housing permits, 30% of the City's forecasted housing growth of 3,749 dwelling units for the 2014 to 2034 period. During the same 4-year period, Wilsonville approved development on 19% (92/477 acres) of its buildable land inventory for residential development. The average residential density of the permitted dwelling units in Wilsonville was 15 units per acre in 2017. These metrics demonstrate Wilsonville's proven track record of efficient and smart growth management.

Wilsonville's housing construction activity also shows that the City continues to provide a mix of housing types and densities, consistent with the State's requirements for density and housing mix. Oregon's Metropolitan Housing Rule (OAR 660-007) requires Wilsonville to "provide the opportunity for at least 50% of new residential units to be attached single-family housing or multiple family housing" and to "provide for an overall density of 8 or more dwelling units per net buildable acre."

In Villebois alone, there is a broad range of housing types, including duplexes, triplexes, four-plexes, attached and detached row homes, carriage homes, apartments, condominiums, and small to large lot single-family homes with market rate, subsidized, and supportive housing opportunities – all with access to a Village Center, extensive and interconnected parks system, safe routes to schools, and public transit. The variety of housing types being planned for and built in Wilsonville address the needs of varying household sizes and incomes. This city-wide approach is customized to local conditions, such as surrounding land uses and access to services. The Wilsonville Town Center is the perfect location for more multifamily and mixed-use residential developments. The Frog Pond Neighborhoods, including the proposed expansion Area, are ideal to provide a variety of single-family attached and detached housing options in walkable neighborhoods, serving current and future residents.

At the time of the HNA, Wilsonville's had a housing mix of 57% multifamily and 43% single-family (attached and detached), and there was an identified need for the City to provide more single-family housing opportunities to meet local growth and demand needs. In 2017, the City's supply was 52% multifamily and 48% single-family.

The HNA recommends bringing the Advance Urban Reserve Area into the UGB and planning for additional housing in Town Center to accommodate the forecasted housing need between 2014-2034. The City is in the process of developing the Wilsonville Town Center Plan, which will be adopted later this year. As the City plans more multifamily infill opportunities in Town Center, Wilsonville will need the Advance Urban Reserve Area to continue to provide attached and detached single-family housing opportunities. Located at the edge of the city, where Urban Reserves meet Rural Reserves, the Frog Pond Area can provide more "Missing Middle" housing



choices, maintain a balance between single-family and multifamily housing development in the City, and offer different housing choices at varying price points to meet the various needs in the community.

Overall, Wilsonville has demonstrated its ability to address rapid growth, need for additional land, and commitment to provide a mix of housing types and densities. Villebois is approaching full build-out, and the City has already received two development applications for Frog Pond West. Adding Frog Pond East and South into the UGB, coupled with adopting a new Town Center Plan, will be critical for Wilsonville to continue to provide a diverse mix of housing and range of density to meet the state requirement to provide enough land to accommodate forecasted housing needs for the next 20 years.

Factor 2. Concept Planning and Master Plan Implementation

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

The Frog Pond Area Plan and Frog Pond West Master Plan

The Frog Pond Area Plan (Area Plan) was adopted by the Wilsonville City Council on November 16, 2015 (See Appendix C, Resolution No. 2553). Subtitled “A Concept Plan for Three New Neighborhoods in East Wilsonville,” the Area Plan is the long range concept plan for the Frog Pond planning area. It provides a vision and set of “framework plans” for the entire 495-acre Frog Pond planning area, which includes 220 acres of land within the regional Urban Growth Boundary (UGB) and 275 acres of land in the adjacent Advance Urban Reserve (the subject of this proposal). The framework plans address land use, multi-modal transportation (streets, pedestrian ways, and bicycle ways), open space and natural resources, community design, and infrastructure. Please see Appendix A for Area Plan graphics of the adopted plans and concepts. The adopted Frog Pond Area Plan can be found as Appendix D.

Following the successful adoption of the Area Plan, the City continued the planning process to prepare the Frog Pond West Master Plan for the area within the UGB. The Master Plan provides a detailed blueprint for the development of the 180-acre area Frog Pond West neighborhood. It includes detailed zoning (the new “Residential Neighborhood” Zone), design guidelines, Comprehensive Plan map designations, and policies. It includes design and development guidance, such as a local street network demonstration plan, street cross-sections, trail alignments, park locations, natural resource area protection, and recommendations for public lighting, street trees, gateways, and signage. The adoption package also includes a detailed Infrastructure Funding Plan that was closely coordinated with the development community. The Infrastructure Funding Plan estimates the funding gap for key street, water, and park facilities, and recommends a supplemental infrastructure fee to fill the gap (currently being implemented by the City).

The Master Plan was adopted by the City Council on July 17, 2017 (Ordinance No. 806). The City received its first two land use applications for development in Frog Pond West less than one year since adoption of the Master Plan, and, based on many inquiries and pre-application conferences underway, the City expects more. The City intends to prepare similar Master Plans and implementation strategies when the Frog Pond East and South Neighborhoods are added to the UGB.

As part of the adoption of the Frog Pond Area Plan, the City Council adopted findings of compliance with Title 11 of Metro’s Urban Growth Management Functional Plan. The findings address Title 11’s Section 3.07.1110, *Planning for Areas Designated Urban Reserves*, which are the concept planning requirements. While Metro Code Section 3.07.1110 is strictly applicable to the Urban Reserve portion of the Frog Pond Area Plan, the findings provide additional information for the Frog Pond UGB area because the area was planned as a whole. The findings are 16 pages in length and attached in their entirety as Appendix E. For a key to the Title 11 findings, see Appendix L. Key findings and conclusions include:



- a. The City took the lead for concept planning and formed a Technical Advisory Committee, which resulted in coordination with a variety of agencies, including Clackamas County, Metro, ODOT, West Linn-Wilsonville School District, BPA and Tualatin Valley Fire and Rescue (See Appendix F, Letters of Support from the Service Districts). Many community members participated through the project's Task Force meetings, open houses, online surveys, website, and extensive public outreach (See Appendix H, Letters of Support from Property Owners and Homebuilders).
- b. A mix of residential types were planned through the land use designations summarized in the following table. Residential uses are integrated with two schools (Meridian Creek Middle School and a future primary school), four parks, trails, a walkable neighborhood commercial center, and public utilities sized to serve the entire area.

Table 1: Housing Capacity and Density by Neighborhood

	Residential Designation	West Neighborhood Units	East Neighborhood Units	South Neighborhood Units	Frog Pond Total Units	East+ South Units	Average Lot Size (SF)	Max Units/ ac net
West Neighborhood Designations	LLSF (8,000 – 12,000 SF)	124	-	-	124	-	10,000	4.4
	MLSF (6,000 – 8,000 SF)	281	-	-	281	-	7,000	6.2
	SLSF (4,000 – 6,000 SF)	205	-	-	205	-	5,000	8.7
East & South Neighborhood Designations	Future LLSF (7,000 – 9,000 SF)	-	120	28	148	148	8,000	5.4
	Future MLSF (5,000 – 7,000 SF)	-	125	162	287	287	6,000	7.3
	Future SLSF (3,000 – 5,000 SF)	-	123	286	409	409	4,000	10.9
	Future ACSF (2,000 – 3,000 SF)	-	481	-	481	481	2,500	17.4
Total Units		610	849	476	1,935	1,325		
Overall net density		6.3	10.8	8.8	8.4	10.01		

- c. Transportation analysis was prepared for the initial project alternatives and on the final plan. This work included evaluation of the Wilsonville Road and Elligsen Road interchanges with I-5 (shown to operate within standards when the area is built out). Findings of consistency with the Transportation Planning Rule were prepared. The connected street plan is supported by a complementary network of pedestrian and bicycle connections. The City coordinated with the School District on Safe Routes to School as part of the recent opening of the Meridian Creek Middle School, located in the South Neighborhood. The City will do the same as part of planning for the future primary school in the West Neighborhood.
- d. The following strategies were used to provide a range of housing of different types, tenure and prices addressing the housing needs in the area.



- The overarching concept is to plan three walkable neighborhoods, referred to as the West, East and South Neighborhoods.
 - The West Neighborhood Plan focuses on detached housing on a variety of lot sizes in the existing UGB to fulfill the near-term need for single-family detached housing identified in the HNA. This focus is also in response to the many voices in the Area Plan process, who advocated for single-family housing in the Area Plan. Prior to adoption of the Area Plan, the City's Comprehensive Plan provided for 57% multifamily and 43% single-family housing, the highest multifamily percentage in the Portland region's suburban areas. This led the City and many community members to seek a ratio closer to 50% of each type, which will be accomplished through the implementation of the Area Plan.
 - In the East Neighborhood (in the Advance Urban Reserve), the strategy is to plan for higher densities and more housing variety, including attached housing. This will provide the opportunity for a variety of housing choices that are aligned with the trends and needs identified in the market analysis. The East Neighborhood will allow for townhomes, cottage lots, small lot residential, and duplexes, as well as medium (5000-7000 square feet) and large lot (7000-9000 square feet) residential adjacent to the rural reserve areas.
 - The location of the attached and cottage single-family housing designation in the Urban Reserve Area follows a "transect" model, with highest residential densities located closest to transportation infrastructure, retail uses, school facilities, and community open space.
 - There are four residential designations, allowing a total of eight different housing types and lot sizes, in the East Neighborhood, with an overall average density of 10.8 dwelling units per net acre.
 - In the South Neighborhood, the planned densities are between those estimated in the other two neighborhoods. This will provide for housing types needed by the community, while allowing for a transition to lower urban densities adjacent to the rural reserve. Within the South Neighborhood, there are three residential designations provided, with an overall average density of 8.8 dwellings per net acre.
 - Within all three neighborhoods, the Area Plan anticipates promoting variety and affordability through the City's Planned Development Residential (PDR) review process, guided by the Residential Neighborhood Zone uses and standards. This structure allows flexibility in housing types and allows lot size averaging, density transfer from natural resource areas, and accessory dwelling units.
- e. A small walkable retail node in the Urban Reserve Area will provide some employment opportunities (approximately 75-95 jobs), but is not expected to significantly impact the overall economy of the City of Wilsonville. According to the School District, the new schools are expected to employ approximately 85-100 staff.
- f. The proposed parks, natural areas, and public open spaces are linked together on the Park and Open Space Framework (See Appendix A). They include: Boeckman Creek; a future linear park adjacent to Boeckman Creek located where the Boeckman Creek Trail (a local and regional trail) will meet the western edge of the West Neighborhood; a second future neighborhood park in the West Neighborhood; the tributary to Willow Creek; private tree groves in the West Neighborhood; a future primary school in the West Neighborhood; the Frog Pond Grange; a future neighborhood park in the East neighborhood; the open space within the BPA power line corridor; the tributaries of Newland Creek located at the east end of the Frog Pond Area; the planned 10-acre Community Park and sports fields in the South Neighborhood; the completed middle school in the South Neighborhood; and the Willow Creek open space adjacent to the South Neighborhood. These greenspaces join into an open space



system where nature is just a short walk from every home, regional trails and greenspaces are readily accessible, and connections are made to Wilsonville High School, the Town Center, employment areas and other local destinations.

Factor 3: Demonstrated Progress in Existing Urban Areas

“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 City has, and continues to, take action and make investments in the Wilsonville Town Center and other commercial and social centers in the community. Wilsonville incorporated as a city in 1968, and just five years later adopted the Wilsonville City Center Plan. The area served by that plan became the basis for the 2040 Town Center boundary designation. Over the next forty years, private development and public-private partnerships helped build infrastructure and realize the suburban village approach to development (with a mix of housing and commercial uses lining a loop road with a park/lake in the center) as recommended by the plan. Since then, the City has changed significantly, as has the community’s vision and planning approach for Town Center. While Village at Main is not within the Town Center Plan study area boundary, its location directly adjacent to the south makes it a key development to complement the City’s central commercial district. By the late 1990s, much of the Village at Main Street planned development was completed, adding over 500 new residential units, both multi and single-family, as well as over 100,000 square feet of commercial space along the south side of Wilsonville Road within walking distance of Town Center.

Starting in 2012, the area north of the Town Center began to re-develop with new residential opportunities, bringing even more residents within walking distance of the Town Center. Almost 60 acres were re-developed into more than 850 homes, including the Terrene Apartments, Portera at the Grove (a 55 + community), Jory Trail apartments, the Grove single-family north subdivision, and the Brenchley Estates single-family subdivision.

The City has also invested significantly within Town Center. SMART provides critical transit service to Town Center and important connections to the SMART/WES transit center/commuter rail station. Key public services such as City Hall, the police station, and the Community Center, which provides important programming for seniors, are all located in Town Center. In 2005, Town Center Park was completed – a popular hub of community gatherings and activities, including Rotary concerts, Fun in the Park, and Art in the Park events. The water feature in Town Center Park is a favorite destination for families during warm summer months, and the park is home to the Korean War Memorial, developed by the Oregon Trail Chapter of the Korean War Veterans Association, dedicated on September 30, 2000.

After three decades of development and a lot of change, the City recognized the need for a new vision for the Wilsonville Town Center (as designated on Metro’s 2040 Growth Concept Map, 3.07.620B). In 2014, City Council adopted Wilsonville’s Urban Renewal Strategy and the Tourism Development Strategy, both of which identified a Town Center Redevelopment Plan as a priority action item. This happened on the heels of adopting the HNA, which recommended that the Town Center and Advance Urban Reserve are needed to accommodate forecasted housing needs for the next 20 years. The City secured funding in 2015 for the project, kicked off the Wilsonville Town Center Planning effort in October 2016, and will adopt a Town Center Plan with implementing land use regulations later this year.

The Plan will implement a new vision for Town Center established by the community: *“Town Center is a vibrant, walkable destination that inspires people to come together and socialize, shop, live, and work. Town Center is the heart of Wilsonville. It is home to active parks, civic spaces, and amenities that provide year-round, compelling experiences. Wilsonville residents and visitors come to Town Center for shopping, dining, culture, and entertainment.”* The Plan will reflect the Community’s Design Concept for the Town Center, with increased



density and mixed uses designed to be more pedestrian-friendly and transit-supportive (consistent with and exceeding activity levels outlined in Title 6, 3.07.640). The concept includes multi-story buildings adjacent to I-5, a “Main Street” through the heart of Town Center and adjacent to Town Center Park, and a mix of 2-3 story buildings adjacent to the existing residential neighborhoods.

The desired outcomes, as well as the actions and investments laid out in the Plan, are consistent with those outlined in Title 6 of the UGMFP. The Wilsonville Town Center Planning project is assessing physical and market conditions, and regulations in the City’s Comprehensive Plan and Development Code (3.07.620C). This information will inform how the community’s vision for a vibrant, walkable, mixed-use Town Center can be realized. Using this information, the Town Center Plan will outline actions and investments for: removing regulatory barriers, making public investments, setting up incentives for development, reducing vehicle trips, and managing parking (3.07.620D). Upon adoption of the Plan, the City will also adopt relevant revisions to the Comprehensive Plan and Development Code to begin implementation and immediately set the framework for the new vision. A representative from Metro is involved with both the Technical Partners team and the project’s Task Force and has been very supportive of the project’s work. The City will be requesting a compliance letter during adoption of the plan (3.07.620E).

While the Wilsonville Town Center is the only officially designated center on the Metro 2040 Growth Concept Map, the City of Wilsonville has other commercial and neighborhood centers (i.e. Argyle Square, Village at Main Street, Villebois Village Center, Old Town Square) which are essential to serving neighborhoods in Wilsonville and creating complete communities. The Wilsonville Old Town Square development demonstrates the City’s partnership with ODOT and the private sector to solve a transportation level of service problem at the interchange, which in turn removed a barrier to the development of this center for the community. The result: a greatly improved transportation facility (for all modes) and a successful mixed-use center with pedestrian-oriented design, as highlighted in Metro’s Community Investment Toolkit: Innovative Design and Development Code.

Villebois is another great example of a mixed-use, pedestrian-friendly and transit-supportive community. The Village Center is a focal point for community gathering, with denser development around the Piazza with commercial uses such as a tap room, convenience store, day care and coffee cart. A strong sense of place results from the mix of uses, public spaces, detailed building architecture and urban design. The interconnected parks, multi-modal street system, and SMART service make this a truly walkable community. Villebois is of an adequate scale (500 acres/2600 rooftops) to successfully implement, in a complete community, the principles and performance measures of the centers and corridors described in the Urban Growth Management Functional Plan.

Factor 4: Best Practices for Affordable Housing

“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. ”

Housing Affordability in Wilsonville as a Whole

Providing diverse and affordable housing in Wilsonville has been a long-standing priority for City Council. The City of Wilsonville is committed to providing a wide range of housing types, sizes, and densities at prices and rent levels, as outlined in Comprehensive Plan Policy 4.1.4.



Policy 4.1.4: The City of Wilsonville shall provide opportunities for a wide range of housing types, sizes, and densities at prices and rent levels to accommodate people who are employed in Wilsonville.

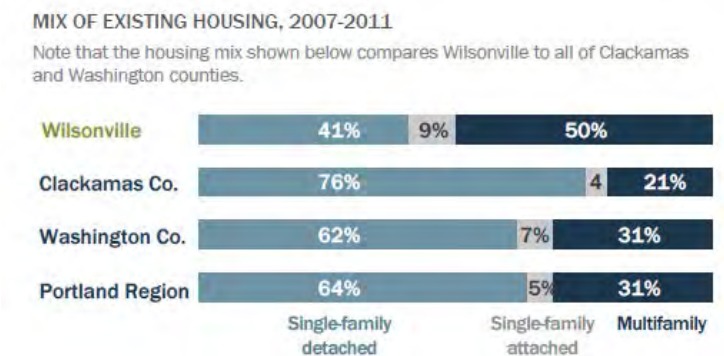
The City has taken steps and made investments to preserve and increase the supply and diversity of affordable housing within the City, as described below.

Regulated Affordable Housing. According to the 2015 Metro Regional Inventory of Regulated Affordable Housing², Wilsonville has 544 regulated affordable housing units among 14 different sites. These units amount to roughly 14% of the regulated units within Clackamas County (Wilsonville makes up only about 6% of the county's population). 100% of these units are within 1/4 mile of bus service and within 1/2 mile of a park.

Housing Mix and Multifamily Inventory. Wilsonville's longstanding contribution to the region's multifamily inventory was a key component of concept planning for the Frog Pond Neighborhoods. As noted in the City's Residential Land Study³:

- More than 50% of households in Wilsonville rent. The city has a higher percentage of renters than other cities in the region.
- Wilsonville has a higher proportion of multifamily and single-family attached housing types than the regional average (see Figure 2).

Figure 2: Mix of Existing Housing, Wilsonville Residential Land Study



Equitable Housing Strategic Plan. Wilsonville received a Metro Community Planning and Development Grant in 2016 for its Equitable Housing Strategic Plan. This Plan will assess affordability of the housing market and city demographics to help determine gaps between housing needs and supply. The goal is to adopt and implement programs and policies to address any gap(s) found by the Equitable Housing Strategic Plan. Due to the sudden passing of the project manager last summer, this project was put on hold for one year and is anticipated to be pursued later in 2018.

Property Tax Exemption. Each year, property tax exemptions are requested for properties located within the city limits that offer subsidized rent to families, seniors, and individuals meeting certain income requirements set forth by the federal government. The requirement is 60% of the estimated state median income. On December 15, 2003, Council approved the first resolution to allow property tax exemption status for low-income

² Available at <https://www.oregonmetro.gov/regional-inventory-regulated-affordable-housing>

³ Available at <https://www.ci.wilsonville.or.us/335/2014-Residential-Land-Study>



housing. This property tax exemption benefits five multifamily properties with a total of 366 dwelling units, and together is assessed at over \$24 million in value. In 2018, this exemption resulted in an estimated \$601,308 in rental savings for tenants. The total amount of foregone property tax to the city is in excess of \$71,500 per year (the remainder of the rental savings is due to similar exemptions from other taxing jurisdictions, such as the West Linn/Wilsonville School District).

Accessory Dwelling Unit (ADU) SDC Waiver. In 2010, the Wilsonville City Council elected to waive all SDC's associated with ADU's. This policy intends to encourage the creation of this affordable housing type in the City.

Mobile Home Park Closure Ordinance. In 2007, Wilsonville passed this Ordinance which requires reimbursement of homeowners who are subject to displacement as part of the closure of a mobile home park. The Ordinance included \$750,000 seeded in a compensation fund for former residents of the mobile home park. Additionally, the City (in partnership with NW Housing Alternatives) constructed Creekside Woods, a development with 84 senior units, many which are provided for low income residents, in response to needed housing after the City's largest mobile home park closed. This project demonstrates the City's ability and efforts to provide affordable housing to vulnerable populations.

Mental health housing in Villebois. There are 73 units of Community Housing for the mentally ill integrated into the fabric of the Villebois community on the West side of the City. These units were a statutorily mandated condition on the sale of the former Dammasch State Hospital site, on which the urban village of Villebois was built. These homes are dispersed and incorporated seamlessly into the neighborhood, providing essential housing opportunities in a truly inclusive and diverse residential neighborhood. The City's SMART public transit service receives funding from Clackamas County to provide transit services for residents living in the Villebois Community Housing.

Providing Housing Options. Through planning efforts in Wilsonville Town Center, the City plans to provide additional multifamily and higher-density housing within the core of the City, where housing is currently limited. In areas of the City adjacent to Rural Reserves, on the other hand, the City is planning for a mix of single-family, cottage, duplexes, and attached housing types. Taken together, the City is arranging for a wide variety of new housing, and multiple housing options at a variety of given price points.

Housing affordability within Frog Pond East and South

Housing affordability was a significant part of the discussion when planning for Frog Pond East and South. Several key points are summarized below.

- Lowering Per-Unit Infrastructure Costs.** Land, home construction, and infrastructure costs all play a role in housing affordability. As part of the evaluation of options for the housing element of the Frog Pond Area Plan, two analyses (See Appendix J, Land Development Financial Analysis and the Infrastructure Funding Strategy, Leyland Consulting Group) were prepared to address housing affordability, development feasibility, and how to pay for infrastructure. What followed was a community discussion aimed at balancing the needed infrastructure to create livable neighborhoods with the burden of passing these costs onto future homeowners. The Planning Commission and City Council approved the plan for Frog Pond East and South to provide a greater number of housing units compared to Frog Pond West, to distribute costs and enjoy the associated amenities. The strategic objective was to increase housing variety and improve affordability as new phases of the Frog Pond Area develop. Additionally, the City has pursued a substantial amendment to the Year 2000 Urban Renewal District to pay for the rebuilding of the Boeckman Road "dip" just west of the project area. The preliminary cost estimates for the new bridge structure ranges from \$12 - 14 million. The adopted average density of the Frog Pond



West neighborhood (within the UGB) was 6.3 units per net acre. Frog Pond East and South are planned at 10.8 and 8.8 units per net acre respectively.

- **A Variety of Housing Types.** An important part of the housing affordability picture is "Missing Middle" housing, which includes a variety of small lot attached single-family and low-rise multifamily housing types. The East Neighborhood Demonstration Plan, included in the Frog Pond Area Plan, shows an example layout of the neighborhood that would meet density targets primarily through small-lot homes, duplexes, townhomes, and cottage developments (Appendix A).
- **Walkable and Bikeable Amenities.** Transportation costs are a significant economic burden on those with low-incomes. The Frog Pond East and South neighborhoods are planned as highly connected and multi-modal parts of the City, allowing for access to the neighborhoods' many amenities by bike, on foot, or via SMART transit. Front doors face vibrant green streets with safe bicycle and pedestrian facilities, a planned commercial center provides locally-serving commercial businesses, and active green spaces abound within these neighborhoods. Frog Pond East and South are also an easy bicycle or transit ride to major employers in the City (see response to Factor 2), as well as Wilsonville High School and the new schools in the Frog Pond Area.
- **Transit Availability.** Frog Pond East and South were planned to include SMART transit service, allowing future residents a greater range of transportation options. Transit access may reduce reliance on automobile ownership and related transportation-related costs for residents able to commute to Wilsonville employers and other amenities within the City.
- **Equitable Housing Strategic Plan items.** Additional specific actions and strategic recommendations will come from the Equitable Housing Strategic Plan to further promote affordable housing in the Frog Pond Neighborhoods.

Factor 5: Advancing Outcomes set forth in Metro's Regional Framework Plan

"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. "

Responses to each of the six outcomes set forth in Chapter One of the Regional Framework Plan are included below. Within each response, the narrative is broken out into two sections: "Wilsonville as a Whole" addresses policies or investments citywide; and, "The Frog Pond Area" addresses the concept plan for the expansion area itself and how the proposed expansion advances each outcome.

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

Wilsonville as a Whole. As seen on the Metro 2040 Growth Concept Map, the City of Wilsonville contains a diverse mixture of neighborhoods, employment land, a town center, a corridor, regional open space, and a station community. Wilsonville has supported and approved projects that span the range of land uses and Functional Plan growth strategies. A few examples of results include:

- **Neighborhoods:** Villebois (award-winning new urban community); Canyon Creek Meadows (award-winning walkable subdivision with single-family detached, single-family attached and cottage lots blended together), several new multifamily projects (now 52% of all housing in Wilsonville is multifamily); and thousands of residents located in and within walking distance to Town Center (an active, mixed-use commercial and residential area).
- **Employment:** With approximately 1/3 of the city zoned for industrial/employment, Wilsonville is home to over 800 businesses that employ 21,000 citizens. High tech companies such as Mentor Graphics, Rockwell Collins, FLIR Systems and DW Fritz call Wilsonville home.



- **Town Center:** Wilsonville's Old Town area has had successful pedestrian-oriented commercial development under the City's Old Town Design Overlay. With the help of a Metro Community Planning and Development Grant, the City is currently leading a community planning process for the Wilsonville Town Center, which will establish a new vision and plan for the Town Center area with performance measures consistent with the six desired outcomes.
- **Regional and local open space:** Regional open space at the 250-acre Graham Oaks Nature Park (a partnership between the City and Metro) on the City's west edge and the 100-acre Memorial Park to the east provide examples of large scale parks and open spaces where environmental restoration of Willamette Valley habitat types is taking place. The City has over 15 active parks totaling more than 256 acres providing complete recreational opportunities and experiences, whether it be active sports fields or quiet, contemplative natural areas with trails.
- **HEAL City:** The City of Wilsonville is one of the first in Oregon to become a HEAL city. HEAL stands for Healthy Eating, Active Living. The HEAL Cities Campaign promotes policies that lead to equitable health outcomes and support the overall well-being of all families and businesses, especially those in neighborhoods with the greatest health disparities. One successful example of this program includes the healthy snack check out aisle at the Safeway grocery store in Town Center where only healthy natural snacks are available as opposed to candy and junk food.

Frog Pond Area. The Frog Pond Neighborhoods continue this tradition of planning in the City and are planned as a vibrant and walkable area that is integrated with the rest of the City. The Frog Pond East and South Neighborhoods are designed around easy access to parks and trails, Meridian Creek Middle School and the future primary school, a future community park, and a proposed neighborhood-serving commercial area at the corner of SW Advance Road and SW Stafford Road. These neighborhoods are near (about one mile to) Wilsonville's Eastside high-tech employment centers (Mentor Graphics, Xerox, Rockwell Collins, FLIR), and Wilsonville High School. The Wilsonville Town Center is only about 1.5 miles away - a quick bike ride. Frog Pond residents will also be able to access Town Center via the future Boeckman Creek Trail. The neighborhoods are planned so that SMART transit will circulate through and connect them to the above-referenced destinations.

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

Wilsonville as a Whole. Wilsonville contributes a strong employment base to the region's economy. Major employers include the Xerox Corporation, Mentor Graphics, Sysco, Rockwell Collins and Precision Interconnect, among others. The City is currently planning for additional employment lands in the Coffee Creek and Basalt Creek areas, with a high level of coordination with Tualatin, Washington County and others. The City has established an urban renewal district to support the successful implementation of the Coffee Creek area through construction of catalytic infrastructure and transportation improvements. The strong, local economy provides a tax base for the City to provide SMART transit options free to all throughout the City, as well as needed infrastructure improvements.

Frog Pond Area. Wilsonville has a very strong economy and recognizes the opportunity to support it by adding more housing choices and capacity in Frog Pond and other areas of the City. As part of the land planning for Frog Pond, the City adopted an innovative Infrastructure Funding Plan for Frog Pond West to add certainty to implementation. This approach will also be utilized for Frog Pond East and South when these Urban Reserve areas are added to the UGB. Additionally, the City committed to providing the major infrastructure that is needed but beyond the ability of developers to cover, including the Boeckman Creek sewer interceptor, Memorial Park sanitary sewer pump station and Boeckman Road "dip" bridge replacement. Adding land for housing and certainty for necessary infrastructure ultimately leads to homes built within proximity to Wilsonville's job centers and increases the potential to both live and work in Wilsonville.



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

Wilsonville as a Whole. The Wilsonville Transportation System Plan (TSP) lays out a coordinated multi-modal transportation system that is strategically designed and collaboratively built. Wilsonville's transportation system provides mode and route choices to deliver safe and convenient local accessibility to ensure that the City retains its high levels of quality of life and economic health. The City of Wilsonville is the southern terminus of the Westside Express Service (WES) commuter rail, and is served by South Metro Area Regional Transit (SMART), which provide residents, employees, and visitors additional transportation choices and offers free service within the City as well as connections to Portland and Salem.

The City was recently re-designated as a *Bronze Walk Friendly Community* for the second time and was granted the *Voice of the People Award for Mobility* from the International City/County Management Association (ICMA) for accessibility of a community by motorized and non-motorized modes of transportation (e.g., ease of travel, traffic flow, ease of walking, availability of paths and walking trails). The City recently completed a Bicycle and Pedestrian Connectivity Action Plan that highlights numerous connectivity projects and ongoing programs that the City offers. Recently completed multi-modal street projects include the Canyon Creek Road extension to Town Center and the Kinsman Road extension from Boeckman Road to Barber Street which is a freight corridor. Tooze Road on the north side of Villebois is currently under reconstruction. Engineering design is underway for a new road connecting 5th Street in Old Town to Kinsman Road, providing a much needed parallel route to Wilsonville Road. The City received a Metro RRFA grant for design and acquisition and is in the planning stages for a new bicycle and pedestrian bridge over I-5 that will connect the Town Center to west Wilsonville/Villebois/WES in addition to planning the type, size and location of the French Prairie Bicycle Pedestrian Emergency Services Bridge over the Willamette River.

The Frog Pond Area Plan. The vision and strategy for the Frog Pond Area is to create three distinct neighborhoods that are connected to each other and to the rest of Wilsonville through a transportation network that is safe and convenient, whether one is traveling by foot, bike, SMART, or personal automobile. The Plan's Transportation Framework (See Appendix A) emphasizes high quality pedestrian routes to planned school and park sites in the South Neighborhood, as well as the numerous other park and trail amenities in the Frog Pond Area. The West Linn-Wilsonville School District's Safe Routes to School program has been part of the planning process for the Frog Pond Area and will build upon the Transportation Framework by providing additional detail and site-specific recommendations. The City of Wilsonville is making significant investments in multi-modal transportation, including an improved Boeckman Bridge that connects the Frog Pond Area to the rest of the city, improves pedestrian connectivity, and fixes vertical curve safety issues with the existing bridge and roadway.

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

Wilsonville as a Whole. The City of Wilsonville is the southern terminus of the Westside Express Service (WES) commuter rail, and is served by South Metro Area Regional Transit (SMART) with a hub at SMART Central. These transit solutions help reduce transportation-related greenhouse emissions by providing alternatives to the personal automobile. SMART is a leader in the region for integrating alternative fuel vehicles into its service routes, capitalizing on federal grants to purchase and incorporate these buses into its fleet. Currently, SMART operates a fleet of four CNG vehicles, going to 10 by 2020 in addition to expecting their first two fully electric vehicles by March of 2019, with another to follow in late 2020. Also, SMART currently operates two hybrid electric vehicles.

SMART also provides regional services to Canby, Salem, and Portland to facilitate public transit for employees who live outside of the City, and works with local businesses to promote ride sharing and carpooling opportunities for the employees through the SMART Options Commuter Program. SMART further participates



in the statewide program, Drive Less Connect, which is an online tool that matches individuals with people traveling the same way for work or other activities.

The City requires protection of Statewide Planning Goal 5 significant natural resources, Metro UGMFP Title's 3 and 13 natural areas, riparian areas and upland tree groves through its Significant Resource Overlay Zone (SROZ), as well as significant individual trees into the fabric of new development at the project level. The City also requires planting of diverse street trees for all new developments within Wilsonville. In 2017 and 2018, the City undertook an inventory of all its street trees and provided data of the street tree benefits to the City, including a total stored carbon dioxide benefit of almost 50 million pounds and an annual sequestered carbon dioxide benefit of almost 4 million pounds.

The City of Wilsonville has created a robust bicycle and pedestrian network for a suburban community that gives residents choices to walk, ride or take transit reducing carbon emissions. The City also participates in PGE's Clean Wind program to utilize renewable energy sources, and the Environmental Protection Agency's Green Power Community program. Additionally, Wilsonville is home to several leaders in clean and green technology, such as Energy Storage Systems (ESS) and XZERES wind turbines, as well as Oregon Tech, which provides training and education for such jobs through its Renewable Energy Engineering Degree Program.

Frog Pond Area. The housing planned for the Frog Pond East and South Neighborhoods addresses residential demand that may otherwise occur in areas outside the UGB, either in rural residential areas or in communities such as Sherwood, Newberg, Canby, and Woodburn. During the Frog Pond Area Plan, there was extensive citizen comment about the need to increase local housing supply and choices. Residential growth within the City of Wilsonville will help support economic growth as noted in the response to outcome 2, leading to more housing near Wilsonville's major employment centers and potentially allowing for more local commutes. Additionally, the focus on walkability and bikeability, local retail and transit access for the planned Frog Pond neighborhoods will allow trips to and from school and services without relying solely on automobile travel.

Consistent with the City's requirements for street trees with new development, the Frog Pond East and South neighborhood developments will also be required to plant street trees, further bolstering the environmental benefits of the City's street tree inventory. Additionally, significant individual specimens and groves of native trees, particularly Oregon white oak, will be retained and natural resource areas such as the Boeckman Creek canyon will be enhanced and restored over time as part of the project.

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

Wilsonville as a Whole. The City has been a leader in natural resource protection since the adoption of its first Comprehensive Plan where Primary Open Space protected all of the City's riparian corridors and significant upland resources. The City again led the region with adoption of a comprehensive set of policies that addressed Statewide Planning Goal 5 significant natural resources (including upland wildlife habitat), Metro's Title 3 water quality areas, and a response to the federal listing of endangered salmonids in the upper Willamette River. This comprehensive program, the Significant Resource Overlay Zone (SROZ), was adopted in 2001 and was later found to be in substantial compliance with the requirements of Metro's Title 13 Nature in Neighborhoods. The City also heavily engages in restoration activities with Friends of Trees and has been designated a Tree City USA for 20 consecutive years. Recently, outreach and community engagement with the Northwest Center for Alternatives to Pesticides (NCAP) led to a Bee City USA designation for the City.

Frog Pond Area. During the Frog Pond Area Plan process, the City looked closely at how to protect and enhance natural resources within the area. The three creeks that frame the planning area (Boeckman, Newland and Willow Creeks) were an important consideration in laying out the plan. The land uses and streets organization maximizes physical and visual access to these resources, while minimizing direct impact. The City of Wilsonville's



Significant Resource Overlay Zone (SROZ) will protect natural resources and implement Metro Titles 3 and 13, as well as Statewide Planning Goal 5. The City's rigorous tree protection standards will also apply, and a verdant canopy of street trees is a key component in plans for the area's roadways and walkways. Frog Pond's natural areas are connected to its three neighborhood parks and Community Park via trails and the connected street system.

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

Wilsonville as a Whole. With the adoption of the Strategic Plan to Advance Racial Equity, Diversity and Inclusion in 2016, as well as creation of the 2015 Equity Baseline Report, Metro has committed to addressing barriers experienced by people of color and improving equity outcomes for historically disadvantaged groups. As noted in the Wilsonville Residential Land Study, the Hispanic/Latino(a) population is Wilsonville's fastest growing ethnic group. The City recognizes that the implications for this are a need for larger, lower-cost renting and ownership opportunities for larger households with more children, and multigenerational households, which will be an important housing type in the city's Equitable Housing Strategic Plan. The City actively partners with Northwest Housing Alternatives, San Francisco La Tienda, and Wilsonville schools' Latino Advisory Groups to engage the City's Spanish-speaking and Latino(a) population in planning efforts. During the recent Wilsonville Town Center process, the City provided interpretative services for public meetings, provided Spanish-language materials, and hosted an Open House led in Spanish. These efforts are an example of the way the City is providing more meaningful engagement and can help identify better ways to promote cultural equity. In addition, the City conducts outreach at Wilsonville Community Sharing (a local food bank, utility assistance, prescription help, and housing support center) to reach low-income and multicultural perspectives, including a growing refugee community. As demonstrated in Outcome 4, the City is also working toward housing equity with more progress anticipated to be made as part of the Equitable Housing Strategic Plan. SMART promotes transportation equity through fare less rides, and the diverse distribution of housing types throughout the community provides access to parks and open spaces offering environmental equity. While the benefits and burdens of plans and policies are not currently being measured in a meaningful way, the City strives to improve its processes in these areas and desires to be a partner with Metro in advancing these important outcomes. The Council's commitment to equity and inclusivity is expressed in Resolution No. 2626 Declaring the City of Wilsonville a Welcoming and Inclusive City (See Appendix K).

The Frog Pond Area Plan. As noted in the response to Criteria 4, the City of Wilsonville already has a high proportion of multifamily housing and rental housing compared to other suburban cities of the region. An explicit part of planning for the Frog Pond Neighborhoods has been the addition of more single-family detached homes to the housing stock, which may be more suitable for multigenerational and Hispanic/Latino(a) households in the future. Additionally, new schools, parks, and other amenities within the Frog Pond Area will provide walkable and bikeable amenities and transportation safety improvements for residents on the east side of the City, particularly for the numerous large multifamily complexes in the vicinity.

SUMMARY

To summarize, this proposal to add 275 acres of planned and development-ready land in east Wilsonville to the UGB will help meet local and regional housing needs, add to the livability of Wilsonville, and support Metro's planning goals. Thank you for your consideration.

2018 Urban Growth Management Decision

City Readiness Advisory
Group Meeting #1

June 4, 2018

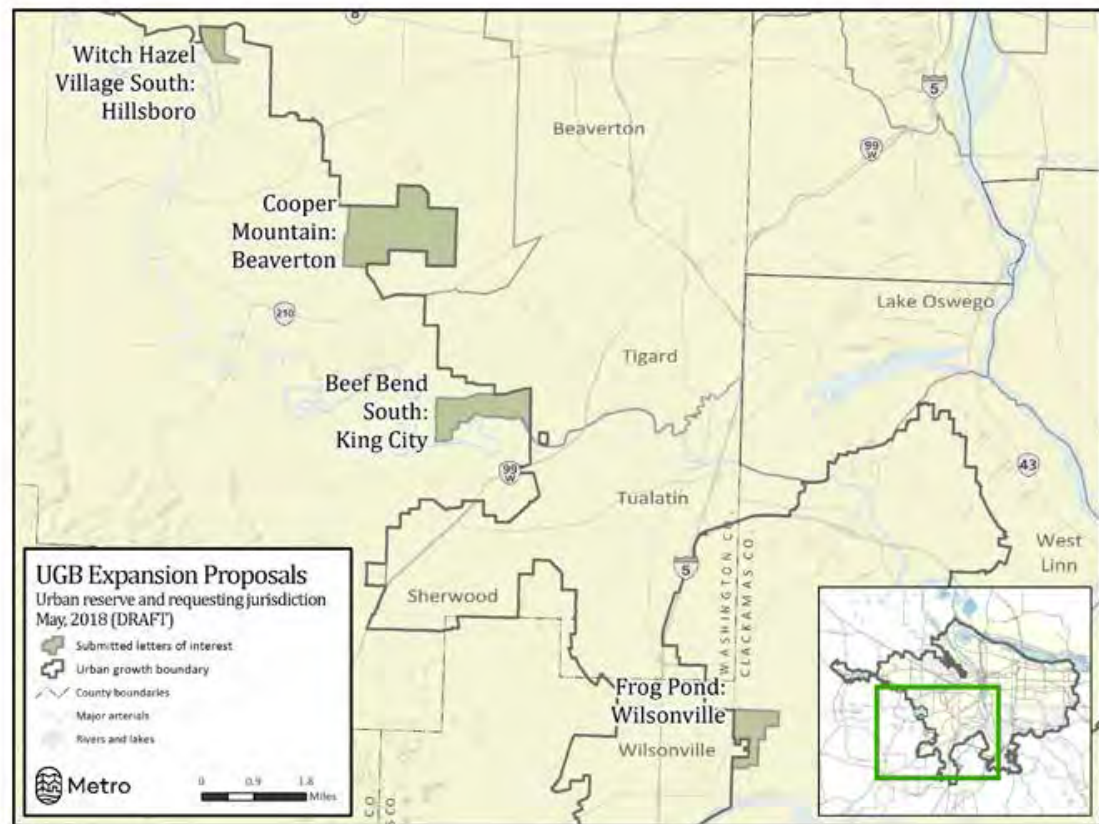


Metro



Four proposed expansion areas

- Witch Hazel Village South (Hillsboro)
- Cooper Mountain (Beaverton)
- Beef Bend South (King City)
- Frog Pond (Wilsonville)



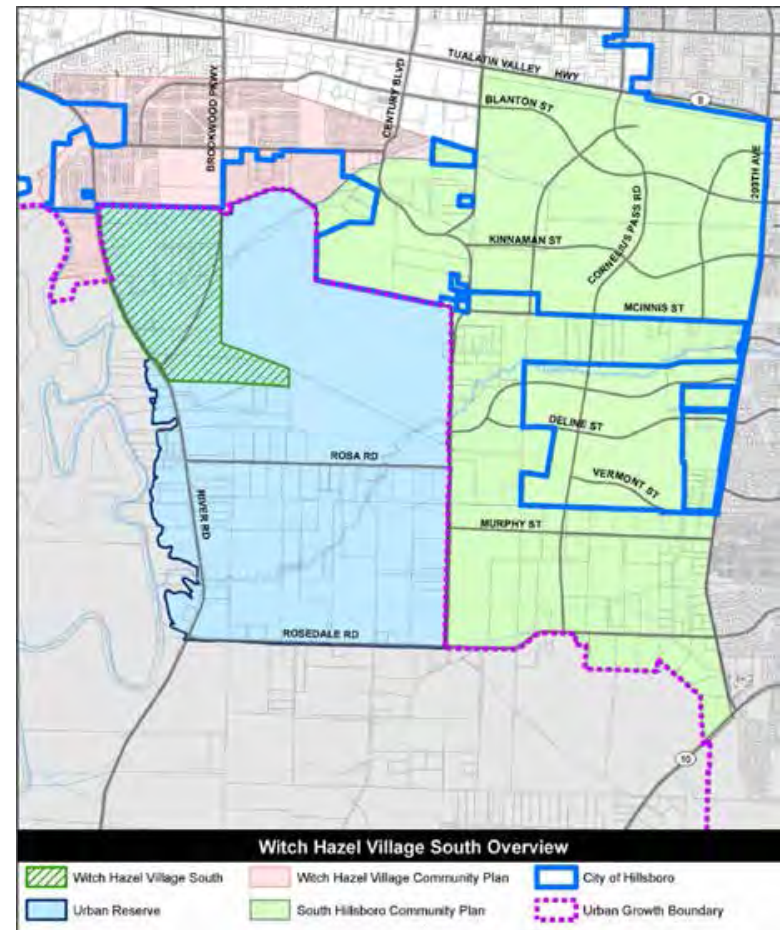
Hillsboro: Witch Hazel Village South



- Gross acres: 150
- Buildable acres: 75
- Homes planned: 850

Hillsboro: Witch Hazel Village South

- City: build 1,300 new single-family detached homes by 2040
- Expansion to supply 54% of those homes



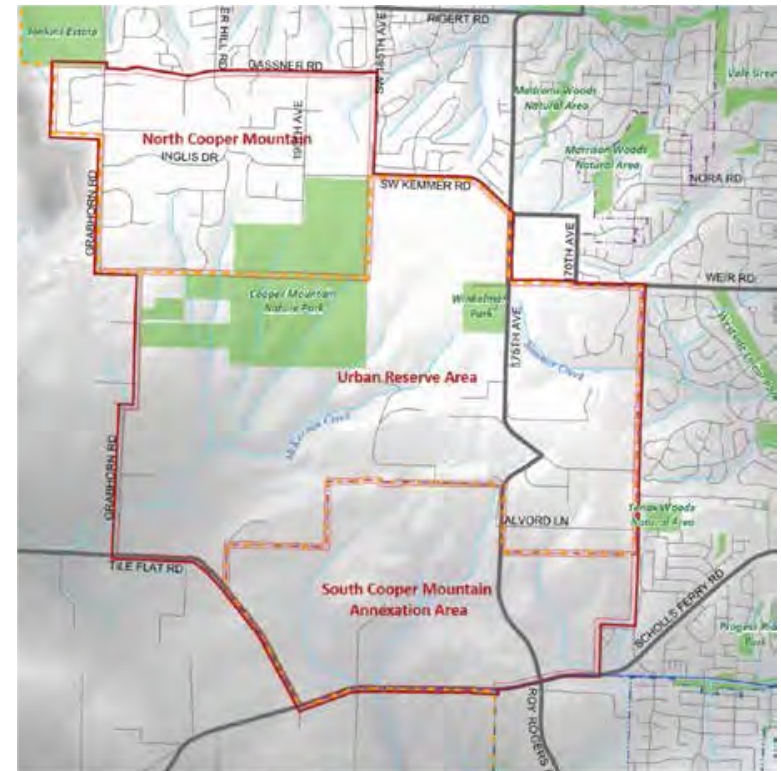
Beaverton: Cooper Mountain



- Gross acres: 1,232
- Buildable acres: 600
- Homes planned: 3,760

Beaverton: Cooper Mountain

- City: build 12,300 new housing units by 2035
- Expansion to supply 31% of those homes



South Cooper Mountain Planning Area and Subareas

Legend			
 South Cooper Mountain Study Area	 Urban Growth Boundary	 Parks and Natural Areas	
 South Cooper Mountain Subareas	 Major Roads		
 Beaverton City Limits	 Local Roads		
 Tigard City Limits	 Streams		

King City: Beef Bend South



- Gross acres: 528
- Buildable acres: 400
- Homes planned: 3,300

King City: Beef Bend South

- City: city limits built out; no realistic path to vertical growth



- Asserts that expansion is therefore necessary to provide more housing

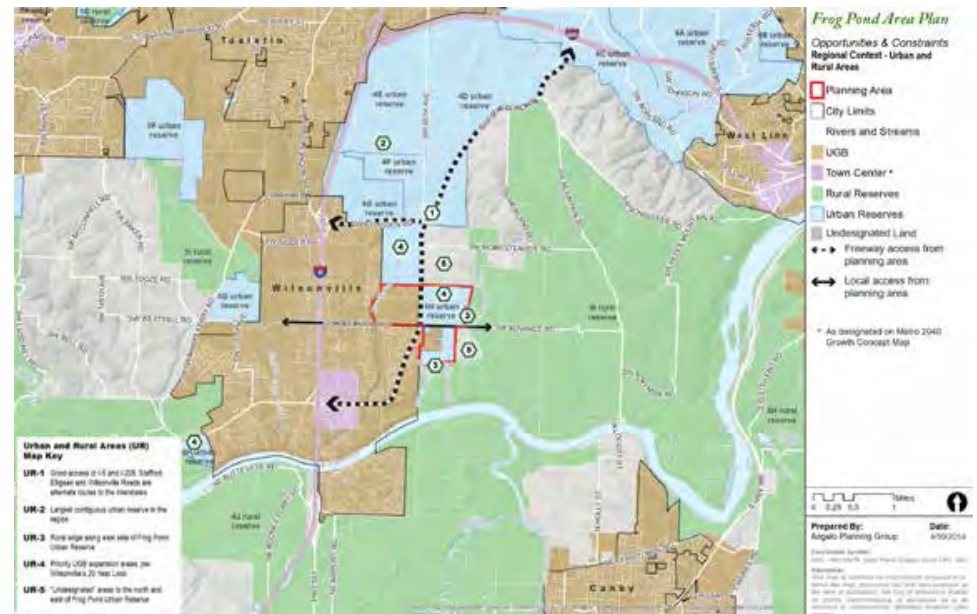
Wilsonville: Advance Road (Frog Pond)

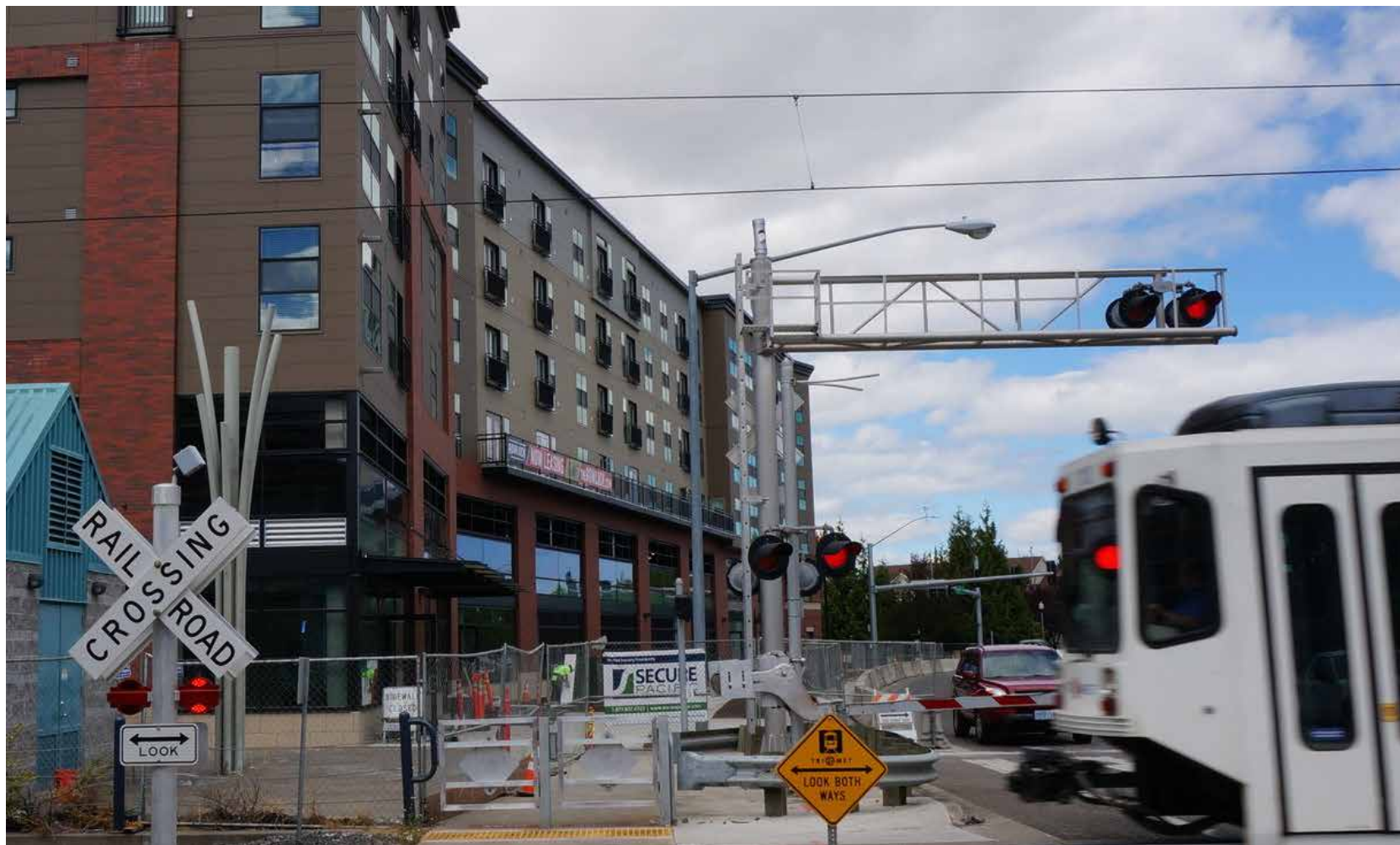


- Gross acres: 271
- Buildable acres: 192
- Homes planned: 1,158 to 1,322

Wilsonville: Advance Road (Frog Pond)

- City has high average growth rate: 2.7 percent
- Single-family housing planned for expansion area; other housing types to be considered





Evaluation factors

1.) The housing needs of people in the region, county and city have been considered.

Is the city planning for a **variety of housing types** that can address the needs of **diverse household sizes and incomes**?

Each city has completed a housing needs analysis.

- How well is the city currently addressing those needs?
- How would the proposed expansion help meet those needs?



2.) Development is feasible and has a viable plan to pay for needed pipes, parks, roads and sidewalks.

How **likely** is it that the proposed expansion area will be developed as planned?

- Quality of the concept plan and proposed housing mix
- City's ability to provide infrastructure and amenities
- Have the city's past UGB expansion areas (if any) developed?



3.) The city encourages growth in its existing downtowns and main streets.

Has the city made **meaningful efforts** to encourage the success of their **existing urban areas**?

- Has the city reduced barriers to mixed-use, walkable development?
- Would development of the proposed expansion support or come at the expense of existing urban areas?



4.) The city is already preserving and expanding its supply of affordable housing

Has the city implemented best practices for **preserving** and **increasing** the supply and diversity of **affordable housing** in its existing urban areas?

- What actions have been taken?
- Have those actions been effective?



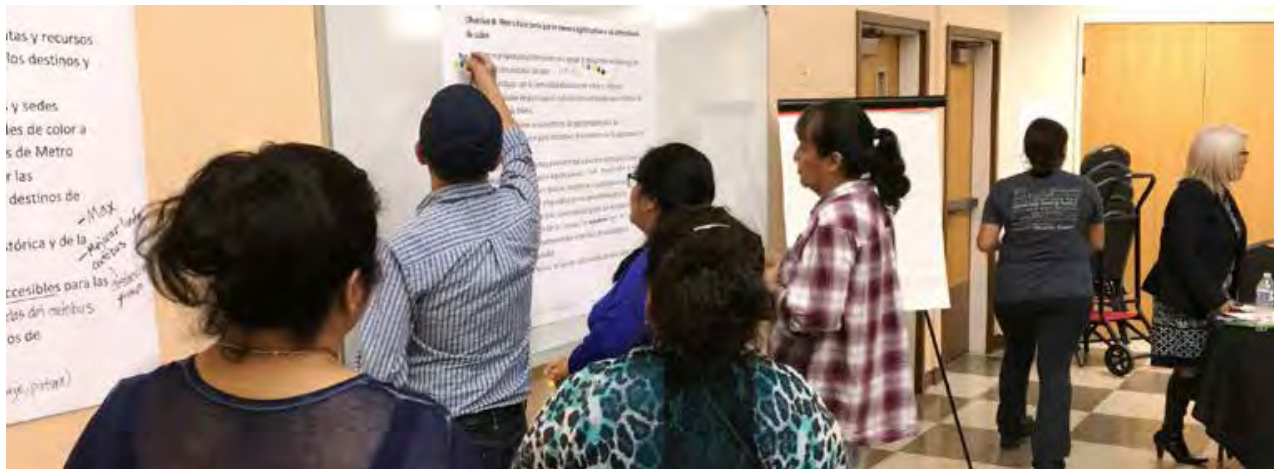
5.) The city has taken actions to Metro's six desired outcomes

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**.

Focus on the outcome that aligns with your area of expertise!

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

Has the city has taken actions to advance other key outcomes, such as social equity and meaningful engagement of communities of color in community planning processes.





Where are we going with all this?

Your evaluations

- Strengths/weaknesses
- Did applicant address the evaluation factor?
- Comments/insights from your professional experience
- Focus on the criteria that aligns with your expertise!



A note about the proposals

- Focus on proposal summaries and Concept Plans:
oregonmetro.gov/cityproposals
- Other components of proposals listed on **pg. 5** of the **Administrative Guidance** – may or may not be relevant for your review
- Posting full appendices to file transfer site; happy to send you individual pieces on request.

Next steps

- Complete your evaluations
- Reconvene at the end of the month for our group discussion
- Metro staff will summarize comments to present to Council, MTAC, and MPAC
- CRAG members welcome to attend presentations and/or testify

Thank you.

Questions/comments? Contact:

Rebecca Hamilton

rebecca.hamilton@oregonmetro.gov

(503) 797-1721



oregonmetro.gov



Stacy Coonfield

From: Tamara Cooper <tjcooper16@gmail.com>
Sent: Wednesday, May 30, 2018 6:27 PM
To: Martha Bennett
Subject: Fwd: ugb

----- Forwarded message -----

From: **Tamara Cooper** <tjcooper16@gmail.com>
Date: Wed, May 30, 2018 at 6:08 PM
Subject: ugb
To: Tammy Cooper <tjcooper16@gmail.com>

May 30, 2018

Ms. Martha Bennett
Chief Operating Officer
Metro
600 Grand Avenue
Portland, Oregon 97232

Subject: Support for inclusion of Cooper Mountain Urban Reserves in the UGB and City of Beaverton

Dear Ms. Bennett:

We are writing to you regarding the issue of the expansion of the UGB. Combined we have lived in the Hiteon and Cooper Mtn. areas for over 34 years. After attending meetings and viewing Cooper Mtn. Development plans, it is clear that the city is prepared to develop the urban reserve. We are surrounded by condominiums and crowded neighborhoods. Our growing city needs a balance of high density and low density housing, i.e. Portland Heights/Forest Park areas. Expanding the UGB would provide for those types of neighborhoods.

We hope you will consider expanding the UGB to include the Cooper Mtn area.

Tim & Tammy Cooper
17690 SW Skyline Woods LN
Beaverton, Oregon 97007
South Slopes of Cooper Mountain near new Mountain View High School

CC: Denny Doyle, Mayor, City of Beaverton
Brian Martin, Long Range Planning, City of Beaverton
Members of Hawks Ridge Owners Association



MPR Development, Co.
PO Box 595
Lyons, OR 97358

May 21, 2018

To: Martha Bennett
Chief Operating Officer
Metro
600 Grand Ave
Portland, OR 97232

Re: Beaverton UGB expansion application

Dear Ms. Bennett:

I am writing in support of Beaverton's UGB expansion application. I am the president of a family company that has owned property since 1962 in what is now the South Cooper Mountain Urban Reserve. I spent 2 years on the citizen advisory committee and the finance committee helping create the South Cooper Mountain Plan.

There can be no doubt that the demand for housing in Beaverton far outweighs the supply. Currently the average listing period for a home to sell in Beaverton is approximately 60 days. I have been approached by multiple developers interested in the property as have many of my neighbors who are eager to see their properties developed.

There is water and sewer adjacent to the area, a fire station and a new high school. Scholls Ferry Road, Roy Rogers Blvd, and T.V. Hwy are major roadways to the greater area. 175th Ave, which connects all those roads and is the only significant roadway through South Cooper Mountain needs a lot of help. The problem of course is funding. Without developer dollars there was no way the South Cooper Mountain Finance committee could come up with funds to upgrade less than ½ mile of 175th at Scholls Ferry. This left approximately 1.5 miles of 175th as a two-lane rural road with no shoulders and a 4 lane funnel at each end.

The total expansion area is around 1,200 acres but as little as 600 acres is actually buildable. The area has challenging slopes and contours. Sewer must follow grades and, with few options in the plan, will be costly given the sparse development. In order to finance the necessary infrastructure it is essential that all remaining acreage in the South Cooper Mountain Plan area be brought into the UGB so that there is adequate developer dollars to allow sewer, water, and road systems to be economically developed.

The portion of South Cooper Mountain within the UGB and the City of Tigard's adjacent development to the South are in full swing. The new high school and homes are currently increasing traffic on 175th which is already overwhelmed. Completion of the already largely planned South Cooper Mountain area in total is essential to the functionality and well being of the area.

There is no better time than in a thriving economy to pursue this much needed and essential development.

Sincerely,

Martin H. Moore, Pres.
MPR Development Co.



VentureProperties
I N C O R P O R A T E D

Creating
Tomorrow's
Communities
Today

May 16, 2018

Metro Council
Metro
600 NE Grand Avenue
Portland, OR 97232

Re: 2018 Urban Growth Management Decision – City of Wilsonville

Dear Metro Council President Hughes and Metro Councilors;

Venture Properties, Inc., is writing this letter in support of the City of Wilsonville's proposal to expand the Urban Growth Boundary to include Frog Pond East and South Urban Reserves. As residential land developers and home builders (our related home building company is Stone Bridge Homes, NW), we are keenly aware of the region's diminishing land availability for new homes. A direct result has been rapid price increases and affordability concerns for a wide range of household income levels. We strongly agree with Metro's objective for the 2018 Urban Growth Management Decision of assuring that any UGB expansions occur in those cities that both desire and are well prepared to rapidly accommodate a balanced and inclusive range of new housing in their communities. Wilsonville is such a city.

We have experienced Wilsonville's commitment to the development of needed housing as a contract land holder and active participant in the adoption of the Frog Pond West Master Plan and Infrastructure Funding Plan. This successful effort followed many years of community engagement in the Frog Pond Area planning process, which encompassed areas both within the UGB (Frog Pond West) and within the Urban Reserves (Frog Pond East and South). At all times, the City actively solicited our input, listened, and refined the final plan to balance our ideas with those of other community partners and Wilsonville residents to create a realistic long-range plan. Success is evident in the multiple Frog Pond West land use proposals already in review.

We look forward to seeing the City's same effort and commitment applied to the Urban Reserves in Frog Pond East and South. We firmly support Wilsonville's UGB expansion application and recommend that Metro give it strong consideration. Thank you for your time.

Sincerely,

Kelly Ritz, President
Venture Properties, Inc.

Agenda



Meeting: Metro Technical Advisory Committee
 Date: Wednesday, May 16, 2018
 Time: 10:00 am – Noon
 Place: Metro Regional Center, Council Chamber

10:00 a.m.	1.	Call to Order, Declaration of a Quorum and Introductions	Tom Kloster, Chair
	2.	Comments from the Chair and Committee Members	Chair/All
	3.	Community Communications on Agenda Items	All
10:15 a.m. 45 min.	4.	2018 Urban Growth Management Decision: Urban Reserve Goal 14 Analysis Purpose: Provide MTAC with an update on the urban reserve Goal 14 analysis and outline next steps <ul style="list-style-type: none"> • Information/Discussion 	Ted Reid, Tim O'Brien, Metro
11:00 30 min.	5.	Draft RTP Policy Chapter Changes (focus on goals and objectives and policies) Purpose: Discuss revised goals, objectives and policies and next steps to finalize the draft chapter for public review <ul style="list-style-type: none"> • Information/Discussion 	Kim Ellis, Metro
11:40 30 min.	6.	Draft RTP Implementation Chapter Purpose: Discuss proposed future planning needed to address unmet needs and next steps to finalize the draft chapter for public review <ul style="list-style-type: none"> • Information/Discussion 	Kim Ellis, Metro
Noon		ADJOURN	

Next TPAC/MTAC work session: June 6, 2018

Next MTAC: June 13, 2018

August 2016

2018 MTAC Work Program

4/23/18

January 17, 2018 <u>Comments from the Chair</u> <ul style="list-style-type: none"> Urbanism Next Conference, March 5 – 7 Oregon Active Transportation Summit, March 15 – 16 <u>Agenda Items</u> <ul style="list-style-type: none"> 2018 RTP: Update on Schedule, Technical Evaluation, Engagement Activities and Regional Leadership Forum #4 <u>Information/Discussion</u> (Ellis/Higgins, 30 min.) Emerging Technologies Strategy : draft policy (Rose, 30 min.) 	February 21, 2018 – Cancelled <u>Comments from the Chair</u> <u>Agenda Items</u>
March 21, 2018 – Cancelled <u>Comments from the Chair</u> <u>Agenda Items</u>	April 18, 2018 <u>Comments from the Chair</u> <u>Agenda Items</u> <ul style="list-style-type: none"> Draft Emerging Technology Strategy (Frisbee, 45 min.) Draft Transit Strategy (Snook, 60 min.) Draft Freight Strategy (Collins, 40 min.)
May 16, 2018 <u>Comments from the Chair</u> <u>Agenda Items</u> <ul style="list-style-type: none"> 2018 Urban Growth Management Decision: Urban Reserve Goal 14 Analysis (Reid/O'Brien, 45 min.) Draft RTP Policy Chapter Changes (focus on goals and objectives) (Ellis, 40 min.) Draft RTP Implementation Chapter (Ellis, 40 min.) 	June 20, 2018 <u>Comments from the Chair</u> <u>Agenda Items</u> <ul style="list-style-type: none"> Presentations from the Cities of Beaverton, Hillsboro, King City, Wilsonville – UGB Applications (30 min. each)
July 18, 2018 <u>Comments from the Chair</u> <u>Agenda Items</u>	August 15, 2018 <u>Comments from the Chair</u> <u>Agenda Items</u> <ul style="list-style-type: none"> 2018 Urban Growth Management decision (recommendation to MPAC, if requested by MPAC) Discuss RTP public comments and frame policy decisions for MPAC discussion
September 19, 2018 <u>Comments from the Chair</u> <u>Agenda Items</u> <ul style="list-style-type: none"> Discuss RTP public comments and policy issues identified for MPAC discussion – Recommendation to MPAC 	October 17, 2018 <u>Comments from the Chair</u> <u>Agenda Items</u>
November 21, 2018 <u>Comments from the Chair</u> <u>Agenda Items</u>	December 19, 2018 <u>Comments from the Chair</u> <u>Agenda Items</u>

Parking Lot

- Transportation resiliency
- Portland's inclusionary zoning program (June 20 or October 17)

MTAC meets the 3rd Wednesday of the month.

TPAC and MTAC hold a joint work session on the 1st Wednesday of the month.

For agenda and schedule information call 503-797-1562 or e-mail paulette.copperstone@oregonmetro.gov.

For closure or inclement weather information, call 503-797-1700.



Memo

Date: Thursday, May 10, 2018
 To: MTAC Members and Interested Parties
 From: Tim O'Brien, Principal Regional Planner
 Subject: 2018 Growth Management Decision - Goal 14/Urban Reserve Analysis Preliminary Results and Factor 2 Analysis

Introduction

As part of the work to inform the Metro Council's 2018 growth management decision, Metro staff is finalizing the analysis applying the Statewide Planning Goal 14 (Urbanization) locational factors to all the urban reserve areas (attached map). This analysis will result in a determination of those urban reserve areas that are least suitable for inclusion in the UGB at this time based on the Goal 14 factors. These areas will be removed from further consideration and staff will apply the UGB amendment factors contained in Metro Code Section 3.07.1425 to the remaining urban reserve areas. The intent of this memo is to highlight the Factor 2 analysis as the methodology is somewhat different than previous Factor 2 analyses, whereas the analysis on Factors 1, 3 and 4 follow the same methodology as past growth management decisions. The attached draft Gresham East Urban Reserve Summary provides an example of the results of the Goal 14 analysis.

Analysis

The Goal 14 locational factors are listed below:

Factor 1 – Efficient accommodation of identified land needs

Factor 2 – Orderly and economic provision of public facilities and services

Factor 3 – Comparative environmental, energy, economic and social consequences

Factor 4 – Compatibility of the proposed urban uses with nearby agricultural and forest activities occurring on farm and forest land outside the UGB.

Metro contracted with OTAK to complete the sanitary sewer, water and storm water analyses for Factor 2, which requires an evaluation and comparison of the relative costs, advantages and disadvantages of alternative UGB expansion areas. The evaluation and comparison must include:

- The capacity of existing public facilities and services to serve areas already inside the UGB;
- The capacity of existing public facilities and services to serve areas proposed for addition to the UGB;
- The impacts to existing water, sanitary sewer, storm water and transportation facilities that serve nearby areas already inside the UGB; and
- The need for new transportation facilities such as highways and other roadways, interchanges, arterials and collectors, additional travel lanes, other major improvements on existing roadways and the provision of public transit service.

OTAK sent a preliminary questionnaire and then followed up with staff at the local jurisdictions and service providers and reviewed master plan documents to answer the questions above. They will develop a report for each urban reserve area including a map of potential service lines and points of connection.

Metro staff completed the analysis for the transportation component of Factor 2. The transportation cost estimates were determined for the preliminary arterial/collector level road network developed by Metro staff in consultation with local jurisdictions using the connectivity standards in the Regional Transportation Plan (RTP). The cost estimate is based on the Highway Economic Requirements System State Version (HERS-ST) methodology using 2025 dollars. The approach includes

assigning higher roadway costs to bridge crossings, floodplains, wetlands and steep slope areas. It includes a standard right of way cost factor and is expressed as a unit cost per lane mile for a complete street section that includes bike lanes, sidewalk, curb and gutter. It does not include costs for storm sewer pipes as that was included in the OTAK analysis.

The remainder of the transportation analysis (capacity to serve areas already inside the UGB, capacity to serve the reserve area and impacts to the facilities) was completed using a variety of data sources including: the 2018 Regional Transportation Plan Base Case (2015 round 1, pm peak) volume to capacity ratio plot to identify the capacity of roadways near the reserve areas, Metro's High Injury Corridor and Intersections Map 2010-2014, GIS data layers showing existing facilities for bikes, sidewalks, trails, transit lines and transit stops and 2017 aerial photos. Finally, TriMet and SMART are finalizing an analysis regarding the provision of transit service to the urban reserves in their respective districts.

Next Steps

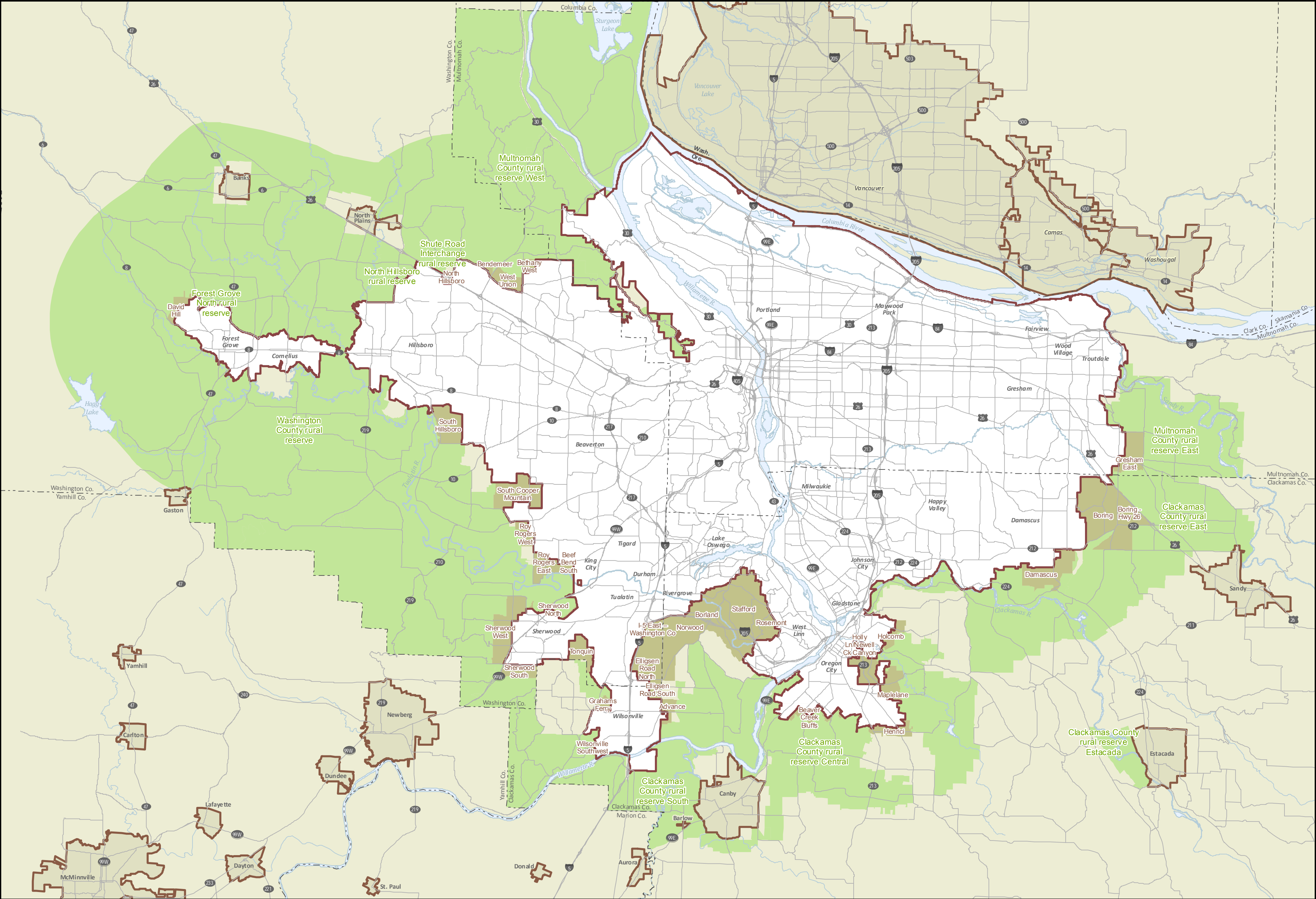
Metro Staff anticipates that the Goal 14 analysis will narrow down the pool of urban reserves that will be assessed according to Metro's code factors.

The Metro Code Factors are:

- Equitable and efficient distribution of housing and employment opportunities throughout the region;
- Contribution to the purposes of Centers and Corridors;
- Protection of farmland that is important for the continuation of commercial agriculture in the region;
- Avoidance of conflict with regionally significant fish and wildlife habitat; and
- Clear transition between urban and rural lands, using natural and built features to mark the transition.

This work is intended to be completed in early summer. It should be noted that the first bulleted factor, equitable and efficient distribution of housing and employment opportunities throughout the region, will be addressed as part of the overall findings of fact if the Metro Council determines a UGB expansion is needed.

Finally, Metro Code Section 3.07.1110 requires the local government(s) responsible for land use planning and governance of an urban reserve to develop a concept plan for the urban reserve prior to its addition to the UGB. It is expected that local concept plans will provide a more refined analysis related to the provision of infrastructure resulting in different cost estimates compared to the initial Goal 14 analysis. Concept plans must be submitted to Metro by May 31, 2018.



Title 14, Urban Growth Boundary

November, 2016

0 1 2 4 miles

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- County boundaries
- Urban growth boundaries
- Neighbor cities
- Rural reserve
- Urban reserve



DRAFT**GRESHAM EAST URBAN RESERVE**

Total Acres	857	Parcel Acres	802
Gross Vacant Buildable Acres	564	Net Vacant Buildable Acres	428

General Description (see attached map)

The Gresham East Urban Reserve is a boot-shaped area in Multnomah County totaling 857 acres. The area is bounded by SE Lusted Road to the north, SE 302nd Avenue to the east and Johnson Creek to the south. Metro's current UGB forms the western edge. The urban reserve area is served by SE Lusted Road in the north, SE 282nd and SE 302nd Avenues running north-south and by SE Orient Drive in the southern portion of the area. It is primarily flat, with all slopes over 25% occurring in the riparian areas of three of the four drainages that flow west through the area.

Parcelization, Building Values, Development Pattern (see attached aerial photo)

The urban reserve contains 220 parcels, the vast majority of which are relatively small in size with 82% five acres or less. Only three parcels are greater than 20 acres with the largest being 50 acres owned by the East Multnomah County Soil and Water District. One hundred and seventy-seven of the parcels have improvements with a median value of \$167,260, excluding the publicly owned buildings. Fifty-two properties have improvements valued above \$250,000. There are two school sites within the area that contain three schools: Sam Barlow High School in the northeastern corner of the area and East Orient Elementary School and West Orient Middle School in the southeast, totaling about 62 acres. The area also contains a City of Gresham water pump station. The area is predominantly in agriculture use intermixed with some rural residential pockets and commercial land uses primarily along SE Dodge Park, SE Powell Valley Road and SE Orient Drive. Available data does not suggest the existence of power lines or other public easements within this urban reserve.

GOAL 14 LOCATIONAL FACTORS***Efficient accommodation of identified land needs***

Four stream corridors divide this fairly large reserve area into smaller segments, some of which are mostly agricultural land and others that are mainly developed with residences and school facilities. Limited commercial or employment development may be appropriate in some areas such as in the vicinity of SE Powell Valley Road, SE Dodge Park Blvd. and SE Orient Drive, whereas more significant residential development could occur on the agricultural lands. Some of the agricultural lands could also provide employment capacity, especially those that are closer to Gresham's

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Springwater Corridor Industrial area. Thus, this area is able to efficiently accommodate residential and employment land needs.

Orderly and economic provision of public facilities and services

Sanitary Sewer Services

Capacity of existing facilities to serve areas already inside the UGB

Gresham's waste water treatment facility, pipe network and pump stations are sized to provide services to the area inside the UGB including the Springwater area which is not yet annexed to the city.

Capacity of existing facilities to serve areas proposed for addition to the UGB

Gresham's sanitary sewer master plan only covers full build out within the current UGB and the waste water treatment plant and pump stations have not been evaluated for their ability to serve areas outside the UGB.

Impacts to existing facilities that serve nearby areas already inside the UGB

Impacts to the existing facilities are unknown at this time as the existing facilities have not been evaluated for their ability to serve areas outside the UGB.

Sanitary Sewer Piping Costs

Sanitary sewer piping costs	Cost (in millions)
Less than 12" pipe (gravity)	\$3.26
12 – 18" pipe (gravity)	\$2.24
Force main/bore	\$1.36
Pump station	\$7.3
Total	\$14.16

Water Distribution Services

Capacity of existing facilities to serve areas already inside the UGB

The City of Portland is the primary water source for Gresham. Additionally Gresham and the Rockwood PUD jointly own and operate a well field. Recent analysis has determined that the City will need additional supply in the future and could negotiate its contract with Portland to purchase more water or develop more wells. Additional treatment facilities will be needed depending on the source and additional storage and pump capacity will be required. The pipe network conveying water is adequately sized and will be extended as needed for development to occur.

DRAFT**Capacity of existing facilities to serve areas proposed for addition to the UGB**

Lusted Water District currently services most of the reserve area however the district does not have the capacity to serve at urban densities. Gresham also does not have existing capacity to serve the reserve area. Growth outside of the UGB will add to the need to expand or build new facilities. The reserve might be servable by the existing reservoir, but it's likely that new storage would need to be developed. Pumps would also need to be constructed to supply water to the new storage facilities. Currently the City has no plans for developing these systems.

Impacts to existing facilities that serve nearby areas already inside the UGB

Additional source, treatment, storage, pump facilities and distribution lines will need to be developed and constructed to serve the reserve area as it is higher in elevation than the existing service area.

Water Costs

Water piping/storage/pumping costs	Cost (in millions)
12" and smaller	\$6.2
18" and larger	\$3.9
Storage/pumping	\$5.4
Total	\$15.5

Storm Sewer Services**Capacity of existing facilities to serve areas already inside the UGB**

There is no indication of capacity issues with existing stormwater facilities that serve the land inside the UGB.

Capacity of existing facilities to serve areas proposed for addition to the UGB

Stormwater will be conveyed, treated, and disposed of on-site, therefore, it is not anticipated that existing facilities would be utilized.

Impacts to existing facilities that serve nearby areas already inside the UGB

Stormwater will be conveyed, treated, and disposed of on-site; therefore, no impacts to existing facilities are anticipated.

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Storm sewer conveyance and water quality/detention costs for roadways

Conveyance & water quality/detention costs	Cost (in millions)
Conveyance	\$9.2
Water quality/detention	\$9.27
Total	\$18.47

Transportation Services

Capacity of existing facilities to serve areas already inside the UGB

Roadway: All roadways in Gresham have an acceptable volume/capacity ratio (<0.9) for the 2015 pm peak. The following roadways are classified as high injury corridors for automobiles: NE/SE 257th Drive, SE Orient Drive, W/E Powell Boulevard, NE Burnside Road and SE Burnside Street. W/E Powell Boulevard and NE/SE Hogan Ave are classified as high injury corridors for bikes. W/E Powell Boulevard and NE/SE 257th Drive are classified as high injury corridors for pedestrians.

Transit: TriMet's MAX Light Rail Blue line serves Gresham with nine stops and nine TriMet bus routes also serve the city. Two of the routes are frequent bus routes. Route 84 Powell Valley/Orient Drive which provides weekday rush-hour service between Gresham Central Transit Center and SE 282nd and Orient Drive, briefly touches the urban reserve area at the intersection of SE 282nd and Orient Drive.

Bike: Gresham has a well defined bike network that consists of a variety of bike facilities including 48 miles of dedicated bike lanes and 16 miles of bikeways such as the Springwater Corridor and the Gresham to Fairview Trail.

Pedestrian: Gresham has a fairly well defined pedestrian network in its residential neighborhoods although there are a few significant pockets of post-war housing where there are no sidewalks. The city's system of multi-use paths provides additional opportunities for longer pedestrian connections throughout the city. The employment and butte areas have less of a pedestrian network.

Capacity of existing facilities to serve areas proposed for addition to the UGB

Roadway: All roadways that serve the urban reserve area have an acceptable volume/capacity ratio (<0.9) for the 2015 pm peak.

Transit: Currently TriMet Route 84 Powell Valley/Orient Drive provides weekday rush-hour service between Gresham Central Transit Center and SE 282nd and Orient Drive at the edge of the urban reserve area. There is no regular or all day service near the reserve area.

Bike: There are no bike facilities adjacent to or within the urban reserve area. SE Chase, SE 302nd Ave and SE Short Road are considered helpful connections and SE Lusted Road, SE Dodge Park Blvd

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and SE Orient Drive are considered bike with caution routes. The Springwater Corridor is just under a mile away.

Pedestrian: One small residential subdivision adjacent to the reserve area has sidewalks on both sides of the street in most the development. Otherwise there are no other sidewalks or trails near the urban reserve. The Springwater Corridor is just under a mile away.

Impacts to existing facilities that serve nearby areas already inside the UGB

Roadway: Roadways that serve nearby areas inside the UGB will not be impacted by the addition of the urban reserve, apart from the improvement of adjacent facilities to urban standards.

Transit: TriMet transit service will be expanded, see below for details.

Bike: There is one dedicated bike lane on SE Powell Valley Road that may see additional use when the portion of SE Lusted Road within the urban reserve is upgraded to urban standards that provides bike facilities, however there still will be a ½ mile gap between SE Powell Valley Road and the improved SE Lusted Road.

Pedestrian: No existing pedestrian facilities will be impacted by the addition of the urban reserve area. Given the development pattern of the adjacent subdivision with sidewalks there would be no increased pedestrian movement through the subdivision.

Need for new transportation facilities (see attached transportation map)

The portions of SE Lusted Road and SE 282nd Ave that border the reserve area will need to be improved to urban arterial standards. SE 282nd is considered to be a 1/2 street improvement as the property on the west side that is already within the UGB would be responsible for that portion of the roadway. SE Orient Drive would also be improved to urban arterial standards and SE Chase and SE 302nd Ave would be improved to urban collector standards.

Facility Type		
Arterials	Type	Cost (in millions)
	Existing/Improved	\$59.01
	Existing/Improved ½	\$10.97
Collectors	Type	Cost (in millions)
	Existing/Improved	\$42.88
Total		\$112.86

Provision of public transit service

To be completed by TriMet

Prior to land being included in the UGB a more detailed concept plan, consistent with the requirements of Metro's Urban Growth Management Functional Plan Title 11, will be required. This concept plan process will develop more refined public facility and service needs and cost estimates.

DRAFT**ESEE Analysis*****Comparative environmental, energy, economic and social consequences******Environmental***

There are four streams that flow west through the reserve area. In the north, two tributaries to Beaver Creek have forested riparian habitat areas along the majority of the stream corridors with some upland habitat area identified near the stream closest to Sam Barlow High School. Similarly Kelley Creek, which flows through the middle of the reserve area, is entirely within a forested riparian habitat corridor. The fourth small stream in the southern part of the reserve area flows into Johnson Creek which travels through Gresham and Portland to the Willamette River. This stream has a less riparian habitat when compared to the other three streams, flows through some agricultural lands and also appears to be piped in a few locations. No 100-yr floodplains are identified within the study area. There is one small National Wetland Inventory wetland of approximately $\frac{1}{4}$ acre, just south of SE Orient Drive along the Johnson Creek tributary. The proximity of flat, developable land adjacent to all four streams within the urban reserve area indicates potential impact from urbanization of this area, especially if a need for north south transportation connections is identified. The required protection level for streams, wetlands, and habitat areas within the UGB is higher and the presence of a significant existing riparian corridor along Kelley Creek and the northern tributaries may help reduce the potential impacts. Required restoration of degraded stream edges, including impacts due to adjacent agricultural activity, will increase the level of protection for the portion of the southern stream that flows through the active farmland. Overall urbanization of this urban reserve area will have a moderate to high impact on the stream corridors and habitat areas depending on needed transportation connections.

Energy, Economic & Social

The vast majority of the parcels in this fairly large urban reserve area are less than five acres in size and 78% have improvements, reflecting the numerous rural residences and some commercial uses focused mainly along the major roadways. It is expected that urbanization of the reserve area will result in new housing or employment uses replacing the existing rural residences or commercial uses. Of the three schools located in the urban reserve, the elementary and middle schools serve the rural area while the third, Sam Barlow High School serves the urban and rural area. Urbanization may enhance the opportunity for Sam Barlow High School to become more of a community focal point, while the elementary and middle schools may be negatively impacted as they are not sized to serve an urban population. At the same time, urbanization may provide the opportunity for these two smaller school facilities to be enhanced. As this area contains a high number of residences and is close to downtown Gresham, urbanization would be less of an impact on the rural way of life for the current residents compared to areas that are farther away from a center. The increased VMT from urbanization of the area would be significantly larger than current levels, although the direct access to the Gresham Regional Center, the Springwater Industrial area, Highway 26 and the Max Light Rail line may reduce the impact compared to other areas that have limited transportation connections to centers or employment areas. There are two main pockets of nursery activity, each

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approximately 150 acres in size. The loss of the economic impact from these agricultural uses may be considerable; however the potential economic impact of urbanization on these relatively flat lands will most likely outweigh this loss. There are some noteworthy existing stream buffers that traverse the area. The cost of protecting these well-established linear resources will be small in contrast to the potential economic impact of urbanizing the larger areas in between. Overall this urban reserve area has medium economic, social and energy consequences from urbanization.

Compatibility of proposed urban uses with nearby agricultural and forest activities occurring on farm and forest land outside the UGB (see attached resource land map)

There are three locations where farm and/or forest land is contiguous to the urban reserve area (see attached resource land map). The first location is a fairly extensive block of Exclusive Farm Use (EFU) zoned land that fronts SE 302nd Avenue for 2,500 feet between SE Lusted Road to just north of SE Jackson Road. This pocket of resource land is in agricultural production with the exception of a couple of rural residences. The proposed urban uses would not be compatible with these agricultural activities as 302nd Ave does not provide an adequate buffer between the two uses and issues related to safety, liability and vandalism and complaints due to noise, odor, dust and the use of pesticides and fertilizer could still occur. Mitigation measures could help reduce conflicts between urban uses inside the UGB and agricultural uses outside the UGB.

The second and third locations are EFU zoned land along Johnson Creek at the southern edge of the reserve area. There are two very small pockets (less than 10 acres each) of agricultural activities occurring on the land north of Johnson Creek. A portion of the western pocket is in the same ownership as agricultural land inside the reserve area that would be converted to urban uses once the land is added to the UGB. This small pocket may not be economically viable to continue in agricultural production. The vast majority of the agricultural activity occurs south of Johnson Creek and north of Highway 26 and will not be directly impacted by urban uses in the urban reserve area. Increased traffic along SE Stone Road will probably have some adverse affect, as SE Stone Road provides access to Highway 26. Thus the proposed urban uses are mostly compatible with the agricultural activities occurring on this farmland with the exception of the one small pocket north of Johnson Creek that will need to be buffered from the urban uses.

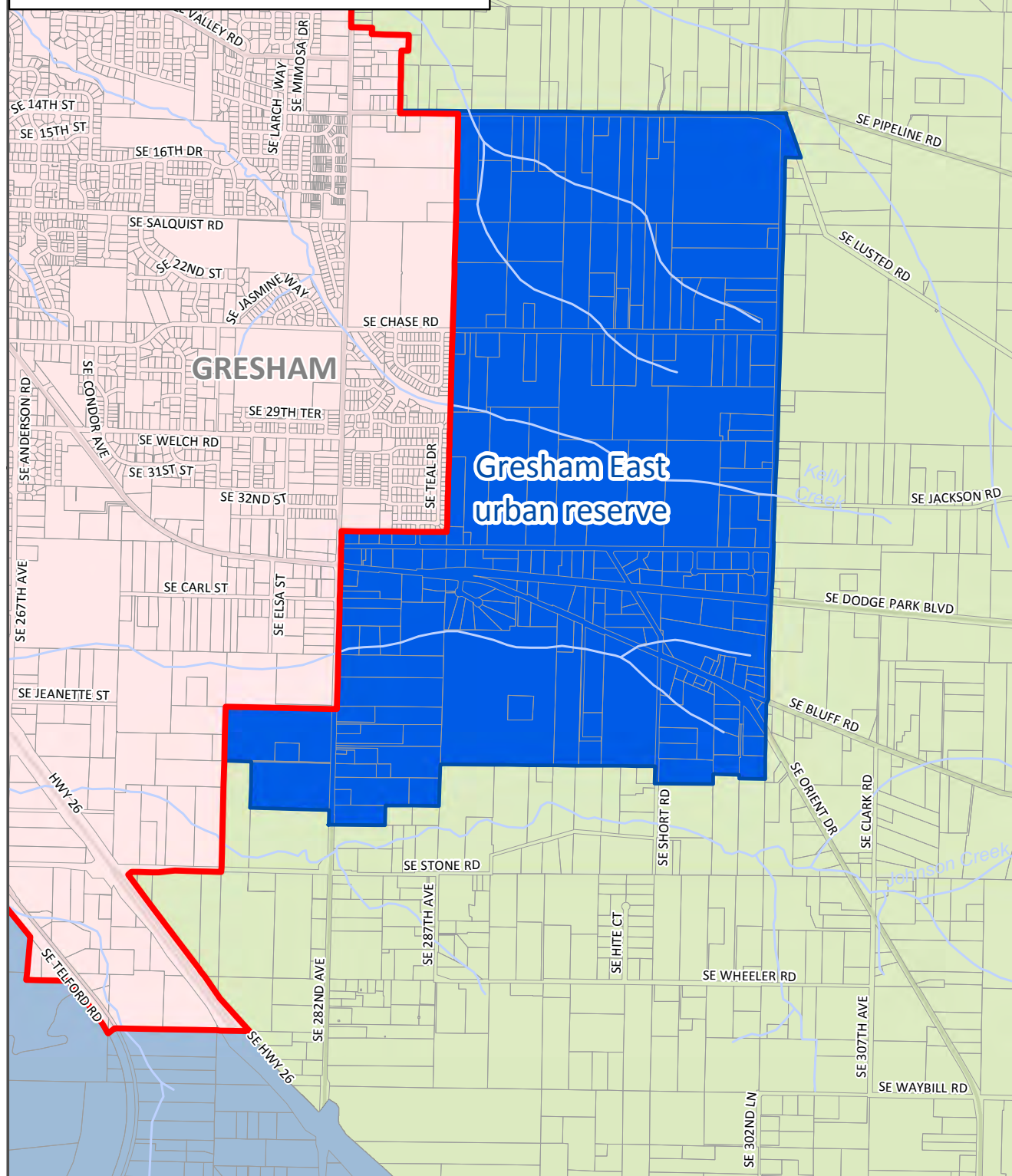
Overall the proposed urban uses are not compatible with the nearby agricultural and forest activities occurring on farm and forest land outside the UGB. As noted above mitigation measures will be necessary in these two locations.



Metro

**Preliminary Urban Growth Boundary
Alternatives Analysis
Gresham East**

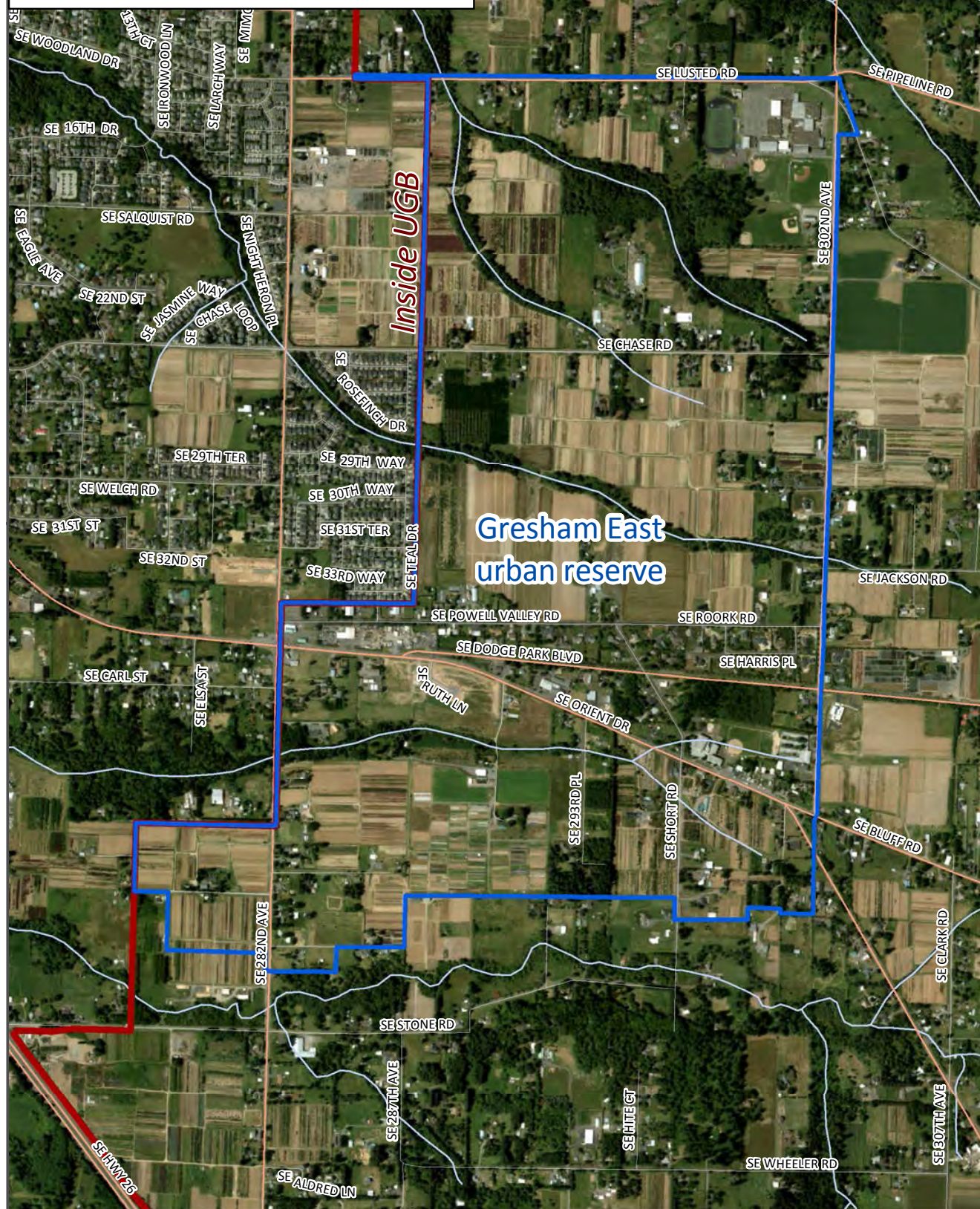
- Inside the Urban Growth Boundary
- Rural reserve
- Other urban reserve
- Stream routes



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**Preliminary Urban Growth Boundary
Alternatives Analysis
Gresham East**

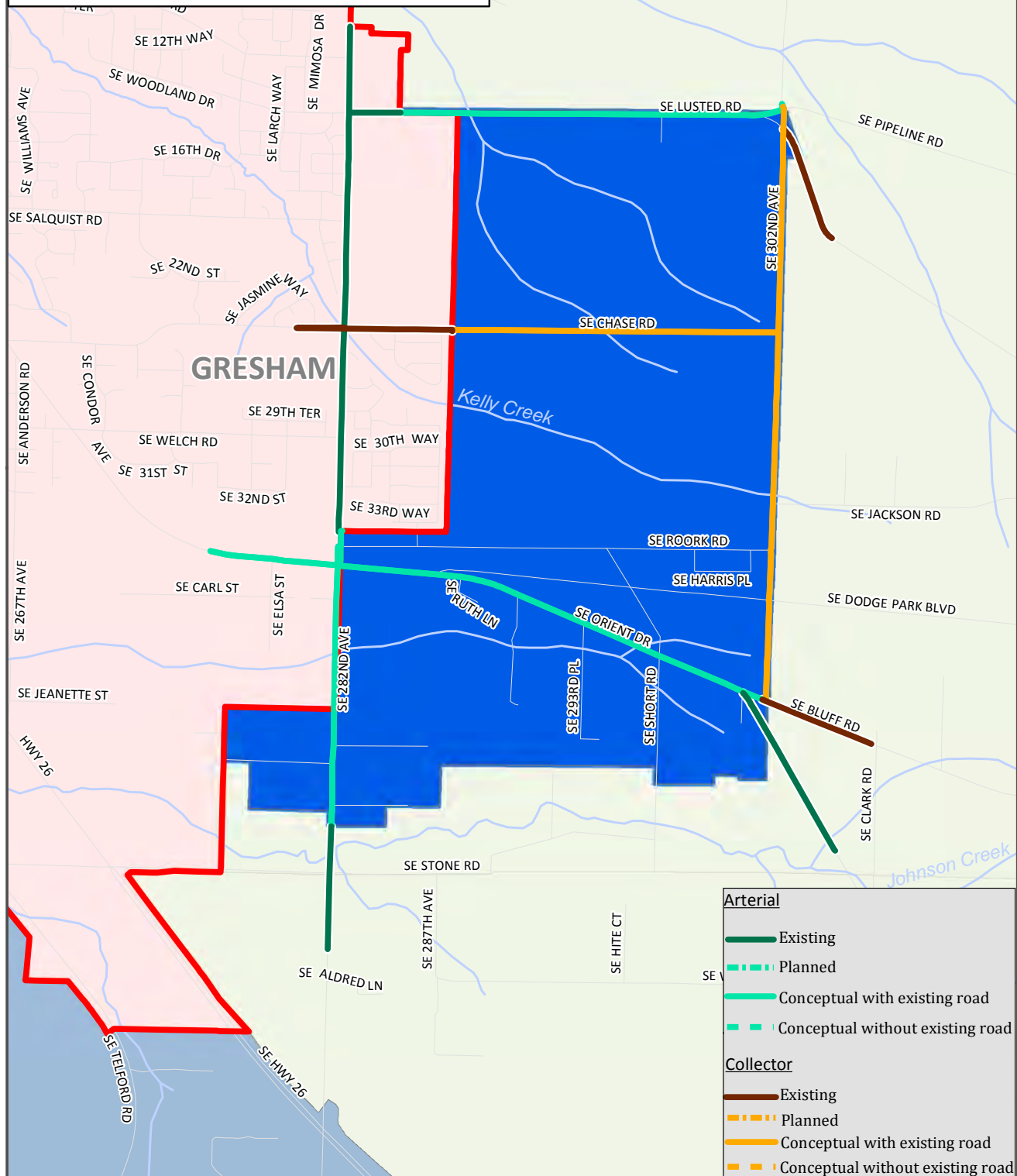


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Preliminary Urban Growth Boundary Transportation Analysis Gresham East

- Inside the Urban Growth Boundary
- Rural reserve
- Other urban reserve
- Stream routes



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Russell Griffin
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Tim Rosener
Kim Young

City Manager
Joseph Gall, ICMA-CM

Assistant City Manager
Tom Pessemier, ICMA-CM

May 11, 2018

Ms. Martha Bennett
Chief Operating Officer
Metro
600 NE Grand Ave
Portland, OR 97232

Re: Metro 2018 Urban Growth Management Decision, Withdrawal of
Letter of Interest

Dear Ms. Bennett,

As we have previously discussed, please accept this letter as our official withdrawal of our letter of interest for a 2018 UGB expansion. We will not be submitting a formal request at this time.

As you may be aware, the City has struggled with rapid growth over the past several decades and the Sherwood School District recently passed a \$247.5 million dollar bond measure to construct a new High School. The new school is anticipated to be open in the fall of 2020 and will initially accommodate 2,000 students. The core facilities are designed to accommodate 2,400 students but an additional bond would be needed to construct additional classroom facilities to accommodate an additional 400 students. Because the bond was just recently passed and the district's initial 10 year projections did not consider development in the urban reserve areas, the district was concerned about what an expansion would mean in the near future. As a result, the district formally requested that the City withdraw our letter of interest.

After two public hearings and a significant amount of testimony both for and against moving forward with a request to expand the UGB at this time, the City Council unanimously adopted the attached resolution. As you will see, the resolution directs me to officially withdraw our letter of interest. It is important, however, that the Metro Council understand that this is not Sherwood determining that there is not a need to expand the UGB or even that there is not a desire and support for development of the Sherwood West area. We are simply giving ourselves more time to move further into our update of our comprehensive plan, better understand and articulate the community's commitment to providing a

range of housing choice, and strengthen our partnerships with the school district.

We look forward to working with you and your staff over the next few years to better position Sherwood to efficiently and effectively expand the UGB into the Sherwood West urban reserve area and help us meet our long term housing needs. If you have any further questions about this withdrawal from the current process, please do not hesitate to contact me as always.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Gall', written over a horizontal line.

Joseph Gall, ICMA-CM
City Manager

CC: Metro Council

From: [Hella Betts](#)
To: citycouncil@sherwoodoregon.gov
Cc: [2040](#)
Subject: UGB/Sherwood, Oregon
Date: Tuesday, May 08, 2018 7:02:36 AM

TO: Sherwood City Council Members

In the May Sherwood Newsletter a statement was made that the City Council was not against growth, but better planning. Interesting - all around Sherwood West developers have already purchased land such as Sleigh bells on Chapman, land on Kruger with offers to most of the residents in the surrounding area. They have also determined what will be built. So how does this planning for very little "available" land help your new Advisory Committee ? The city and county still have the power to determine the methodology for accommodating change. But without the available land they just keep kicking the can down the road while traffic gets worse.

Sherwood's population is 18,194, there are 16,000 white and only 144 black & 1279 Latino.

Diversity and affordability does not seem to be a priority for this city council. a diverse population makes a community rich and strong, which is lacking in this school district.

Also, we now have a school with no planned infrastructure, which was not part of the 2015 plan so traffic will be totally confusing, and lunch hour for those who drive will take their chances crossing 99W.

In my opinion the school district has undermined this whole process and found a confused city council to vote "NO" to UGB once the school possessed the land.

There is a tremendous support for growth and change.

Thank you,

Hella Betts, 503 970-4484

19945 SW Kruger Rd., Sherwood,OR



April 27, 2018

Martha Bennett
Chief Operating Officer
Metro
600 Grand Avenue
Portland, Oregon 97232

Re: Inclusion of the Cooper Mountain Reserve in the Urban Growth Boundary for the
City of Beaverton

Dear Ms. Bennett:

My family owns approximately 9.8 acres of farm-deferred land at the following address: 17477 SW Siler Ridge Lane, Beaverton, OR 97007. The property has been managed for the purpose of producing timothy and grass hay for local horse farms for over thirty years. The property is located in the east side of SW 175th Ave within the current Cooper Mountain Urban Reserve. We strongly and fully support inclusion of our property into the Urban Growth Boundary (UGB). The natural progression of high density development over the course of the past twenty years within a mile radius of our property, to include the new construction of Mountainside High School for the Beaverton School District makes our property along with all others in the Cooper Mountain Urban Reserve the best and highest priority candidates for inclusion into the UGB.

Responsible expansion of the UGB along pre-existing high density developments within the city limits of Beaverton is the most responsible method by which city planners can meet the growing demands of equitable housing and job-creating commercial development projects while also preventing unwanted urban sprawl into regions of land that support agriculture and overall environmental health. **Please include the Cooper Mountain Reserve Area into the next phase of expansion of the UGB.** it is the most responsible method by which city officials can meet the growing urban demands of the city Beaverton, while also preventing unmitigated urban sprawl into sensitive land areas best designed to preserve the agricultural and environmental needs of the State of Oregon and its many municipalities. With respect to inclusion of the Cooper Mountain Urban Reserve in the UGB, we note and strongly promote the following favorable characteristics:

- Land owners of the vast majority of the acreage in the Cooper Mountain Urban Reserve support inclusion of their properties in the UGB to allow development of new neighborhoods, housing stock, and business nodes to meet the increased population needs of the expanding Beaverton communities.

- The Cooper Mountain Urban Reserve contains prime acreage that is ready for higher density development in close proximity to pre-existing large populations of housing and commercial properties. Utilities to serve the development areas are already in place and the City of Beaverton has already begun planning to provide services to these locations of interest.
- The Cooper Mountain Urban Reserve serves as an important link to the expansion of public mass transit and alternate modes of transportation (bike, walking, etc.) among the Tigard-Beaverton-Hillsboro Transit Corridor. The acreage also links the North Cooper Mountain and South Cooper Mountain areas within the UGB, further enabling utility service expansion and a tax base support for housing and commercial development that meets affordable dwelling and job needs for the City of Beaverton.
- The Cooper Mountain Urban Reserve already contains park systems that are funded by Metro, and will support a stronger tax base for their management and utilization.
- The Cooper Mountain Urban Reserve inclusion into the UGB will enable the City of Beaverton to execute well organized commercial and residential development and transportation expansion into Hillsboro and Tigard without disrupting land dedicated for farming, agriculture, and environmental protection.
- Inclusion of the Cooper Mountain Urban Reserve into the UGB now will enable commercial and residential expansion for the City of Beaverton within the next five years and coincides with the development of the South Cooper Mountain development area.
- The Garyfallou property at 17477 SW Siler Ridge Lane, Beaverton, OR 97007 (within the Cooper Mountain Urban Reserve) currently has key utilities at its boundaries: electrical power, natural gas, potable water, sewer services, fiber optic connections, and telephone.
- The Garyfallou property at 17477 SW Siler Ridge Lane, Beaverton, OR 97007 (within the Cooper Mountain Urban Reserve) is adjacent to SW 175th Avenue and has road access through SW Siler Ridge Lane.
- The Garyfallou property at 17477 SW Siler Ridge Lane, Beaverton, OR 97007 (within the Cooper Mountain Urban Reserve) has slope and elevation opportunities that support both higher density housing and commercial development.

My family greatly thanks you and your staff for consideration of including the Cooper Mountain Urban Reserve in the next phase of UGB expansion. There is contact information below should you have any questions, concerns, or comments regarding any topics relevant to the inclusion of the Cooper Mountain Urban Reserve and the Garyfallou property within the UGB.

Very Respectfully,



Vasilios (Bill) Thomas Garyfallou

Contact Information:

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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 share dthatshared 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,



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

 600 NE Grand Ave.
 Portland, OR 97232-2736

Metro Policy Advisory Committee (MPAC)

agenda

Wednesday, April 25, 2018	5:00 PM	Metro Regional Center, Council chamber
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1. **Call To Order, Introductions, Chair Communications (5:00 PM)**
 2. **Public Communication on Agenda Items (5:05 PM)**
 3. **Council Update (5:10 PM)**
 4. **MPAC Member Communication (5:15 PM)**
 5. **Consent Agenda (5:20 PM)**
 - 5.1 Clackamas County MTAC Nomination [COM](#)
[18-0125](#)

Attachments: [Clackamas County MTAC Nomination](#)
 - 5.2 Consideration of April 11, 2018 Minutes [18-5009](#)

Attachments: [April 11, 2018 Minutes](#)
 6. **Information/Discussion Items**
 - 6.1 2018 Urban Growth Management Decision: Trends in
How Businesses Use Space and Select Locations (5:20 PM) [COM](#)
[18-0123](#)

Presenter(s): Alisa Pyszka, Leland Consulting
Patricia Raicht, Jones Lang LaSalle
Ann Burnum, Autodesk
Kirk Olsen, Trammel Crow Company
Karrie Bartel Christensen, Providence St. Joseph

Attachments: [MPAC Worksheet](#)
 - 6.3 2018 RTP: Draft Regional Transportation Safety Strategy [COM](#)
(6:10 PM) [18-0122](#)

Presenter(s): Lake McTighe, Metro
Attachments: [MPAC Worksheet](#)
[Memo: 2018 RTP: Draft Regional Transportation Safety Strategy](#)
[Draft Regional Transportation Safety Strategy](#)
[2018 State of Safety Report](#)
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**Metro Policy Advisory
Committee (MPAC)****Agenda****April 25, 2018**

6.2 2018 RTP: Draft Regional Freight Strategy (6:40 PM)

[COM](#)
[18-0121](#)

Presenter(s): Tim Collins, Metro

Attachments: [MPAC Worksheet](#)[Memo](#)[Draft Regional Freight Strategy](#)[Regional Freight Concept](#)[Regional Freight Network Map with Inserts](#)**7. Adjourn (7:00 PM)**

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ការការពារសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានកម្មបាល្លឹងរើសអើងសូមចូលទស្សនាក្រសួង www.oregonmetro.gov/civilrights។

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600 NE Grand Ave.
Portland, OR 97232-2736
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2018 MPAC Work Program

as of 4/18/2018

Items in italics are tentative

<p><u>Wednesday, April 25, 2018</u></p> <ul style="list-style-type: none"> • Employment Trends: Changes in How and Where People Work – Information/Discussion (panel TBD; 50 min) • Draft Freight Strategy – Information/Discussion (Tim Collins, Metro; 20 min) • Draft Safety Strategy – Information/Discussion (Lake McTighe, Metro; 30 min) 	<p><u>Wednesday, May 9, 2018</u></p> <ul style="list-style-type: none"> • Food Scraps Policy Update – Information/Discussion (Jennifer Erickson, Metro; 20 min) • Regional Transit Strategy – Information/Discussion (Jamie Snook, Metro; 45 min) • Draft RTX Policies and Strategies – Information/Discussion (Eliot Rose, Metro; 40 min) <p><u>May 8 – 10: JPACT Trip to Washington, D.C.</u></p>
<p><u>Wednesday, May 23, 2018</u></p> <ul style="list-style-type: none"> • Regional Housing Measure: Draft Measure and Programs – Information/Discussion (TBD; 60 min) • Draft RTP (Focus on Policies and Implementation)– Information/Discussion (Ellis; 45 min) 	<p><u>Wednesday, June 13, 2018</u></p> <ul style="list-style-type: none"> • City Proposals for UGB Expansions – 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 – 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) • <i>Hold for Tonnage Allocations (Molly Vogt, Metro; 45 min)</i>
<p><u>Wednesday, July 25, 2018</u></p> <ul style="list-style-type: none"> • Merits of City Proposals for UGB Expansions – Information/Discussion (TBD; 60 min) 	<p><u>Wednesday, August 8, 2018</u></p>

<u>Wednesday, August 22, 2018</u>	<u>Wednesday, September 12, 2018</u> <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)
<u>Wednesday, September 26, 2018</u> <ul style="list-style-type: none"> • Introduce and Discuss MTAC Recommendation on 2018 RTP and Strategies for Freight, Transit, and Safety (Ellis; 90 min) <p><u>September 27-29:</u> League of Oregon Cities Annual Conference, Eugene, OR</p>	<u>Wednesday, October 10, 2018</u> <ul style="list-style-type: none"> • MPAC Recommendation to Metro Council on Adoption of 2018 RTP and Strategies for Freight, Transit, and Safety (Ellis; 60 min)
<u>Wednesday, October 24, 2018</u>	<u>Wednesday, November 14, 2018</u> <p><u>November 13-15:</u> Association of Oregon Counties Annual Conference, Eugene, OR</p>
<u>Wednesday, November 28, 2018</u>	<u>Wednesday, December 12, 2018</u> <ul style="list-style-type: none"> • MPAC Year in Review (TBD; 10 min)
<u>Wednesday, December 26, 2018</u> – cancelled	



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes

April 11, 2018

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Emerald Bogue
Steve Callaway
Sam Chase
Denny Doyle (*Chair*)
Chloe Eudaly
Amanda Fritz
Mark Gamba
Linda Glover
Jeff Gudman
Kathryn Harrington
Jerry Hinton
Gordon Hovies
Nathan Phelan
Craig Prosser
Martha Schrader
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 Portland
City of Milwaukie, Other Cities in Clackamas County
City of Vancouver
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
Peninsula Drainage District #1, Special Districts in Multnomah County
TriMet
Clackamas County
Hillsboro School District Board of Directors, Governing Body of a School District

ALTERNATES PRESENT

Gretchen Buehner
Carrie McLaren
Brenda Perry

AFFILIATION

City of King City, Other Cities in Washington County
Oregon Department of Land Conservation and Development
City of West Linn, Other Cities Clackamas County

MEMBERS EXCUSED

Ed Gronke
Don Trotter

AFFILIATION

Citizen of Clackamas County
Clackamas County Fire District #1, Special Districts in Clackamas County

OTHERS PRESENT: Adam Barber, Laura Weigel, Kari Schlosshauer, Anna Slatinsky, Jennifer Hughes, Emily Klepper, Jennifer Donnelly, Chris Deffebach, Richard Swift

STAFF: Nellie Papsdorf, Ernest Hayes, Miranda Mishan, Megan Gibb, Alison Kean, Andy Shaw, Jes Larson, Craig Beebe, Ramona Perrault, Jamie Snook

1. CALL TO ORDER, SELF INTRODUCTIONS, CHAIR COMMUNICATIONS

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

2. PUBLIC COMMUNICATIONS

Kari Lyons, Welcome Home Coalition: Ms. Lyons discussed the importance of placing houseless people in affordable homes. She emphasized that the regional housing bond could bring in up to \$1 billion, and asked staff to work towards bringing in this amount. Ms. Lyons asked MPAC members to support the bond.

Diane Linn, Proud Ground: Ms. Linn emphasized the need for housing stability and the importance of focusing on housing families. She noted that they were in support of comprehensive plans in the regional bond and were supporting the Welcome Home Coalition and communities of color.

Kari Schlosshauer and Mary Kyle McCurdy, Getting There Together Coalition: Ms. Schlosshauer and Ms. Kyle McCurdy expressed support for the Welcome Home Coalition. They advised that MPAC continue to work on mitigating displacement, and ensure that communities of color were prioritized. Ms. Schlosshauer and Ms. Kyle McCurdy conveyed the need to integrate the housing bond measure with the transportation investment bond.

Jenny Lee, Coalition of Communities of Color: Ms. Lee advocated for homeownership, and noted that homeownership should become a value and a goal in the housing bond. She explained that it was a powerful opportunity for low income families to raise their children, create intergenerational wealth and address ongoing discrimination within homeownership.

3. COUNCIL UPDATE

Councilor Kathryn Harrington recounted the work being done by the Regional Investment Stakeholder Taskforce. She discussed the recent event to commemorate the assassination of Reverend Dr. Martin Luther King, Jr. and highlighted the collaboration of faith, union and government leaders to celebrate Dr. King Jr.'s life.

Councilor Harrington highlighted construction and improvements at Oxbow Regional Park. She explained that there would be the addition of a 2600 sq. ft. welcome center for the parks team as well as materials to create a welcoming experience for visitors. Councilor Harrington conveyed that there would be an additional seventeen campsites added and an accessible playground. She added that this was happening as a result of voter approved investments.

4. MPAC MEMBER COMMUNICATION

Commissioner Amanda Fritz provided a summary of the affordable housing work and the growth of affordable housing units in the City of Portland.

Commissioner Martha Schrader discussed the letter from Clackamas County to MPAC regarding the housing bond that was distributed to MPAC members at the meeting. She shared some of the development of affordable housing in Clackamas County and highlighted some of the county's specific needs. Commissioner Schrader emphasized the need to frame need in terms of poverty.

5. CONSENT AGENDA

5.1 Consideration of March 14, 2018 Minutes

Commissioner Fritz asked that she be marked as present in the minutes.

MOTION: Councilor Gudman moved and Mayor Steve Callaway seconded to adopt the consent agenda with the changes to the minutes.

ACTION: With all in favor, the motion passed.

6. INFORMATION/DISCUSSION ITEMS

6.1 Regional Housing Measure Update

Chair Doyle reminded MPAC members that finding an affordable home was one of the most pressing challenges facing the region, particularly those with very limited incomes. He explained that Metro was working with public and private partners to develop a recommended ballot measure proposal to create and protect affordable homes throughout the region.

Chair Doyle shared that Metro staff last presented the work plan for this effort to MPAC on February 14th, and at they were returning for an update and a discussion of what was to come. He introduced Mr. Andy Shaw, and Ms. Jes Larson, Metro staff.

Key elements of the presentation included:

Mr. Shaw provided a broad overview of the housing bond framework. Ms. Larson shared an update on the housing measure engagement timeline, and explained that they were working towards the draft framework and the steps they were taking to work on the draft framework with various jurisdictions and stakeholders.

Ms. Larson shared what they expected to be covered in the measure framework, including the scope, eligible program activities, outcomes, accountability, next steps and racial equity. She explained some of the discussions that were being had by the advisory tables, and the broader goals of each group.

Ms. Larson highlighted the community values that were guiding the stakeholder tables and the feedback they had heard from community members throughout the process so far. She noted the emphasis on furthering racial equity in the measure.

Ms. Larson recalled that the work of advancing racial equity would show up in the targeted communities, and that preventing displacement was necessary. She recounted the preliminary scenarios of the housing bond and the potential outcomes. Ms. Larson explained the research on partner capacity, racial equity and public opinion and some of the strategies they were using including contracting with community groups and polling. She noted that voter interest in the bond was significant.

Ms. Larson highlighted the next steps, specifically the community engagement that was coming up. She highlighted that the draft framework would come to MPAC on May 9.

Member discussion included:

- Commissioner Eudaly discussed eligible program activities, and asked if there was conversation about home ownership opportunities for low-income communities. She remarked that 66% of people polled supported a fifty cent tax increase.
- Ms. Larson shared that general obligation bonds were required to be used on things owned and operated by the public and under the current constitution home ownership was not eligible for funding with the bond. She noted that with the addition of the constitutional amendment, home ownership could be funded.
- Commissioner Eudaly asked how that would line up with the amendment process. Mr. Shaw shared that the bond and the constitutional amendment would be on the ballot together. He added that there could be opportunities for home ownership if the constitution was amended.
- Commissioner Schrader asked if Mr. Shaw could repeat the list of community partners. Mr. Shaw listed the groups, and explained that they were selected because they proposed doing outreach in all areas of the region.
- Councilor Jerry Hinton asked if they were thinking about the bond as \$50 million. Ms. Larson clarified that they were thinking about \$500 million. Councilor Hinton asked about the number of units that could be generated from the bond. Ms. Larson explained that the modeling was still underway and the constitutional amendment would have a significant impact on the number of units built. Mr. Shaw recalled that they were hesitant to make estimates because the technical table was still modeling the potential number of units.
- Councilor Hinton asked if the polling was done just for homeowners or the public at large. Mr. Shaw confirmed that it included both renters and

homeowners. Councilor Hinton shared that he would like to focus on slum and blight in terms of acquisition.

- Councilor Gretchen Buehner raised concerns about the elderly population, and emphasized the need to pass the constitutional amendment. Mr. Shaw reminded MPAC that Metro staff was not able advocate for the constitutional amendment, but that elected officials were able.
- Commissioner Fritz highlighted the importance of looking at acquisition over construction, because they could provide safeguards for at-risk tenants. She shared the City of Portland's plan for low income housing, and expressed hope that MPAC and Metro staff were thinking about not only the physical structures of homes but how people are successful in housing.
- Commissioner Eudaly shared that the region was seeing a slow down in unit costs which was an indicator that a shallow recession was impending. She asked if Metro was consulting economists. Mr. Shaw explained that they had not yet done the shorter term forecasting necessary to understand the impacts of a recession.
- Mayor Callaway conveyed that the public had to know the details of the bond, and the returns of the tax needed to be made clear. He emphasized the need to think about flexibility and how needs could be met in all communities. Mayor Callaway highlighted the importance of wealth building in communities of color, and the need to invest in these communities and neighborhoods.
- Mayor Mark Gamba noted that the changes made by a half a billion dollar housing bond would not be visible to most people, and that doubling that amount should be explored in the next set of polls. He discussed the importance of serving homeless families by focusing on units with more bedrooms.

6.2 Trends behind the Regional Population Forecast: Migration and Demographic Change

Chair Doyle explained that one of MPAC's primary responsibilities was to provide policy advice to the Metro Council as they planned for regional population and employment growth. He noted that in September they would be asked to provide the Metro Council with advice on the 2018 Urban Growth Management decision.

Chair Doyle expressed that the following presentation would recount the factors that were influencing population and employment growth in the region and nationwide. He introduced the panelists, Ms. Sheila Martin, from the PSU Institute of Portland Metropolitan Studies, Mr. Tom Potiowsky, PSU Northwest Economic Research Center, Mr. Bill Reid, PNW Economics, and the panel moderator, Mr. Craig Beebe, Metro.

Chair Doyle asked Ms. Megan Gibb to provide some context regarding the growth management decision process. Ms. Gibb shared that Metro relied on employment

and population forecasts to make Urban Growth Management decisions. She added that the full report on demographic trends would be published in the Urban Growth Report.

Key elements of the presentation included:

Mr. Beebe explained that one of the findings of the forecast was that the Metro region had rebounded from the great recession. He asked what lessons were learned from the recession and which were most relevant at the regional level.

Mr. Potiowsky explained that one of the lessons learned was that in economic crises the government had to step in. He proposed that the government could step in to get people back into the labor force.

Ms. Martin shared that household formation slowed down in the recession, and building was at a standstill, but as the recession ended demand for housing increased as people were able to form households and the region could not accommodate this demand. She remarked that they could have done land banking to house people and provide incentives for builders to build houses and mitigate lack of investment in order to even out the house-building cycle.

Mr. Reid explained that the recovery of the recession was not started with a lot of land for single family homes that were ready for building, and there was not a lot of capacity when the economy moved and migration to the region increased.

Mr. Beebe asked what the largest sources of uncertainty on the economy were.

Mr. Reid conveyed that the biggest uncertainty was to do with the fact that they were at an unprecedented level of buildable land, and the biggest risk moving forward was the unavailability of cities and counties for meeting resident's needs.

Mr. Potiowsky spoke to the changing federal trade policies that were putting tariffs on trade, and expressed concern about a trade war, and that products from Oregon to China would be impacted. He acknowledged that demand could increase and supply would not be able to keep up, leading to higher inflation which would increase land prices.

Ms. Martin conveyed that they did not know how major industries might change the business models to deal with constraints. She added that the region had an aging population but did not have the resources to serve the aging population model moving forward. Ms. Martin added that health care might change its service model to deal with the needs of the population without building many more hospitals.

Mr. Beebe asked if there were concerns about the widening income gap, and if the panelists had any ideas about mitigating the negative impacts of the increasing gap.

Mr. Potiowsky cautioned against regional policy for income redistribution, and suggested that such a situation might cause social unrest.

Ms. Martin explained that as more communities of color came to the region there was a need to be more inclusive and that employers needed to move away from the idea that employees needed to “fit the culture” of the company. She conveyed that this would prevent inclusivity. Ms. Martin noted that opportunities were opened up by a tight labor market, and employers had to be willing to invest in training to ensure that people were productive and had a good job experience.

Mr. Beebe asked if the region was experiencing typical changes.

Mr. Reid acknowledged that a lot of what was happening in the region was happening in other areas.

Mr. Beebe asked panelists to recount some of the reasons that people were moving to the region and asked if the demographics were changing.

Mr. Potiowsky explained that when an area reached full employment, the economy slowed down. He added that it was difficult to say if the region was changing because it was at full employment or if it was becoming a more expensive place to live.

Mr. Reid added that in the last six months there had been research that showed that millennial home buying had only started in the last year. He explained that housing ownership options for millennial’s would be critical moving forward.

Ms. Martin expressed the importance of continuing to explore providing a variety of different ways for people to get into housing. She highlighted the importance of making denser living easier, and noted that densifying would protect farms and forests. Ms. Martin cautioned that this could cause the region to become an enclave for the rich.

Mr. Beebe asked if the region was preparing for changes in housing preferences.

Mr. Reid shared that data on home buying preferences was consistent with rental preferences. He recounted that people wanted to be able to live in an urban environment, and that it was necessary to deliver affordable homes with desired qualities.

Ms. Martin remarked that people were returning to central cities because they had become safer, and that this had encouraged people to stay in cities. She emphasized the need to invest in central cities so that they were desirable places to live.

Mr. Potiowsky conveyed that millenials were a demographic cohort that was putting off traditional expenditures and not buying homes. He shared that desirable neighborhoods may be too expensive and the pressure would come to the suburbs which would have impacts on the UGB and transit issues.

Member discussion included:

- Mayor Gamba asked if there had been work done to show wages compared to housing costs on the basis of generations. Ms. Martin shared that low-income renters were often the most cost burdened. Mayor Gamba suggested that they were not thinking about the magnitude of the differences in wages over generations. Ms. Martin noted that this work could be done.
- Mayor Gamba asked about how automation would affect the work force. Mr. Reid suggested that the notion that automated technology would soon be a part of everyday life was exaggerated and speculative.
- Mr. Potiowsky remarked that technology opened up new jobs but the problem was workers transitioning into these new jobs that incorporated new technologies.
- Ms. Martin emphasized the importance of life-long learning as a key to resiliency. She conveyed that policies that resisted changes could work against the population.
- Councilor Buehner asked how the population growth ratio was changing. Mr. Potiowsky explained that Washington, Clackamas and Clark County were going to grow soon. Ms. Martin added that migrants to the region came from a wide variety of areas.
- Councilor Buehner asked if there would be an influx of migrants from Appalachia like in the early twentieth century. Ms. Martin explained that the jobs that were growing in the region would not likely attract the kinds of workers that might migrate from Appalachia.
- Mr. Mark Watson asked Mr. Potiowsky about his views given on the housing bond given his cautions against redistributive policies. Mr. Potiowsky explained that he favored the housing bond because there was a need to provide housing. He expressed support for the public sector providing goods when there was demand.
- Councilor Gudman noted that on the topic of generations, the biggest difference for millennial's was education debt. He asked what the ideal densification number was for the seven county areas. Councilor Harrington expressed that studies showed that high density was possible, and design was of high importance. Mr. Potiowsky agreed and explained that design could make an area livable or not.

7. ADJOURN

MPAC Chair Doyle adjourned the meeting at 7:02 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 11, 2018

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
4.0	Handout	4/10/18	Letter from Clackamas County Board on the Housing Bond	041118m-01
6.1	Handout	3/13/18	Regional Housing Measure Framework: Advisory tables	041118m-02
6.1	Presentation	4/11/18	Regional Housing Measure: Update PowerPoint	041118m-03

MPAC Worksheet

Agenda Item Title: 2018 Urban Growth Management Decision: trends in how businesses use space and select locations

Presenter: Moderator: Alisa Pyszka, Principal, Leland Consulting
 Panelists: TBD – likely to include private sector representatives from the development, professional services, warehousing and distribution, and healthcare sectors

Contact for this worksheet/presentation: Ted Reid, Metro Planning and Development

Purpose/Objective

Help prepare MPAC for its September recommendation to the Metro Council on its 2018 urban growth management decision.

Action Requested/Outcome

No action at this time. The desired outcome of this discussion is that MPAC becomes more familiar with the trends influencing how businesses use space and select locations.

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

MPAC last discussed employment trends during the 2015 urban growth management decision.

Over time, there have been significant changes in how businesses use space and choose locations. Those changes are attributable to a number of factors, including:

- Changes in the types of jobs that are prevalent
- The automation of manufacturing
- Shifts towards a knowledge-based economy and the need for collaborative work environments
- The emergence of e-commerce and the desire for quick deliveries
- Demand for urban amenities (to attract and retain an educated workforce)
- Increased real estate prices in in-demand locations
- The availability of development-ready sites
- The need to be located close to customers (or patients, in the case of healthcare)
- The emergence of the “gig economy”
- Transportation considerations

This moderated panel discussion will provide MPAC with an opportunity to learn more about these trends and their implications for land use and transportation planning and economic development. Panelists will be representative of the fastest growing employment sectors. There will also be time allotted for MPAC members to ask questions of the panel.

What packet material do you plan to include?

None

Materials following this page were distributed at the meeting.



National Employment and CRE Trends



Topics



- * US employment trends/Portland employment trends
- * Changes in how firms use office space
- * Emergence of e-commerce and impact on industrial space
- * Firm considerations when choosing to relocate
- * Co-working/The gig economy



*US employment trends/
Portland employment trends*

US employment trends



1

US economy is in it's 100 month of expansion

- Longest expansion was 120 months during the 1990's – still room to run

2

Knowledge-intensive and skilled industries driving job growth

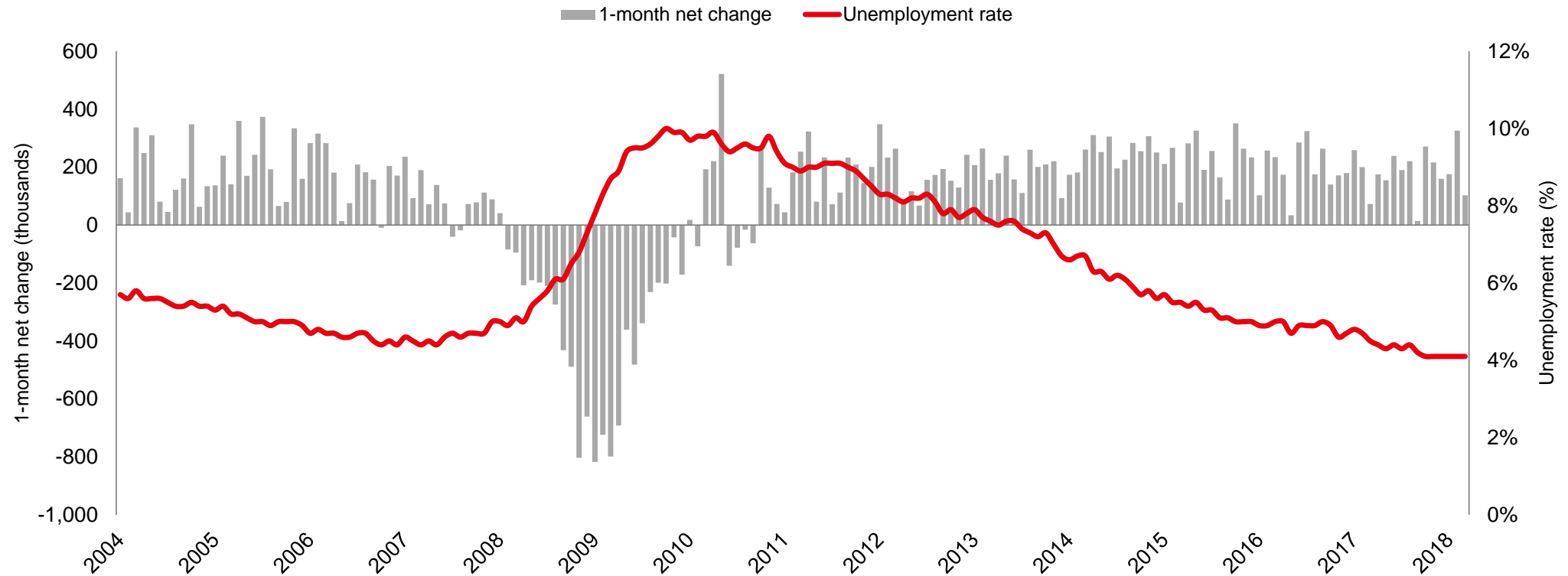
- These skilled jobs have contributed 48% of job growth while they only comprise 37% of jobs

3

Labor shortages are problematic and could impact economic growth

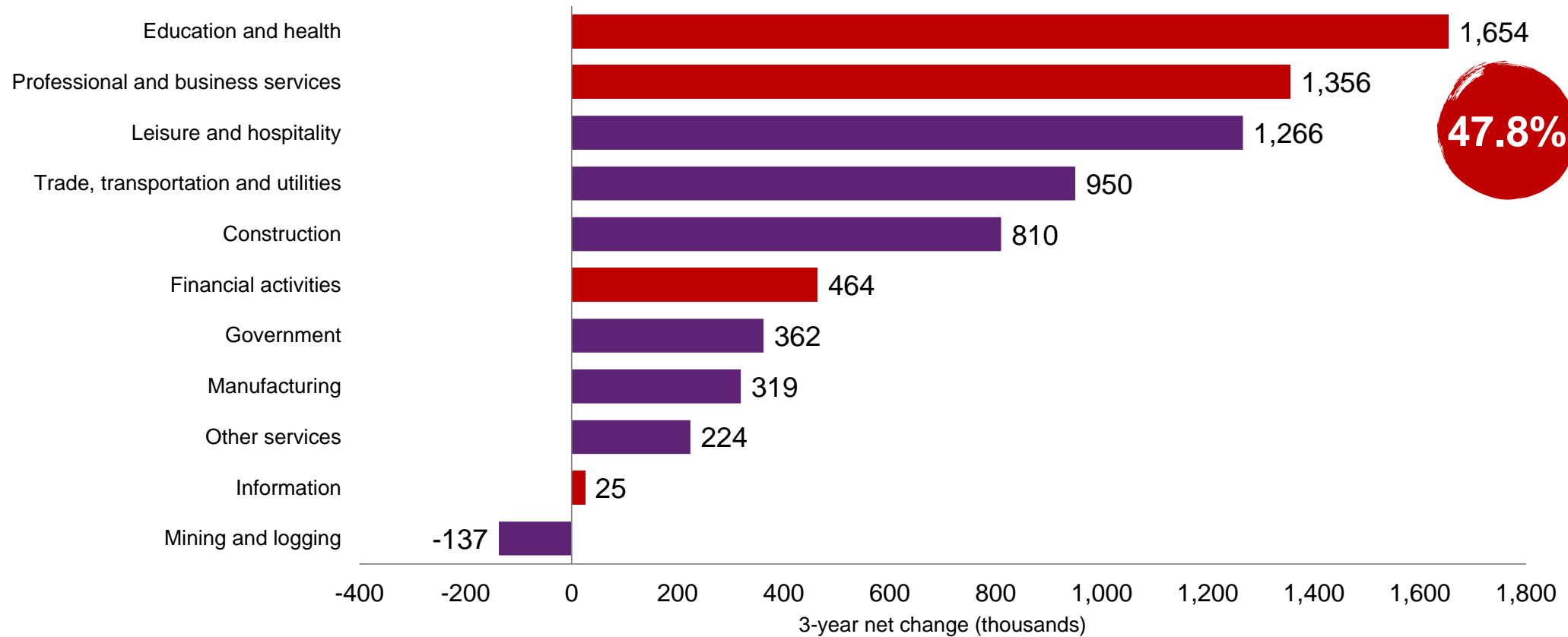
- Structural issues as well as geographic issues are to blame

US employment has been expanding for 100+ months



Source: JLL Research, Bureau of Labor Statistics

Skilled sectors lead job growth in US (3 years)



Portland metro employment



1

Portland economy is booming and job growth has been sustained

- Job growth in 2017 was 8th fastest in US
- Job growth from 2013-2016 was 4th fastest in US

2

Job growth has been concentrated in professional and technical jobs

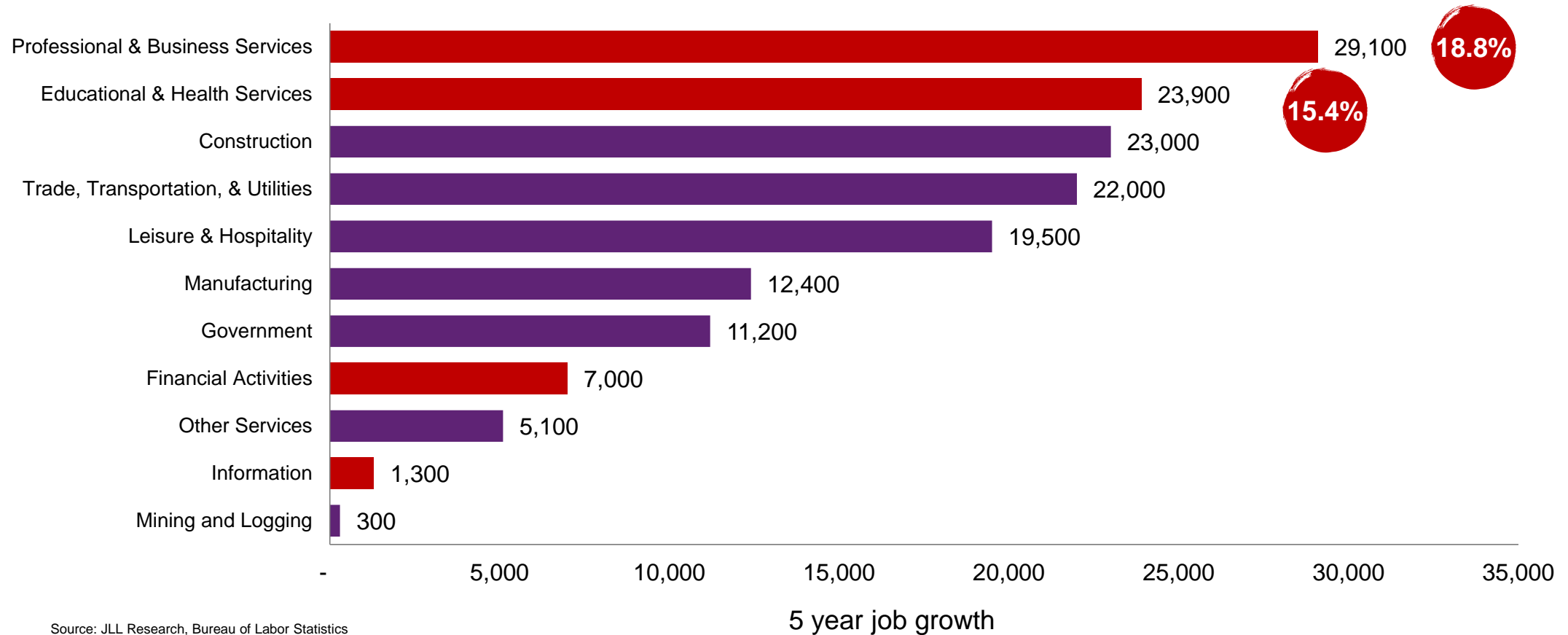
- Professional and technical jobs have grown by 39% over past 10 years
- STEM jobs have grown even faster – 43% twice as fast as all others combined

3

Sectors that have contributed most to job gains

- Professional & Business Services have grown by 18.8%
- Education and Health Services have grown by 15.4%

Portland job growth driven by PBS and Ed & Med





Changes in how firms use office space

Changes in how firms and workers use office space








1. Private offices are getting **smaller** and shifting to **interior** locations.
2. Cubicles are getting **smaller** and/or are being replaced by **benches**.
3. Greater transparency (**glass**) are standard for enclosed rooms.
4. Panel heights for cubicles are being lowered to **42"** or less.
5. **Greater variety in meeting room sizes** including more compact rooms.
6. **More technology** is being incorporated into meeting rooms.
7. Hospitality style **common areas** are being introduced.
8. Building design is **adapting** to tenant preferences for smaller floorplates, greater access to natural light and integration of alternative building materials.



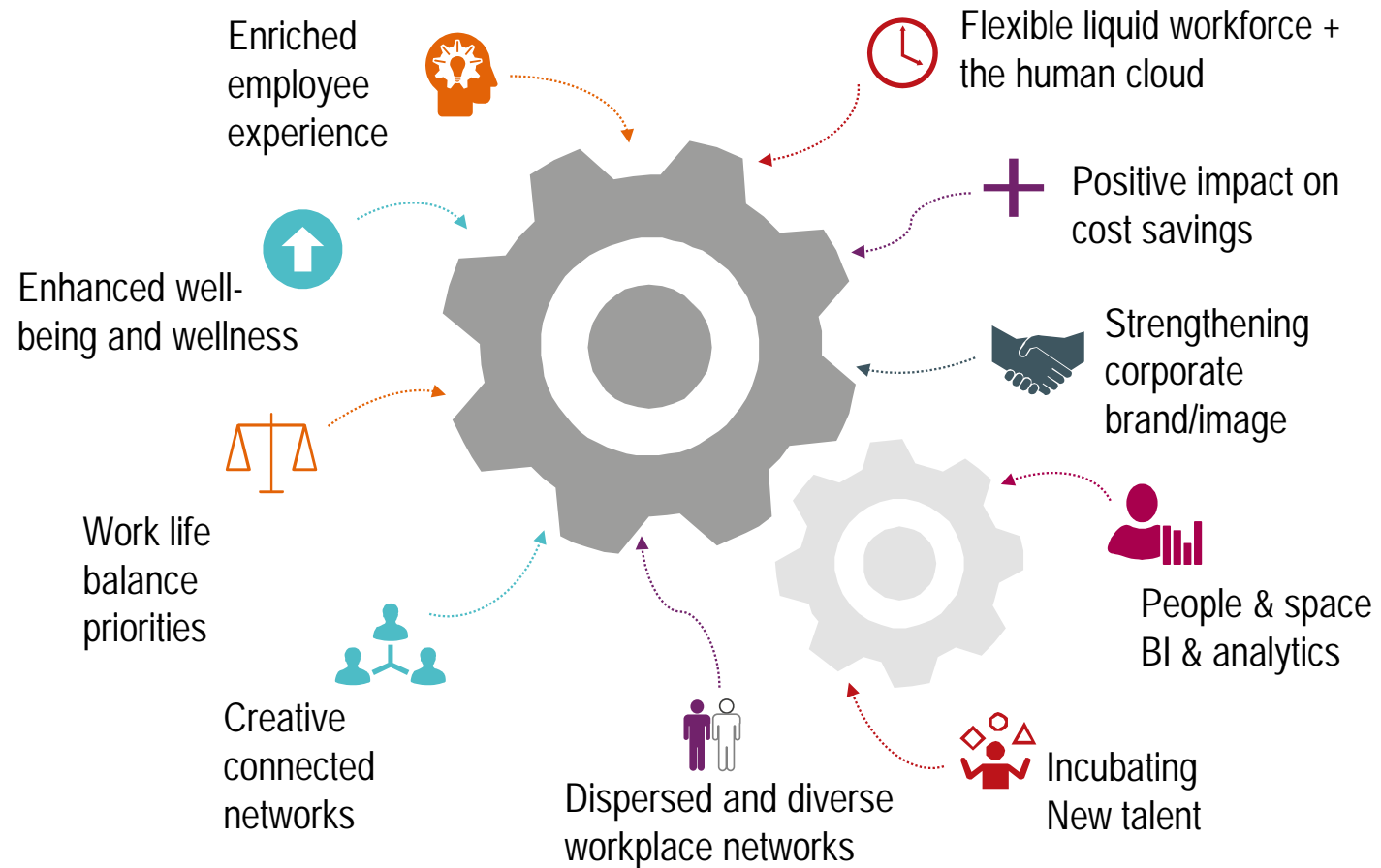
Five workplace models

Most organizations sit here

Office intensive	Office hybrid	Open Plan	Hybrid Mobility	Full Mobility
Fully <i>assigned</i> offices and/ or high partition workstations	Fully <i>assigned</i> open plan workstations and some offices	Fully <i>assigned</i> open plan workstations and support space	Mix of <i>unassigned</i> and <i>assigned</i> workstations and support space	Fully <i>unassigned</i> workstations and support space
 <p>200-250 s.f./person</p>	 <p>150-200 s.f./person</p>	 <p>150-200 s.f./person</p>	 <p>100-150 s.f./person</p>	 <p>55-100 s.f./person</p>

But the biggest shift is here →

World of work is changing dramatically



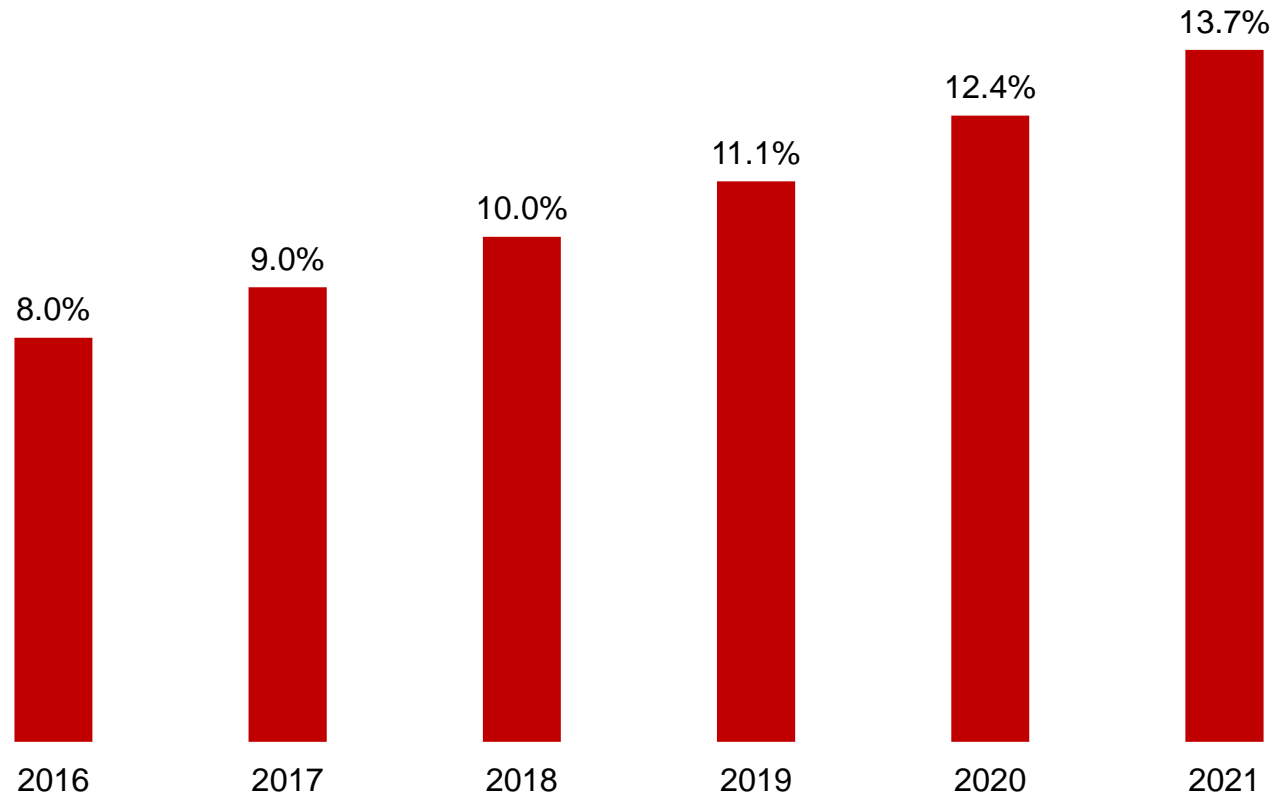


*Emergence of e-commerce and
impact on industrial space*

Impact of e-commerce and last mile



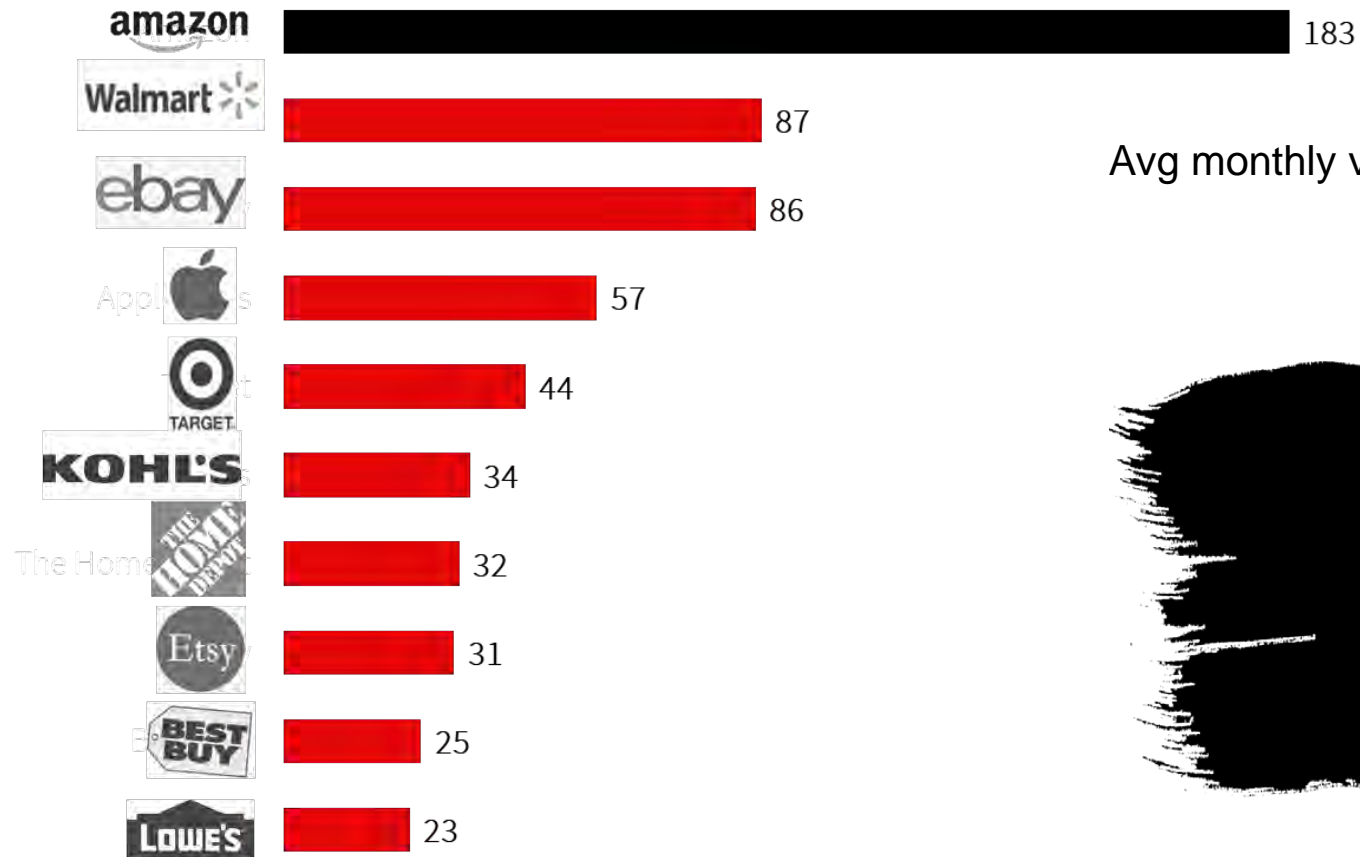
E-commerce share of total U.S. retail sales



10.0%

For the first time in 2018, e-commerce share of total U.S. retail sales will reach 10.0%

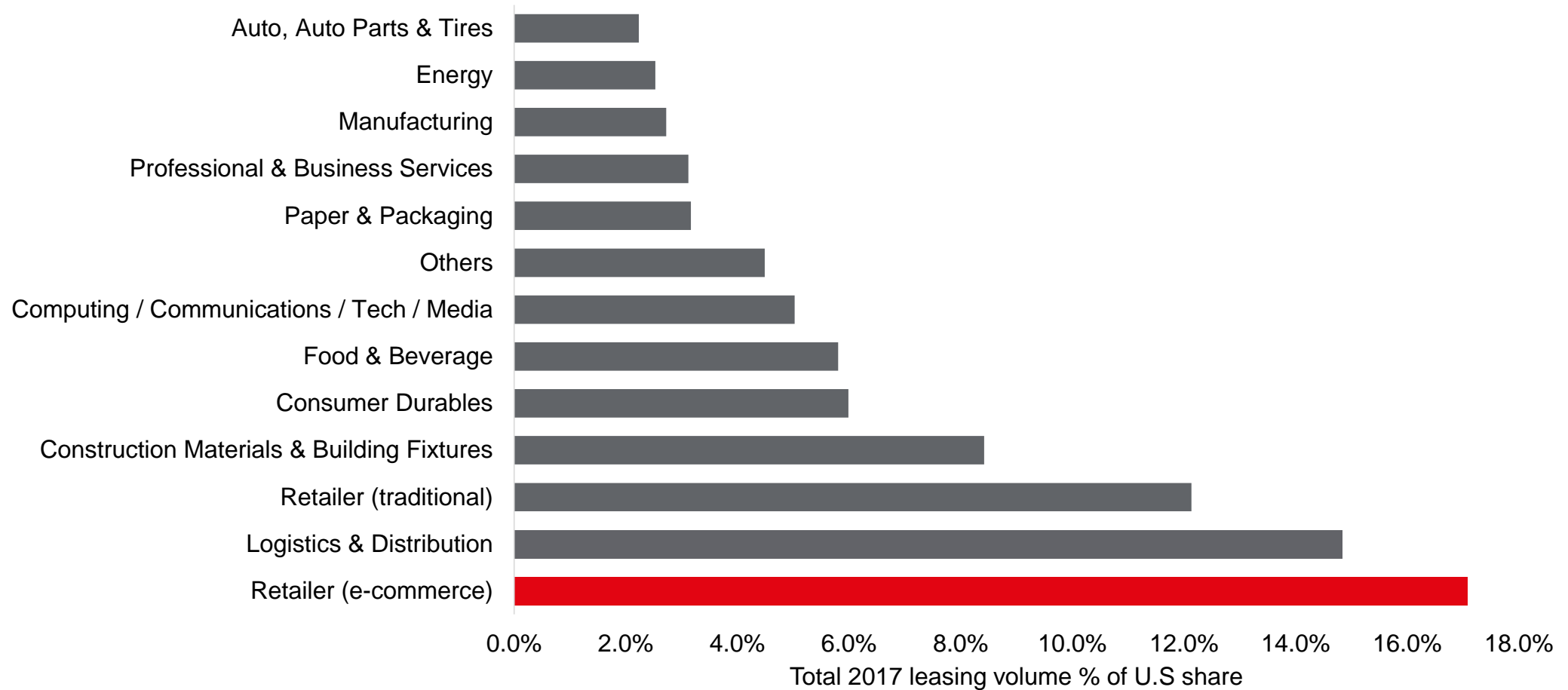
Amazon dominates e-commerce traffic



Avg monthly visitors in 2017 in millions

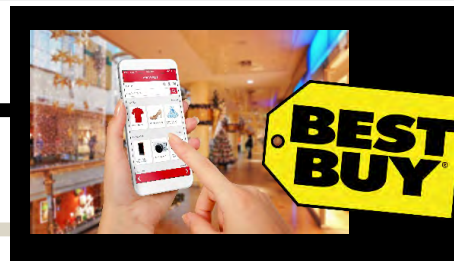
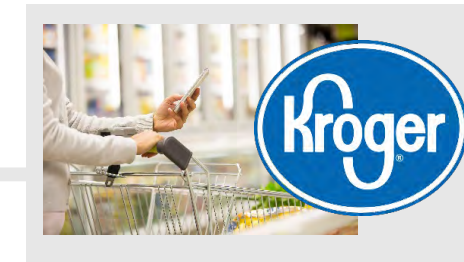
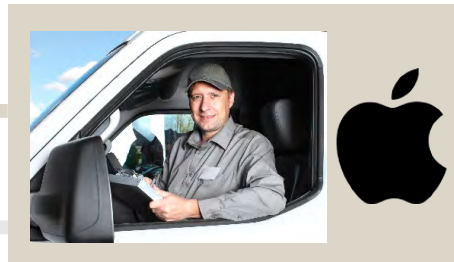
Amazon dominates e-commerce traffic over all competitors
Has double the number of online visitors each month, compared to second-ranked Walmart.

e-commerce companies impact industrial market



Different e-commerce strategies – retailer examples

- Regional distribution
- Dedicated e-commerce
- 'Ship-from-store'
- Outsourced 'last mile'
- 'Click & collect'
- Drop shipping
- Dedicated in-store pick-up
- Innovative adaptive re-use



Last mile impacts on logistics in cities



Challenges presented by e-commerce & logistics in cities



- * Displacement of warehousing – higher value land causing logistics sprawl
- * Last mile increases number of delivery points – closer to customer
- * Increasing demand for logistics services – but reduced supply of land
- * Infrastructure gridlock
- * Emissions and air quality caused by urban freight



*Firm considerations when
choosing to relocate*

Considerations when choosing a new location



- Access to labor & talent
- Cost of living
- Quality of life
- Compensation
- Higher education and K-12
- Transit and commute times
- Incentives
- Proximity to customers and suppliers
- Real estate costs



Higher ed and research universities

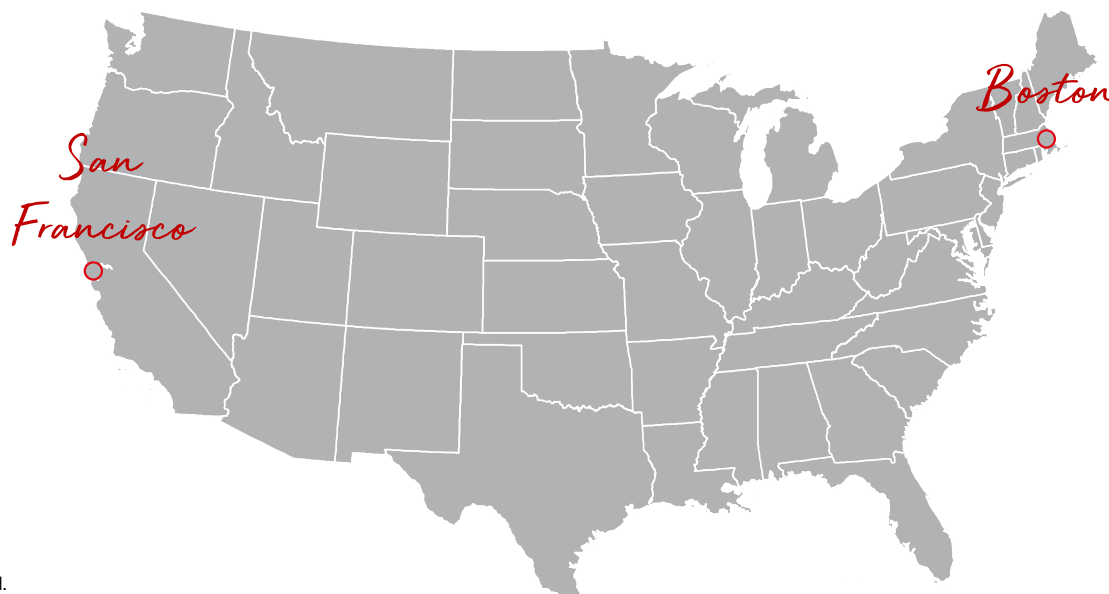


- Proximity to higher ed/research universities drives innovation
- Provides a pipeline of talent
- Drives start-up formation and nurturing
- High correlation with next generation HQ locations

Talent pipeline



Next Gen HQ



Talent pipeline



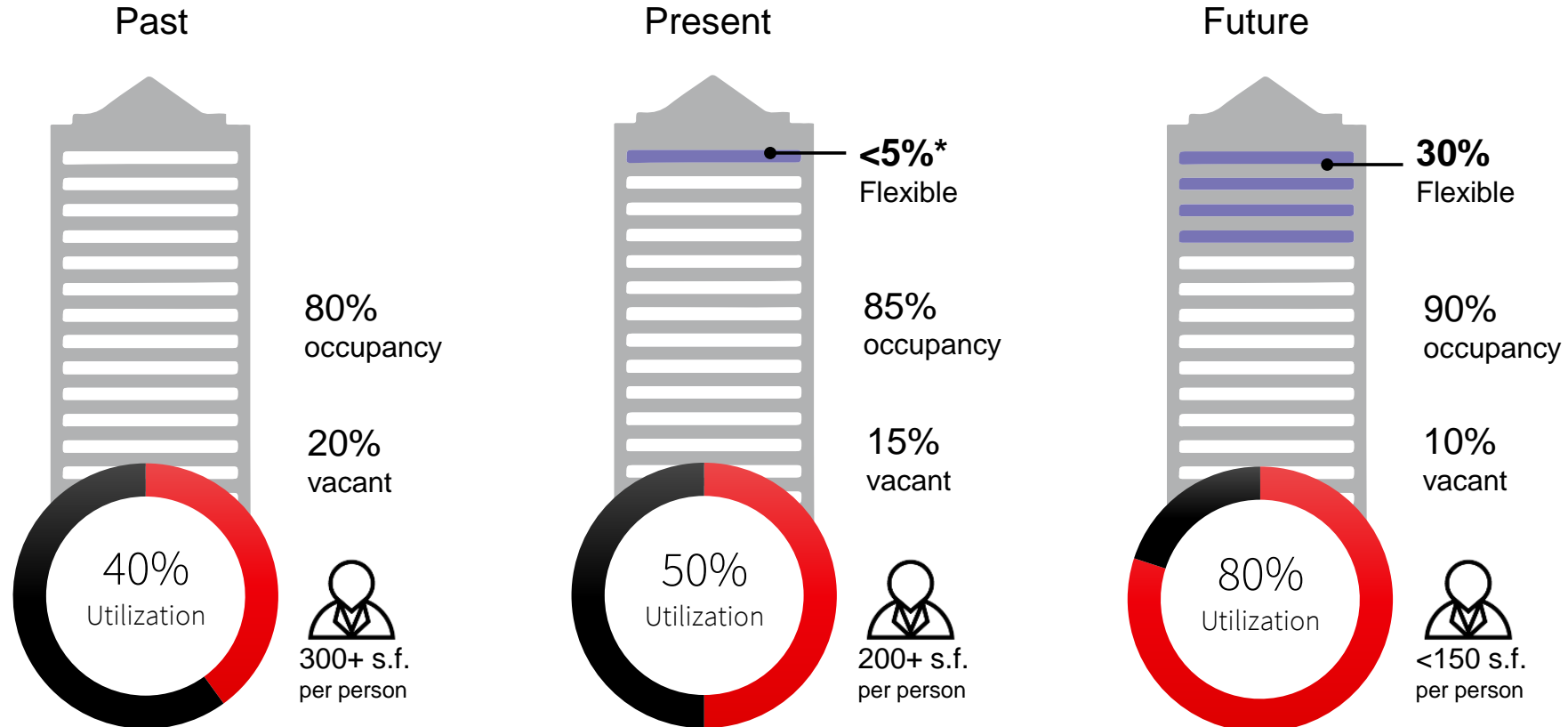
Next Gen HQ



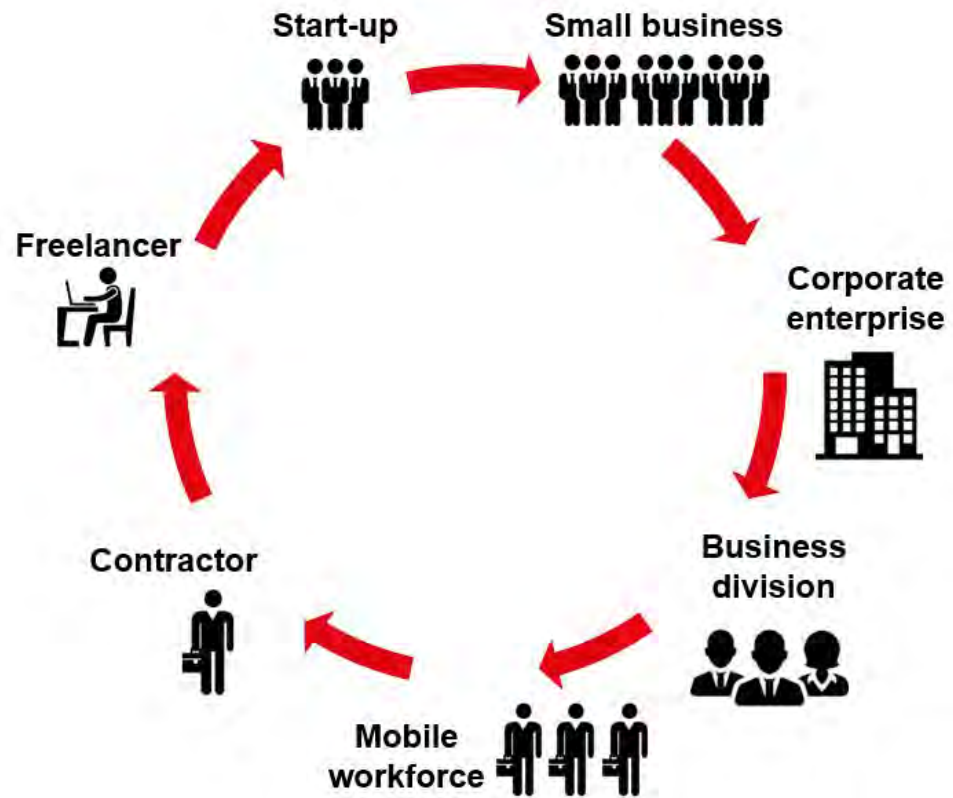


Co-working and the gig economy

Impact of co-working on office – a revolution is coming



Coworking demand is not just limited to freelancers and start-ups



The gig economy expected to continue



Flexibility

Stability

34%

Current % of workforce that are gig workers now

43%

Expected % of workforce that are gig by 2020



Thank you



Council work session agenda

Tuesday, April 17, 2018

2:00 PM

Metro Regional Center, Council Chamber

2:00 Call to Order and Roll Call

2:05 Chief Operating Officer Communication

Work Session Topics:

2:10 FY 2018-19 Budget Discussion [18-4996](#)

Presenter(s): Martha Bennett, Metro
Tim Collier, Metro

Attachments: [Work Session Worksheet](#)
[FY 2018-19 Councilor Amendment Form](#)
[FY 2018-19 Council Budget Review Calendar as of 3-27-2018](#)

3:10 2018 Urban Growth Management Decision: Trends Behind [18-4994](#)
Regional Population and Employment Growth

Presenter(s): Ted Reid, Metro
Jeff Frkonja, Metro
Dennis Yee, Metro
Sheila Martin, Portland State University
Tom Potiowsky, Portland State University
Bill Reid, PNW Economics

Attachments: [Work Session Worksheet](#)
[Regional Forecast Summary](#)
[2018 UGM Decision: Engagement and Process Timeline](#)

4:10 Metro Attorney Communication

4:20 Councilor Communication

4:30 Adjourn

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ការការពារសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបណ្តឹងវិសោធន៍សម្រាប់សេចក្តីរើសអើងរបស់ ២ www.oregonmetro.gov/civilrights។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ មុនពេលអង្គប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក។

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**2018 Urban Growth Management Decision: Trends Behind
Regional Population and Employment Growth**

Work Session Topics

Metro Council Work Session
Tuesday, April 17, 2018
Metro Regional Center, Council Chamber

METRO COUNCIL
Work Session Worksheet

PRESENTATION DATE: April 17, 2018

LENGTH: 60 minutes

PRESENTATION TITLE: 2018 Urban Growth Management Decision: Trends Behind Population and Employment Growth

DEPARTMENT: Planning and Development, Research Center

PRESENTER(S): Ted Reid, Principal Regional Planner
 Jeff Frkonja, Director, Metro Research Center
 Dennis Yee, Metro Economist
 Sheila Martin, Director, PSU Institute of Portland Metropolitan Studies
 Tom Potiowsky, Director, PSU Northwest Economic Research Center
 Bill Reid, Principal, PNW Economics

WORK SESSION PURPOSE & DESIRED OUTCOMES

Purpose: Provide Council with background on the draft regional population and employment forecast that will be released in the 2018 Urban Growth Report in late June 2018.

Outcome: The Council has an opportunity to hear outside perspectives on Metro's regional forecast and the trends that drive the forecast.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

Metro and its partners produce the regional population and employment forecast to inform the Metro Council's urban growth management decisions.

The Metro Council last considered a regional forecast in the 2015 urban growth management decision. At that time, the Metro Council adopted the 2015 forecast and directed staff that it intended to make its next urban growth management decision in 2018. Making a growth management decision in 2018 requires an updated regional forecast. The new range forecast will be documented in the draft 2018 Urban Growth Report, which will be released in late June.

Metro staff facilitated a peer review of the new regional forecast. A couple of the external participants in this work session discussion participated in the forecast peer review process.

This discussion is intended to illuminate some of the trends underlying the updated draft forecast, such as demographic changes, migration flows, and economic conditions after the Great Recession. After a brief presentation by Metro staff, councilors will have the opportunity to engage in a discussion with our guest speakers

QUESTIONS FOR COUNCIL CONSIDERATION

Does the Council have any questions for Metro staff or the guest speakers?

PACKET MATERIALS

- Would legislation be required for Council action ☐Yes ☒No
- If yes, is draft legislation attached? ☐Yes ☐No
- What other materials are you presenting today? Draft 2018-2038 Regional Forecast Quick Reference and 2018 Urban Growth Management Decision: Engagement and Process Timeline.

Draft 2018-2038 Regional Forecast Quick Reference

revised February 2018

This document summarizes the draft Metro 2018-2038 Regional Growth Forecast. It provides high-level talking points and forecast outputs for general audiences.

Key Findings

- A panel of experts, economists, and demographers found the forecast to be reasonably sound.
- The Metro region has rebounded from the Great Recession.
- The region added 45,000 new residents last year (2016), equal to 1.9% APR. This is the fastest annual growth since the Great Recession.
- The tight labor market is leading to a Portland area unemployment rate below 4 percent (December 2017). Job growth has been robust since 2014.
- Strong regional growth has lifted employment back above the pre-recession employment peak.
- Going forward, both population and job growth are expected to continue at a moderated pace because the region is approaching its full potential and full employment.
- Longer-term, the region will continue to see relatively stronger population growth than U.S. trends as net in-migration is expected to add to regional population – averaging 1.0% APR, (784,000 more residents in 7-county Metropolitan Statistical Area (MSA) from 2015 - 2045)
- Job growth in the long-term is expected to trend with population, – averaging roughly the same 1.0% APR, (406,000 more jobs in 7-county MSA between 2015 and 2045)

State of the Region

Annual 7-county MSA Population and MSA Employment

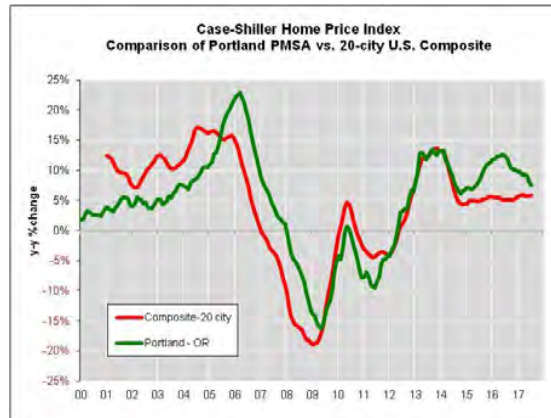
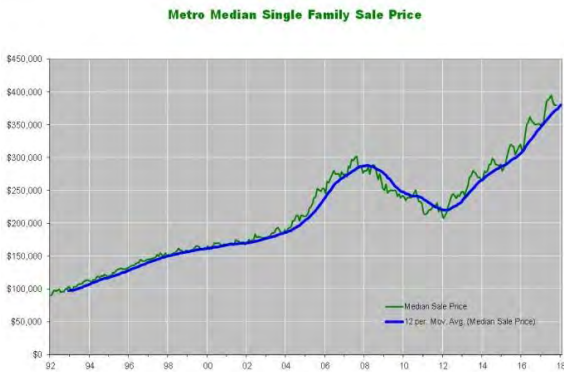
	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
Population	2,265,725 (0.7%)	2,291,650 (1.1%)	2,324,535 (1.4%)	2,362,655 (1.6%)	2,407,540 (1.9%)
Employment	1,020,400 (2.2%)	1,044,800 (2.4%)	1,076,000 (3.0%)	1,111,900 (3.3%)	1,144,500 (2.9%)

Source: PSU and BLS (annual growth rate in parenthesis)

- ❖ The Great Recession is now well past. Job and population growth have returned to pre-recession rates in recent years.
- ❖ National, state and regional unemployment rates are approaching near-full employment – meaning that anyone looking for a job is likely able to find a job, but may mean a shortage for businesses looking to hire.
- ❖ Strong real estate prices (charts below) indicate a growing economy with room to expand in a key blue-collar employment sector – construction. Surveys of local apartments show low vacancy rates and higher year-over-year rents.
- ❖ Prices for homes are similarly showing strong appreciation – another indicator of a robust and healthy economy.

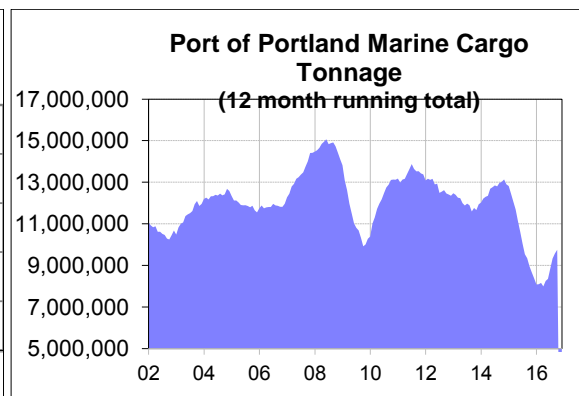
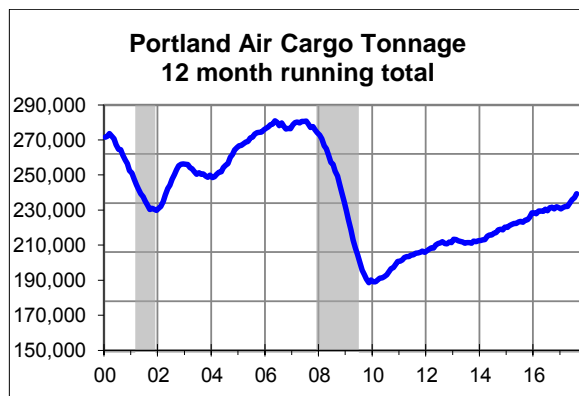
Draft 2018-2038 Regional Forecast Quick Reference

revised February 2018

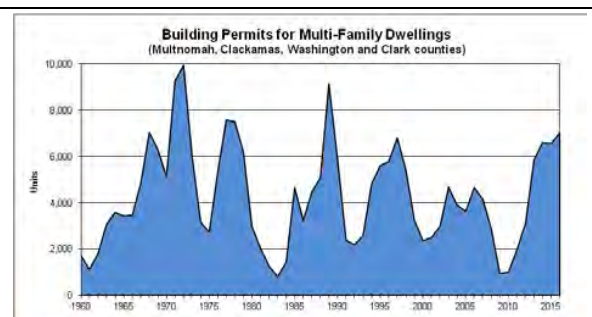
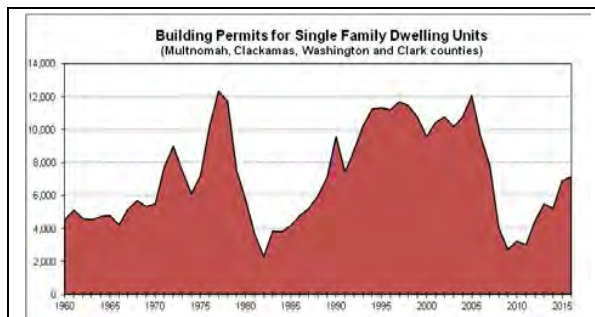


Sources: Regional Multiple Listing Service, Case-Schiller

- ❖ Cargo shipments (charts below) through the Port of Portland indicate a prosperous, growing region. Air cargo is ramping up to activity levels before the recession. Marine cargo (especially through Terminal 6) has not performed to expectations due to labor issues although it shows a capacity to rebound and contribute to regional job growth.



Source: Port of Portland



Source: U.S. Census (Permits include Clackamas, Multnomah, Washington and Clark)

- ❖ Average Single-family permits issued in last 3 years = 6,400 units/yr; 20 year avg. = 8,050 units/yr
- ❖ Average Multifamily permits issued in last 3 years = 6,700 units/yr; 20 year avg. = 4,100 units/yr

Draft 2018-2038 Regional Forecast Quick Reference

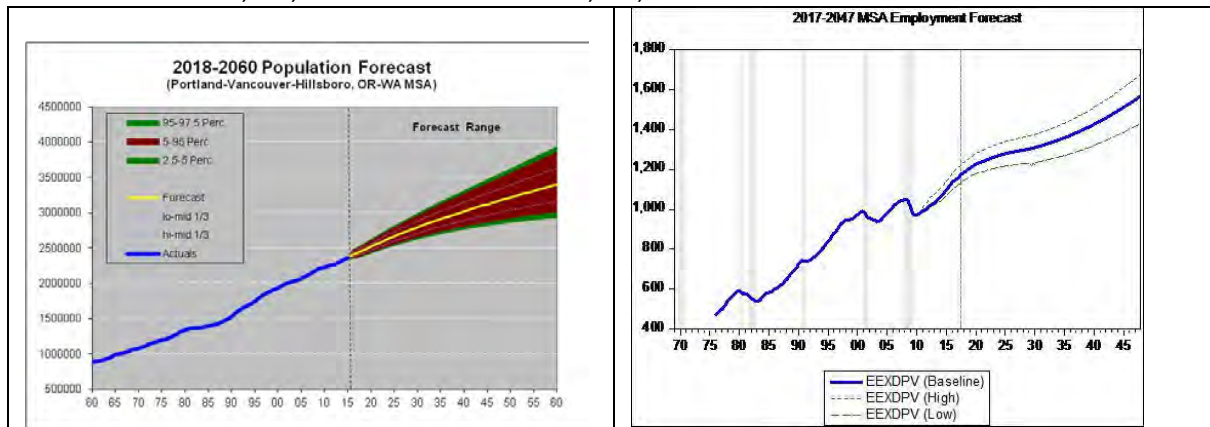
revised February 2018

Regional Forecast Summary

- ❖ Forecast prepared using up-to-date Census and Portland State Population Research Center data
- ❖ Forecast data sources include U.S. Bureau of Labor Statistics, Bureau of Economics, Federal Reserve Board, and Census
- ❖ U.S. growth projections derived from IHS Markit (August 2017 edition) and U.S. Census
- ❖ Annual comparisons between past forecasts and actuals/estimates are accurate and within an error band of about +/- 1 percent compounded, excluding years for the Great Recession
- ❖ Forecast contains uncertainty (see charts below).

2018-38 Regional Forecast, Portland-Vancouver-Hillsboro, OR-WA Metropolitan Statistical Area

Year	Population	APR%	Employment	APR%
2015	2,362,655	1.6	1,111,900	3.3
2016	2,407,540	1.9	1,144,450	2.9
2017	2,443,900	1.5	1,169,300	2.2
2018	2,480,800	1.5	1,193,500	2.1
2019	2,513,500	1.3	1,214,250	1.7
2020	2,545,400	1.3	1,230,200	1.3
2038	3,005,100	1.0	1,402,400	1.0



Source: history = {Census/ PSU and BLS; forecast = Metro, Research Center, November 2017}

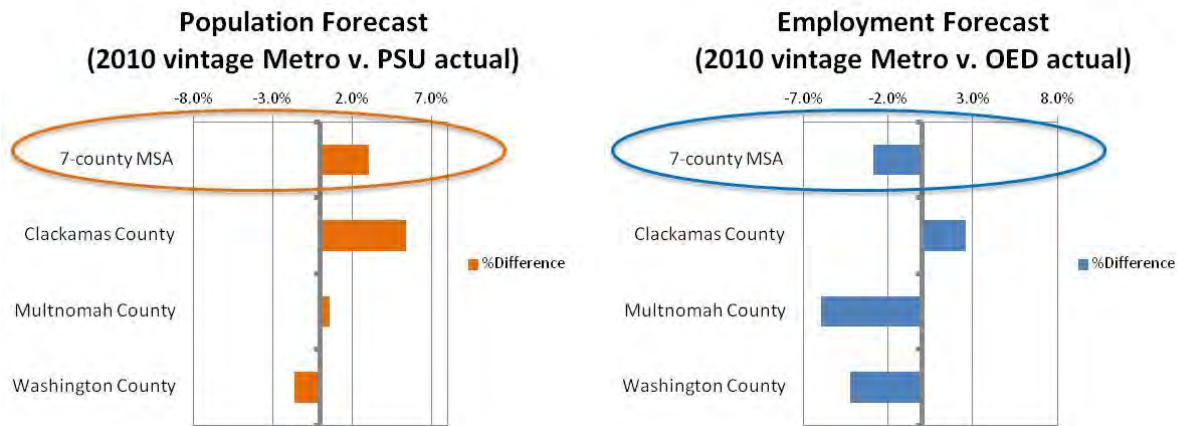
Forecast Comparison (Metro November 2017 Forecast v. Metro November 2014 Forecast)

Total Population	2015	2020	2025	2030	2035	2040
(in 1,000's)						
Metro (2017 vintage)	2,362.7	2,545.4	2,691.5	2,822.5	2,940.4	3,046.7
Metro (2014 vintage)	2,342.5	2,519.2	2,671.8	2,814.1	2,937.9	3,052.1
% diff	0.9%	1.0%	0.7%	0.3%	0.1%	-0.2%
Total Employment	2015	2020	2025	2030	2035	2040
(in 1,000's)						
Metro (2017 vintage)	1,111.9	1,230.2	1,281.4	1,313.2	1,363.1	1,432.3
Metro (2014 vintage)	1,100.0	1,228.1	1,311.6	1,399.8	1,484.5	1,571.3
% diff	1.1%	0.2%	-2.3%	-6.2%	-8.2%	-8.8%

Draft 2018-2038 Regional Forecast Quick Reference

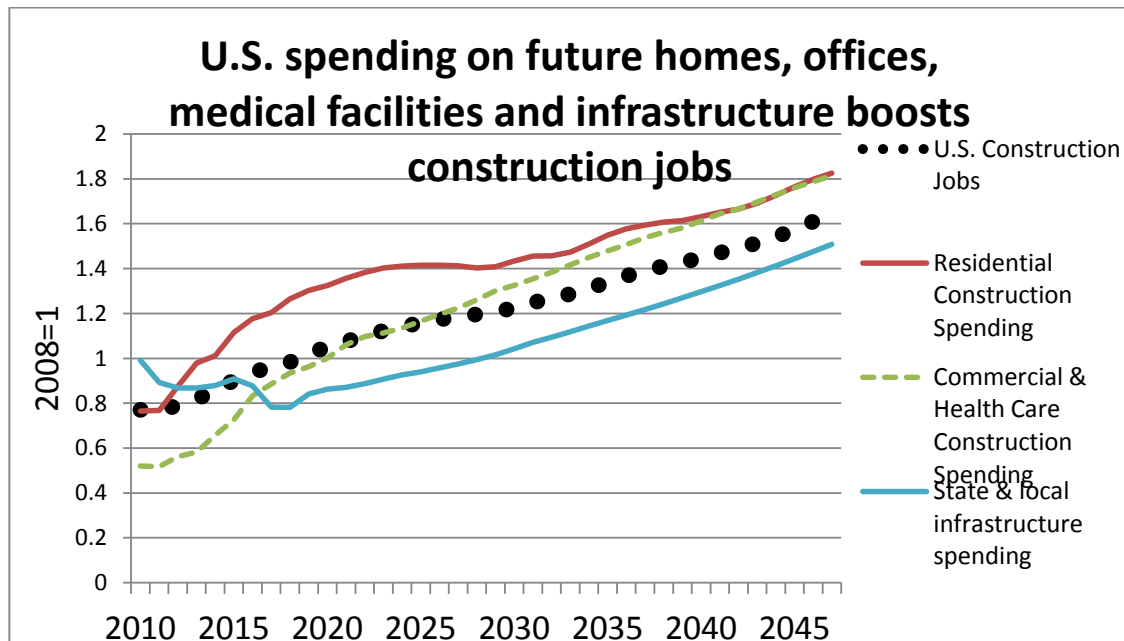
revised February 2018

Prior Metro Regional Forecast Accuracy



Review of Metro 2017 Regional Forecast and NERC November 2017 Forecast

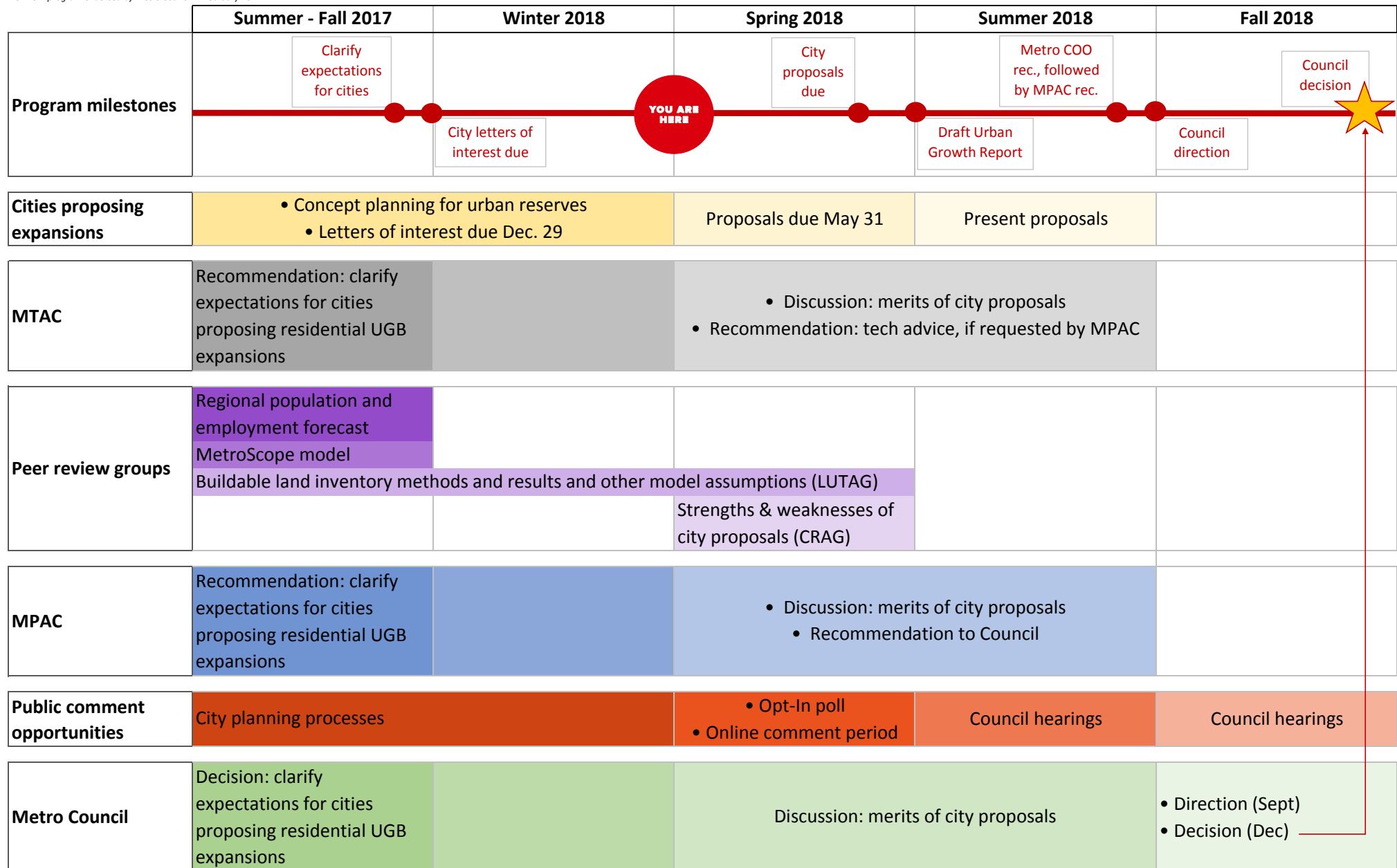
- Both Metro and NERC economists agree that the differences between the two respective forecasts are not significant.
- Both concur that sector level employment differences are also not are not large
- Both forecasts project construction to be the fastest industry growth sector. Both cite infrastructure development from state and federal sources along with non-residential construction as key drivers of construction in future years.



3/12/18

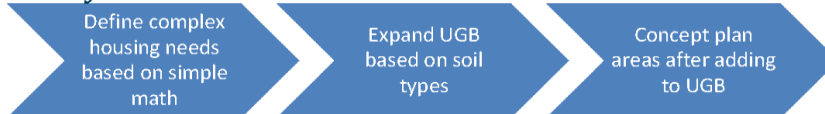
2018 urban growth management decision: engagement and process timeline

Per work program endorsed by Metro Council in February 2017



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

Wednesday, April 11, 2018 **5:00 PM** **Metro Regional Center, Council chamber**

- 1

Upcoming MPAC Meetings:

- *Wednesday, April 25, 2018*
- *Wednesday, May 9, 2018*
- *Wednesday, May 23, 2018*

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2018 MPAC Work Program

as of 3/16/2018

Items in italics are tentative

<p><u>Wednesday, March 28, 2018</u> – cancelled</p>	<p><u>Wednesday, April 11, 2018</u></p> <ul style="list-style-type: none"> • Regional Housing Measure: Possible Scenarios – Information/Discussion (TBD; 30 min) • Trends Behind the Regional Population Forecast: Migration and Demographic Change – Information/Discussion (TBD; 60 min)
<p><u>Wednesday, April 25, 2018</u></p> <ul style="list-style-type: none"> • Draft Freight Strategy – Information/Discussion (Tim Collins, Metro; 20 min) • Draft Safety Strategy – Information/Discussion (Lake McTighe, Metro; 30 min) • Employment Trends: Changes in How and Where People Work – Information/Discussion (panel TBD; 50 min) 	<p><u>Wednesday, May 9, 2018</u></p> <ul style="list-style-type: none"> • Food Scraps Policy Update – Information/Discussion (Jennifer Erickson, Metro; 20 min) • Regional Transit Strategy – Information/Discussion (Jamie Snook, Metro; 45 min) • Draft RTX Policies and Strategies – Information/Discussion (Eliot Rose, Metro; 40 min)
<p><u>Wednesday, May 23, 2018</u></p> <ul style="list-style-type: none"> • Regional Housing Measure: Draft Measure and Programs – Information/Discussion (TBD; 60 min) • Draft RTP (Focus on Policies and Implementation)– Information/Discussion (Ellis; 45 min) 	<p><u>Wednesday, June 13, 2018</u></p> <ul style="list-style-type: none"> • City Proposals for UGB Expansions – Information/Discussion (Representatives from 2-3 Cities; 90 min) • Regional Housing Measure Ballot Discussion – Recommendation (TBD; 20 min)
<p><u>Wednesday, June 27, 2018</u></p> <ul style="list-style-type: none"> • City Proposals for UGB Expansions – 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)

<p><u>Wednesday, July 25, 2018</u></p> <ul style="list-style-type: none"> • Merits of City Proposals for UGB Expansions – Information/Discussion (TBD; 60 min) 	<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) <p><u>September 27-29:</u> League of Oregon Cities Annual Conference, Eugene, OR</p>	<p><u>Wednesday, October 10, 2018</u></p> <ul style="list-style-type: none"> • 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>



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METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes

March 14, 2018

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Sam Chase
Betty Dominguez
Andy Duyck
Mark Gamba
Jeff Gudman
Linda Glover
Kathryn Harrington
Jerry Hinton
Gordon Hovies
Martha Schrader
Don Trotter
Mark Watson

AFFILIATION

Metro Council
Metro Council
Washington County
City of Milwaukie, Other Cities in Clackamas County
City of Lake Oswego, Largest City in Clackamas County
City of Vancouver
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

Gretchen Buehner
Brian Cooper
Karen Emerson

John Griffiths
Linda Simmons

AFFILIATION

City of King City, Other Cities in Washington County
City of Fairview, Other Cities in Multnomah County
Tualatin-Tigard School District Board of Directors, Governing Body of a School District
Tualatin Hills Park & Recreation District
TriMet

MEMBERS EXCUSED

Denny Doyle (*Chair*)

AFFILIATION

City of Beaverton, Second Largest City in Washington County

OTHERS PRESENT: Adam Barber, Laura Weigel, Jennifer Hughes, Anna Slatinsky, Rich Swift

STAFF: Nellie Papsdorf, Ernest Hayes, Miranda Mishan, Kim Ellis, Elissa Gertler, Eliot Rose, Ted Reid

1. CALL TO ORDER, SELF INTRODUCTIONS, CHAIR COMMUNICATIONS

Chair Pro-tem Mark Gamba explained that in the absence of Chair Denny Doyle and Vice Chair Larry Morgan, he would be presiding over the meeting. Chair Pro-tem

Gamba asked MPAC for approval to continue as chair of the meeting, and approval was received.

Chair Pro-tem Gamba asked MPAC members, alternates and meeting attendees to introduce themselves. He welcomed new MPAC members.

Chair Pro-tem Gamba discussed the 2017 Compliance Report. He shared that per Metro Code, the Chief Operating Office was required to annually submit to the Metro Council the status of compliance by cities and counties with the requirements of Metro code Chapter 3.07, the Urban Growth Management Functional Plan, as well as Metro Code chapter 3.08, the Regional Transportation Function Plan. Chair Pro-tem Gamba explained that the Chief Operating Office submitted this report to the Council on March 1, and per the Metro Code, it needed to be submitted to MPAC and JPACT as an informal non-action item for review.

Chair Pro-tem Gamba shared that compliance with the UGMPP included meeting requirements for maintaining housing capacity; protecting water quality and flood management; protecting industrial land; planning for areas added to the Urban Growth Boundary; and protecting and enhancing fish and wildlife habitat. He conveyed that all jurisdictions were in compliance with the UGMFP.

Chair Pro-tem Gamba explained that compliance with the RTFP included meeting requirements for transportation system design; development and update of transportation system plans; transportation project development; regional parking management; and amendment of comprehensive plans. He shared that all jurisdictions were in compliance with the RTFP.

2. PUBLIC COMMUNICATIONS

There were none.

3. COUNCIL UPDATE

Councilor Sam Chase welcomed Councilor Betty Dominguez to the Metro Council, and announced the upcoming joint council meeting with the Tribal Council of the Confederated Tribes of Grand Ronde on March 22.

Councilor Chase reminded MPAC members about the stakeholder advisory committee discussions that were happening at Metro, and discussed the makeup of the committee and their current goals.

4. MPAC MEMBER COMMUNICATION

Commissioner Amanda Fritz highlighted that the Portland City Council was meeting to revise the Washington Park Master Plan on March 15th.

5. **CONSENT AGENDA**

No quorum.

6. **INFORMATION/DISCUSSION ITEMS**

6.1 2018 Urban Growth Management Decision: Process Update

Ms. Elissa Gertler, Metro's Director of Planning and Development reminded MPAC of the UGB review coming up this year. She shared that after today's presentation they were seeking feedback on the review process. Ms. Gertler added that the Metro Council had directed and overseen refinements to the implementation of growth and that today's presentation would cover the new system. She introduced Mr. Ted Reid, Metro's project manager for Urban Growth Management.

Key elements of the presentation included:

Mr. Reid explained that Metro Council was planning on making a decision on Urban Growth Management and was looking to MPAC to give a recommendation on this decision. He acknowledged that the council wanted this year's process to be different than in the past, and to move away from some of the past theoretical debates and move towards building housing to meet the needs of future residents of the region. Mr. Reid emphasized the need for the process to advance Metro's desired outcomes.

Mr. Reid recounted the timeline of the UGM process, and highlighted the improvements to the UGM process that had been made over the years with MPAC's recommendations. He discussed what was expected from cities asking for expansions, and how that had changed over time.

Mr. Reid noted that Metro had received five letters of interest for residential expansions, and that the next step was for those cities to submit full expansion proposals by the end of May. He shared that Metro staff intended to have MPAC focus on the merits of these proposals over the summer.

Mr. Reid conveyed that staff was doing analysis as required by state law to understand the land already within the UGB. He reminded MPAC that they would present all of that information in the urban growth report that would come out at the end of June. Mr. Reid explained that the Urban Growth Report accompanied by the proposals put forward by cities would be the basis of this summer's discussions.

Mr. Reid highlighted the peer review groups that would weigh in on the city proposals for expansions, and their role in the UGM process. He explained the makeup of the group, and shared that their role was to advise MPAC on the proposals made by cities, and whether or not the expansions should be approved.

Member discussion included:

- Chair Duyck raised concerns that MPAC members would not be allowed agency in decision making if the peer review group saw the proposals before MPAC. Mr. Reid explained that MPAC would hear directly from the cities as well.
- Ms. Gertler conveyed that CRAG would be doing strength and weakness evaluation, and they thought of it as stakeholder engagement. Councilor Kathryn Harrington clarified that the information from CRAG would come to MPAC, and that MPAC still had a very significant role in the process.
- Chair Duyck emphasized that he was concerned that another group in the process would add another layer of information which would complicate the process. Councilor Harrington shared that Metro's record for transparency was consistency good, and that information about the UGB process had always been made available. She emphasized that she was optimistic about the process. Ms. Gertler suggested Chair Duyck serve on CRAG.
- Mr. Don Trotter asked Mr. Reid to recount the five cities that had submitted proposals for expansion. Mr. Reid listed King City, Sherwood, Wilsonville, Beaverton ??
- Councilor Jerry Hinton asked how the expansion process factored into Damascus disincorporation. Mr. Reid shared that they were working off of decisions made by the Damascus City Council and the Metro Council at a joint meeting.
- Councilor Betty Dominguez expressed support for Councilor Harrington's comments regarding transparency in the UGB expansion process. She asked Mr. Reid if the affordability requirements in the cities proposals distinguished between housing for sale and multifamily rental housing. Mr. Reid shared that when cities made their full proposals they would provide more info. He reminded MPAC that one of the requirements for proposals was that cities had to provide a concept plan which would speak to housing needs and affordability.
- Councilor Dominguez asked if there was a difference between home ownership and rental opportunities. Mr. Reid shared that they could not zone for those distinctions, and the zoning would usually happen from market forces. Ms. Gertler added that land does not turn into development by itself.
- Councilor Gretchen Buehner asked if there would be an update on demographic forecasts, and when that could be expected. Mr. Reid shared that a peer review group of that forecast had been happening, and the update would be shared in the Urban Growth Report in the upcoming months. He explained that MPAC would have some discussion about the growth forecasts on April 11th, particularly the underlying trends that were pushing growth in various directions.
- Councilor Buehner suggested looking at proposals and doing evaluation on how many units could be fit in an acre, and deduce whether or not it might be rental or owned housing based on the density of the housing.

- Councilor Jeff Gudman shared that it would be helpful for MPAC to have data that showed the number of people per acre inside the UGB, and other densification trends.
- Councilor Harrington shared that Metro's urban reserves that should last for 40-50 years. Councilor Gudman emphasized that density information would be useful. Mr. Reid conveyed that sharing that information was required by state law and would be shared with MPAC.
- Chair Duyck raised concerns about the 50 year land supply, and explained that this was not a marker that had been achieved in spite of it being a goal. He shared that the amount of reserves that had been adopted was not what the state legislature showed and put into legislation.
- Mr. Mark Watson asked if the new process was because it was mid-cycle or because it was setting a precedent. Mr. Reid expressed that he hoped they were setting a precedent, and that they wanted an outcome based approach. Councilor Harrington added that a new process had been used each cycle.

6.2 Emerging Technology Strategy: Draft Policies

Chair Pro-tem Gamba highlighted some of the ways in which technology was changing transportation. He shared that Metro had been developing a strategy to help the region prepare for these, and introduced Mr. Eliot Rose, who was leading the technology strategy work.

Key elements of the presentation included:

Mr. Rose explained that he wanted to collect feedback on the draft policy language that was going to be at the heart of the technology strategy. He conveyed that there was a lot of potential in these developing technologies, and a lot of drawbacks. Mr. Rose recounted some of the challenges that were posed by emerging technologies, and emphasized that his work was not about deploying new technologies.

Mr. Rose highlighted the work that had been done so far in researching types of emerging technologies both within and outside the region. He highlighted feedback from Metro committees, county coordinating committees and one-on-one conversations with partners. Mr. Rose thanked agencies in the region for taking an early role in the process. He explained to MPAC what to expect in the upcoming months.

Mr. Rose shared that considering the long term impacts of new technologies was of high importance, and that he had been considering how these technologies would play out over time. He explained that congestion, pollution, land use and other Metro priorities would see significant impacts based on technology.

Mr. Rose recounted the policy framework including the principles, policies, strategies and actions. He discussed the elements of each section of the policy

framework, and explained the key areas that were emphasized in the RTX policy. Mr. Rose shared how key policy areas in the RTX policy aligned with those in the RTP.

Mr. Rose highlighted that implementation of the technology strategy was to come after the policy was drafted and feedback had been incorporated. He shared some of the implementation strategies that peer agencies were using to implement similar strategies.

Mr. Rose discussed the strategy development timeline for the upcoming year, and highlighted lessons learned from feedback on the draft policy language.

Member discussion included:

- Councilor Hinton suggested thinking about what the incorporation of Uber and Lyft would mean for infrastructure, the market, and personal use. He expressed appreciation for Mr. Rose's work, and emphasized the importance of talking about emerging technologies.
- Commissioner Amanda Fritz raised concerns that many of these new technologies were not in line with Metro's values, and many new technologies would only further contribute to congestion. She highlighted the need to think about equity and who would benefit from these technologies. Commissioner Fritz emphasized the need to figure out how to decrease the number of vehicles on the road.
- Councilor Dominguez emphasized that there were pros and cons to the technology conversation from an equity perspective, and that rides with Uber and Lyft were not affordable.
- Councilor Buehner highlighted the importance of accessibility, and noted that the population of the region was aging and there was a need for more services that were accessible. She suggested adding accessibility as a policy area for RTX.
- Chair Duyck expressed appreciation that Metro was embracing technology, because flexibility was important in order for people to get to work, given that transit did not reach all areas of the region.
- Mr. Rose conveyed that based on history, the easier it was to choose driving, more people would. He explained that this would make traffic more efficient but it would be multiple decades until those benefits were actualized.
- Councilor Gudman asked if Mr. Rose was anticipating a section on embedding the technology in infrastructure as a part of the policy area recommendations. Mr. Rose explained that one of the recommended actions was to increase our capacity to send information to and from the road side.

- Commissioner Fritz added that the public sector would be bearing the financial brunt of new technologies but only the private sector would benefit.
- Mr. John Griffiths suggested that autonomous vehicles could reduce traffic deaths and the surface area occupied by cars could be reduced and turned into pedestrian and bike use.
- Councilor Harrington referred to the benefits and challenges presented by Uber and Lyft specifically in the city of Portland. She recommended continuing positive forward momentum in engaging with technologies to allow benefits to reach as many people as possible.
- Chair Pro-tem Gamba highlighted that there was the need to be proactive on regulating new technologies, and to make all automated vehicles electric.
- Commissioner Fritz emphasized that engaging with new technologies that added more cars on the road showed a complete turn in Metro's policies.
- Chair Pro-tem Gamba noted that ideally bikes and pedestrians could move on greenways instead of freeways and roads with cars.

7. ACTION ITEMS

7.1 Regional Leadership Forum 4 Takeaways/Recommendations for Regining 2018 RTP Investment Priorities

Chair Pro-tem Gamba explained that staff was requesting that MPAC provide a recommendation to the Metro Council as the council considered which direction to give local jurisdictions as they refined the draft project lists for the 2018 Regional Transportation Plan.

Chair Pro-tem Gamba thanked Metro council for hosting the leadership forum and those who attended on March 2nd. He shared that the conversations they had at the forum, along with the key takeaways put together by Metro staff provided a basis for thoughtful dialogue at MPAC.

Chair Pro-tem Gamba conveyed that MPAC and JPACT's recommendations would go before the Metro Council the following week, and that local jurisdictions would have until the end of April to refine their draft project lists. He introduced Ms. Kim Ellis, Metro's RTP Project Manager.

Key elements of the presentation included:

Ms. Ellis recounted the current RTP progress and what had been done so far. She highlighted what had been learned at the most recent leadership forum and public

feedback over the past few months. Ms. Ellis emphasized safety, reliability and travel options as priority outcomes.

Ms. Ellis discussed key takeaways from the leadership forum and the starting points for project refinements. She explained that these takeaways were important in thinking about making requests from the public, and being responsive to public leaders.

Ms. Ellis described the recommendations that TPAC was making to JPACT, and asked for feedback from MPAC on these recommendations. She shared that TPAC had discussed the importance of jurisdictions summarizing their approach to the project list and what they took into consideration for the project adjustments.

Ms. Ellis provided an overview of how projects could be improved or refined, including adding projects to the constrained list with new funding, shift project timing, update descriptions and intent, and provide more specificity for a bundled project.

Ms. Ellis discussed the RTP project timeline and next steps through the end of the year. She shared their proposed recommendation to the Metro Council.

Member discussion included:

- Ms. Gertler explained that there was no need for an official motion on the recommendation.
- Councilor Jeff Gudman asked how many agencies and cities had not yet refined their projects. Ms. Ellis recalled that they were currently asking for direction to the cities and counties. She explained that jurisdictions submitted projects, they had evaluated, and were taking a second look.
- Chair Duyck asked how HB 2017 funding dovetailed into RTP projects. Ms. Ellis shared that these projects were focused on active transport and ITS investments. Ms. Gertler added that they had already started the refinement process and were waiting for recommendation.
- Chair Pro-tem Gamba explained where they were in the process. He shared that at the leadership forum he heard concerns that over time the region will see new needs come up that were not addressed by the projects, and the goals would not be met. Chair Pro-tem Gamba conveyed that his recommendation was to look at swapping the timeline on many projects with regional goals in mind. Ms. Ellis emphasized that they were aiming for a balanced plan.
- Chair Duyck raised concerns that funds collected from congestion pricing would not go back into the transportation system. Chair Pro-tem Gamba emphasized that congestion would not be reduced by additional highway lanes. Chair Duyck explained that he did not agree, and that building more roads where they were needed would be helpful, and that this was an option that had not been explored.
- Chair Pro-tem Gamba raised concerns that ODOT's current plan for congestion pricing required the funds raised to be spent on interstates, whereas true congestion pricing would allow for spending on the whole system.

- Ms. Gertler asked for confirmation from MPAC members that they approved the recommendation, and members at the table gave their approval.
- Commissioner Fritz asked if they could convey that they would not move forward with the RTP until they got closer to meeting designated goals. Ms. Gertler noted that MPAC could send a strong message to the Metro Council about what they would like to see from the RTP.
- Ms. Ellis highlighted that they had an obligation to finish the update by the end of the year, and that staff was looking at the project list to identify project refinements.
- Ms. Linda Simmons asked Commissioner Fritz about the fifty cent tax on Uber and Lyft rides in the City of Portland, and where the funds from that tax would be allocated. Commissioner Fritz explained that Commissioner Dan Saltzman had not yet shared that information with the council. Ms. Simmons highlighted that the importance of being clear about who was allocating the funds collected from a tariff and where they would be allocated.
- Councilor Harrington asked about dates for upcoming MPAC presentations on the RTP. Ms. Ellis shared that she would work on that. Councilor Harrington conveyed that she would like to have draft summary findings come back to MPAC before the public comment period.

8. ADJOURN

MPAC Chair Pro-tem Gamba adjourned the meeting at 7:02 PM.

Respectfully Submitted,



Miranda Mishan
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MARCH 14, 2018

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
1.0	Handout	3/1/2018	2017 Compliance Report	031418m-01
3.0	Handout	3/14/18	RTP Letter from Getting There Together Coalition	031418m-02
6.1	Handout	3/14/18	2018 UGM Decision Engagement and Process Timeline	031418m-03
6.1	Presentation	3/14/18	2018 Urban Growth Management Decision Process Update	031418m-04
6.2	Presentation	3/14/18	Emerging Technology Strategy: Draft Policies	03418m-05
6.3	Presentation	3/14/18	Refining RTP Investment Priorities	031418m-06

MPAC Worksheet

Agenda Item Title: 2018 Urban Growth Management Decision: the trends behind regional population and employment growth

Presenter: Moderator: Anna Griffin, News Director, Oregon Public Broadcasting
 Panelists: Sheila Martin, Director, PSU Institute of Portland Metropolitan Studies
 Tom Potiowsky, Director, PSU Northwest Economic Research Center
 Bill Reid, Principal, PNW Economics

Contact for this worksheet/presentation: Ted Reid, Metro Planning and Development

Purpose/Objective

Help prepare MPAC for its September 2018 recommendation to the Metro Council on its 2018 urban growth management decision.

Action Requested/Outcome

No action at this time. The desired outcome of this discussion is that MPAC becomes more familiar with the trends behind the current regional forecast, which will be documented in the 2018 Urban Growth Report, to be released in late June 2018.

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

The regional population and employment forecast is a primary component of the analysis that Metro and its partners produce to inform the Metro Council's urban growth management decisions.

MPAC last considered a regional forecast in the course of the 2015 urban growth management decision. Since that time, the Metro Council adopted the 2015 forecast and directed staff that it intended to make its next urban growth management decision in 2018. Making a growth management decision in 2018 requires an updated regional forecast. Metro staff facilitated a peer review of the new regional forecast.

Most of the participants in this panel discussion participated in the forecast peer review process. The moderated panel discussion is intended to illuminate some of the trends underlying the updated draft forecast, such as demographic changes, migration flows, and economic conditions after the Great Recession.

What packet material do you plan to include?

Draft 2018-2038 Regional Forecast Quick Reference.

Draft 2018-2038 Regional Forecast Quick Reference

revised February 2018

This document summarizes the draft Metro 2018-2038 Regional Growth Forecast. It provides high-level talking points and forecast outputs for general audiences.

Key Findings

- A panel of experts, economists, and demographers found the forecast to be reasonably sound.
- The Metro region has rebounded from the Great Recession.
- The region added 45,000 new residents last year (2016), equal to 1.9% APR. This is the fastest annual growth since the Great Recession.
- The tight labor market is leading to a Portland area unemployment rate below 4 percent (December 2017). Job growth has been robust since 2014.
- Strong regional growth has lifted employment back above the pre-recession employment peak.
- Going forward, both population and job growth are expected to continue at a moderated pace because the region is approaching its full potential and full employment.
- Longer-term, the region will continue to see relatively stronger population growth than U.S. trends as net in-migration is expected to add to regional population – averaging 1.0% APR, (784,000 more residents in 7-county Metropolitan Statistical Area (MSA) from 2015 - 2045)
- Job growth in the long-term is expected to trend with population, – averaging roughly the same 1.0% APR, (406,000 more jobs in 7-county MSA between 2015 and 2045)

State of the Region

Annual 7-county MSA Population and MSA Employment

	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
Population	2,265,725 (0.7%)	2,291,650 (1.1%)	2,324,535 (1.4%)	2,362,655 (1.6%)	2,407,540 (1.9%)
Employment	1,020,400 (2.2%)	1,044,800 (2.4%)	1,076,000 (3.0%)	1,111,900 (3.3%)	1,144,500 (2.9%)

Source: PSU and BLS (annual growth rate in parenthesis)

- ❖ The Great Recession is now well past. Job and population growth have returned to pre-recession rates in recent years.
- ❖ National, state and regional unemployment rates are approaching near-full employment – meaning that anyone looking for a job is likely able to find a job, but may mean a shortage for businesses looking to hire.
- ❖ Strong real estate prices (charts below) indicate a growing economy with room to expand in a key blue-collar employment sector – construction. Surveys of local apartments show low vacancy rates and higher year-over-year rents.
- ❖ Prices for homes are similarly showing strong appreciation – another indicator of a robust and healthy economy.

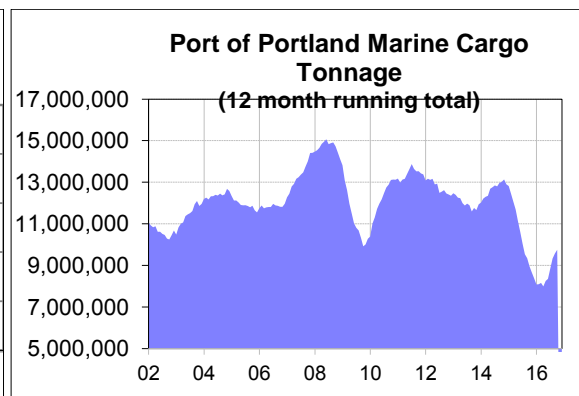
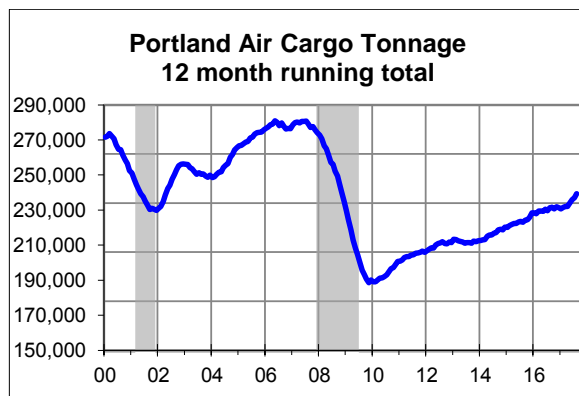
Draft 2018-2038 Regional Forecast Quick Reference

revised February 2018

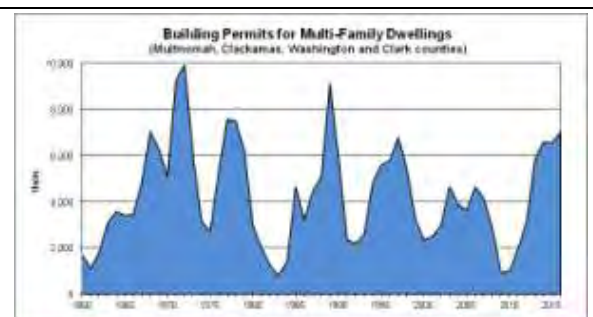
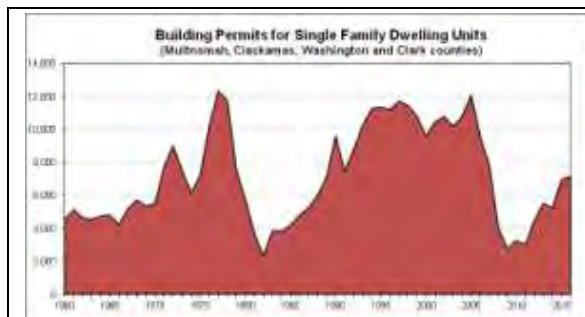


Sources: Regional Multiple Listing Service, Case-Schiller

- ❖ Cargo shipments (charts below) through the Port of Portland indicate a prosperous, growing region. Air cargo is ramping up to activity levels before the recession. Marine cargo (especially through Terminal 6) has not performed to expectations due to labor issues although it shows a capacity to rebound and contribute to regional job growth.



Source: Port of Portland



Source: U.S. Census (Permits include Clackamas, Multnomah, Washington and Clark)

- ❖ Average Single-family permits issued in last 3 years = 6,400 units/yr; 20 year avg. = 8,050 units/yr
- ❖ Average Multifamily permits issued in last 3 years = 6,700 units/yr; 20 year avg. = 4,100 units/yr

Draft 2018-2038 Regional Forecast Quick Reference

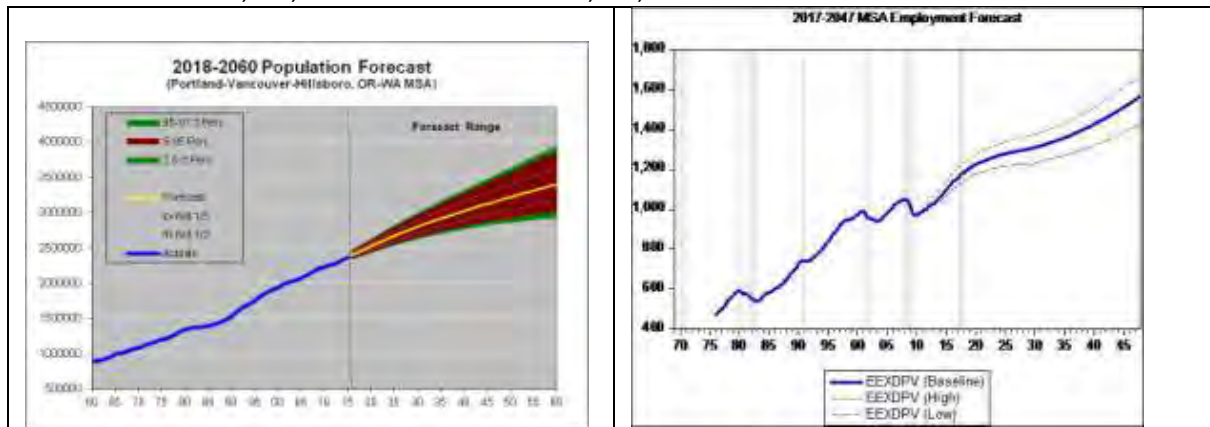
revised February 2018

Regional Forecast Summary

- ❖ Forecast prepared using up-to-date Census and Portland State Population Research Center data
- ❖ Forecast data sources include U.S. Bureau of Labor Statistics, Bureau of Economics, Federal Reserve Board, and Census
- ❖ U.S. growth projections derived from IHS Markit (August 2017 edition) and U.S. Census
- ❖ Annual comparisons between past forecasts and actuals/estimates are accurate and within an error band of about +/- 1 percent compounded, excluding years for the Great Recession
- ❖ Forecast contains uncertainty (see charts below).

2018-38 Regional Forecast, Portland-Vancouver-Hillsboro, OR-WA Metropolitan Statistical Area

Year	Population	APR%	Employment	APR%
2015	2,362,655	1.6	1,111,900	3.3
2016	2,407,540	1.9	1,144,450	2.9
2017	2,443,900	1.5	1,169,300	2.2
2018	2,480,800	1.5	1,193,500	2.1
2019	2,513,500	1.3	1,214,250	1.7
2020	2,545,400	1.3	1,230,200	1.3
2038	3,005,100	1.0	1,402,400	1.0



Source: history = {Census/ PSU and BLS; forecast = Metro, Research Center, November 2017}

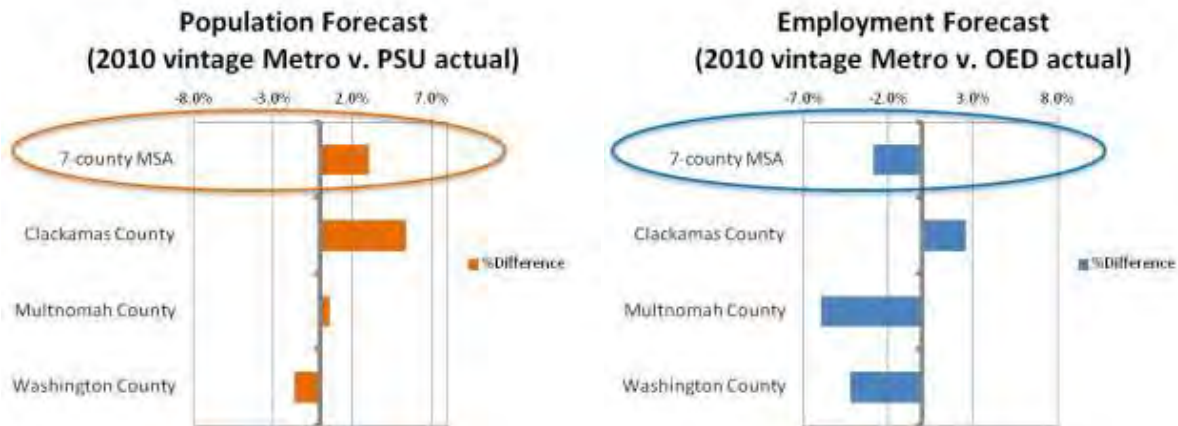
Forecast Comparison (Metro November 2017 Forecast v. Metro November 2014 Forecast)

Total Population	2015	2020	2025	2030	2035	2040
(in 1,000's)						
Metro (2017 vintage)	2,362.7	2,545.4	2,691.5	2,822.5	2,940.4	3,046.7
Metro (2014 vintage)	2,342.5	2,519.2	2,671.8	2,814.1	2,937.9	3,052.1
% diff	0.9%	1.0%	0.7%	0.3%	0.1%	-0.2%
Total Employment	2015	2020	2025	2030	2035	2040
(in 1,000's)						
Metro (2017 vintage)	1,111.9	1,230.2	1,281.4	1,313.2	1,363.1	1,432.3
Metro (2014 vintage)	1,100.0	1,228.1	1,311.6	1,399.8	1,484.5	1,571.3
% diff	1.1%	0.2%	-2.3%	-6.2%	-8.2%	-8.8%

Draft 2018-2038 Regional Forecast Quick Reference

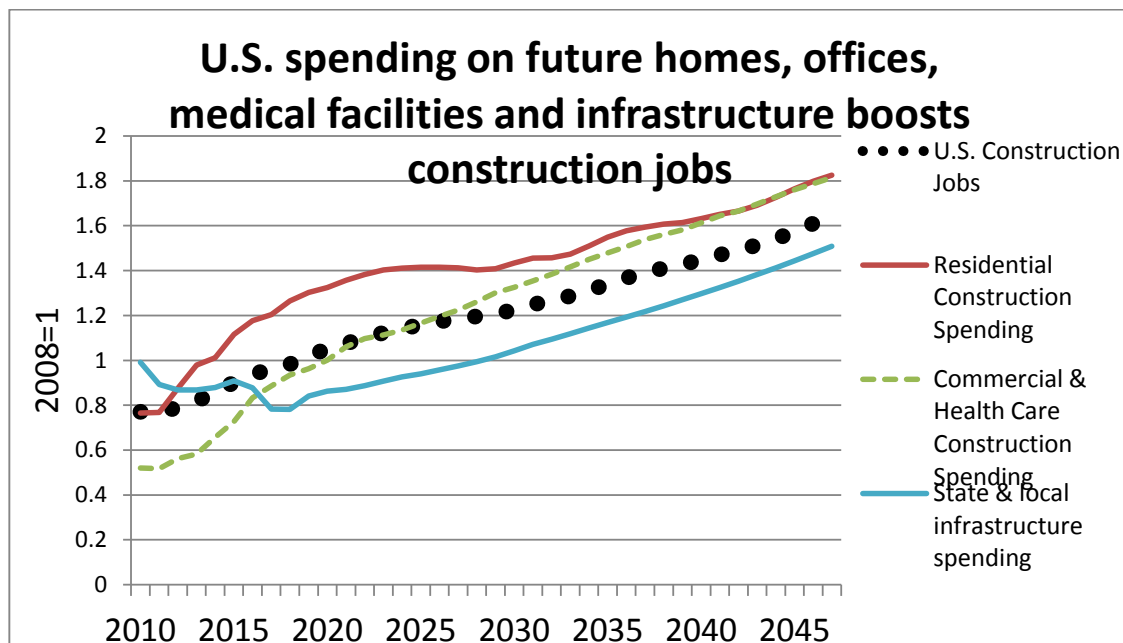
revised February 2018

Prior Metro Regional Forecast Accuracy



Review of Metro 2017 Regional Forecast and NERC November 2017 Forecast

- Both Metro and NERC economists agree that the differences between the two respective forecasts are not significant.
- Both concur that sector level employment differences are also not large
- Both forecasts project construction to be the fastest industry growth sector. Both cite infrastructure development from state and federal sources along with non-residential construction as key drivers of construction in future years.





600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes

April 11, 2018

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Emerald Bogue
Steve Callaway
Sam Chase
Denny Doyle (*Chair*)
Chloe Eudaly
Amanda Fritz
Mark Gamba
Linda Glover
Jeff Gudman
Kathryn Harrington
Jerry Hinton
Gordon Hovies
Nathan Phelan
Craig Prosser
Martha Schrader
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 Portland
City of Milwaukie, Other Cities in Clackamas County
City of Vancouver
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
Peninsula Drainage District #1, Special Districts in Multnomah County
TriMet
Clackamas County
Hillsboro School District Board of Directors, Governing Body of a School District

ALTERNATES PRESENT

Gretchen Buehner
Carrie McLaren
Brenda Perry

AFFILIATION

City of King City, Other Cities in Washington County
Oregon Department of Land Conservation and Development
City of West Linn, Other Cities Clackamas County

MEMBERS EXCUSED

Ed Gronke
Don Trotter

AFFILIATION

Citizen of Clackamas County
Clackamas County Fire District #1, Special Districts in Clackamas County

OTHERS PRESENT: Adam Barber, Laura Weigel, Kari Schlosshauer, Anna Slatinsky, Jennifer Hughes, Emily Klepper, Jennifer Donnelly, Chris Deffebach, Richard Swift

STAFF: Nellie Papsdorf, Ernest Hayes, Miranda Mishan, Megan Gibb, Alison Kean, Andy Shaw, Jes Larson, Craig Beebe, Ramona Perrault, Jamie Snook

1. CALL TO ORDER, SELF INTRODUCTIONS, CHAIR COMMUNICATIONS

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

2. PUBLIC COMMUNICATIONS

Kari Lyons, Welcome Home Coalition: Ms. Lyons discussed the importance of placing houseless people in affordable homes. She emphasized that the regional housing bond could bring in up to \$1 billion, and asked staff to work towards bringing in this amount. Ms. Lyons asked MPAC members to support the bond.

Diane Linn, Proud Ground: Ms. Linn emphasized the need for housing stability and the importance of focusing on housing families. She noted that they were in support of comprehensive plans in the regional bond and were supporting the Welcome Home Coalition and communities of color.

Kari Schlosshauer and Mary Kyle McCurdy, Getting There Together Coalition: Ms. Schlosshauer and Ms. Kyle McCurdy expressed support for the Welcome Home Coalition. They advised that MPAC continue to work on mitigating displacement, and ensure that communities of color were prioritized. Ms. Schlosshauer and Ms. Kyle McCurdy conveyed the need to integrate the housing bond measure with the transportation investment bond.

Jenny Lee, Coalition of Communities of Color: Ms. Lee advocated for homeownership, and noted that homeownership should become a value and a goal in the housing bond. She explained that it was a powerful opportunity for low income families to raise their children, create intergenerational wealth and address ongoing discrimination within homeownership.

3. COUNCIL UPDATE

Councilor Kathryn Harrington recounted the work being done by the Regional Investment Stakeholder Taskforce. She discussed the recent event to commemorate the assassination of Reverend Dr. Martin Luther King, Jr. and highlighted the collaboration of faith, union and government leaders to celebrate Dr. King Jr.'s life.

Councilor Harrington highlighted construction and improvements at Oxbow Regional Park. She explained that there would be the addition of a 2600 sq. ft. welcome center for the parks team as well as materials to create a welcoming experience for visitors. Councilor Harrington conveyed that there would be an additional seventeen campsites added and an accessible playground. She added that this was happening as a result of voter approved investments.

4. MPAC MEMBER COMMUNICATION

Commissioner Amanda Fritz provided a summary of the affordable housing work and the growth of affordable housing units in the City of Portland.

Commissioner Martha Schrader discussed the letter from Clackamas County to MPAC regarding the housing bond that was distributed to MPAC members at the meeting. She shared some of the development of affordable housing in Clackamas County and highlighted some of the county's specific needs. Commissioner Schrader emphasized the need to frame need in terms of poverty.

5. CONSENT AGENDA

5.1 Consideration of March 14, 2018 Minutes

Commissioner Fritz asked that she be marked as present in the minutes.

MOTION: Councilor Gudman moved and Mayor Steve Callaway seconded to adopt the consent agenda with the changes to the minutes.

ACTION: With all in favor, the motion passed.

6. INFORMATION/DISCUSSION ITEMS

6.1 Regional Housing Measure Update

Chair Doyle reminded MPAC members that finding an affordable home was one of the most pressing challenges facing the region, particularly those with very limited incomes. He explained that Metro was working with public and private partners to develop a recommended ballot measure proposal to create and protect affordable homes throughout the region.

Chair Doyle shared that Metro staff last presented the work plan for this effort to MPAC on February 14th, and at they were returning for an update and a discussion of what was to come. He introduced Mr. Andy Shaw, and Ms. Jes Larson, Metro staff.

Key elements of the presentation included:

Mr. Shaw provided a broad overview of the housing bond framework. Ms. Larson shared an update on the housing measure engagement timeline, and explained that they were working towards the draft framework and the steps they were taking to work on the draft framework with various jurisdictions and stakeholders.

Ms. Larson shared what they expected to be covered in the measure framework, including the scope, eligible program activities, outcomes, accountability, next steps and racial equity. She explained some of the discussions that were being had by the advisory tables, and the broader goals of each group.

Ms. Larson highlighted the community values that were guiding the stakeholder tables and the feedback they had heard from community members throughout the process so far. She noted the emphasis on furthering racial equity in the measure.

Ms. Larson recalled that the work of advancing racial equity would show up in the targeted communities, and that preventing displacement was necessary. She recounted the preliminary scenarios of the housing bond and the potential outcomes. Ms. Larson explained the research on partner capacity, racial equity and public opinion and some of the strategies they were using including contracting with community groups and polling. She noted that voter interest in the bond was significant.

Ms. Larson highlighted the next steps, specifically the community engagement that was coming up. She highlighted that the draft framework would come to MPAC on May 9.

Member discussion included:

- Commissioner Eudaly discussed eligible program activities, and asked if there was conversation about home ownership opportunities for low-income communities. She remarked that 66% of people polled supported a fifty cent tax increase.
- Ms. Larson shared that general obligation bonds were required to be used on things owned and operated by the public and under the current constitution home ownership was not eligible for funding with the bond. She noted that with the addition of the constitutional amendment, home ownership could be funded.
- Commissioner Eudaly asked how that would line up with the amendment process. Mr. Shaw shared that the bond and the constitutional amendment would be on the ballot together. He added that there could be opportunities for home ownership if the constitution was amended.
- Commissioner Schrader asked if Mr. Shaw could repeat the list of community partners. Mr. Shaw listed the groups, and explained that they were selected because they proposed doing outreach in all areas of the region.
- Councilor Jerry Hinton asked if they were thinking about the bond as \$50 million. Ms. Larson clarified that they were thinking about \$500 million. Councilor Hinton asked about the number of units that could be generated from the bond. Ms. Larson explained that the modeling was still underway and the constitutional amendment would have a significant impact on the number of units built. Mr. Shaw recalled that they were hesitant to make estimates because the technical table was still modeling the potential number of units.
- Councilor Hinton asked if the polling was done just for homeowners or the public at large. Mr. Shaw confirmed that it included both renters and

homeowners. Councilor Hinton shared that he would like to focus on slum and blight in terms of acquisition.

- Councilor Gretchen Buehner raised concerns about the elderly population, and emphasized the need to pass the constitutional amendment. Mr. Shaw reminded MPAC that Metro staff was not able to advocate for the constitutional amendment, but that elected officials were able.
- Commissioner Fritz highlighted the importance of looking at acquisition over construction, because they could provide safeguards for at-risk tenants. She shared the City of Portland's plan for low income housing, and expressed hope that MPAC and Metro staff were thinking about not only the physical structures of homes but how people are successful in housing.
- Commissioner Eudaly shared that the region was seeing a slow down in unit costs which was an indicator that a shallow recession was impending. She asked if Metro was consulting economists. Mr. Shaw explained that they had not yet done the shorter term forecasting necessary to understand the impacts of a recession.
- Mayor Callaway conveyed that the public had to know the details of the bond, and the returns of the tax needed to be made clear. He emphasized the need to think about flexibility and how needs could be met in all communities. Mayor Callaway highlighted the importance of wealth building in communities of color, and the need to invest in these communities and neighborhoods.
- Mayor Mark Gamba noted that the changes made by a half a billion dollar housing bond would not be visible to most people, and that doubling that amount should be explored in the next set of polls. He discussed the importance of serving homeless families by focusing on units with more bedrooms.

6.2 Trends behind the Regional Population Forecast: Migration and Demographic Change

Chair Doyle explained that one of MPAC's primary responsibilities was to provide policy advice to the Metro Council as they planned for regional population and employment growth. He noted that in September they would be asked to provide the Metro Council with advice on the 2018 Urban Growth Management decision.

Chair Doyle expressed that the following presentation would recount the factors that were influencing population and employment growth in the region and nationwide. He introduced the panelists, Ms. Sheila Martin, from the PSU Institute of Portland Metropolitan Studies, Mr. Tom Potiowsky, PSU Northwest Economic Research Center, Mr. Bill Reid, PNW Economics, and the panel moderator, Mr. Craig Beebe, Metro.

Chair Doyle asked Ms. Megan Gibb to provide some context regarding the growth management decision process. Ms. Gibb shared that Metro relied on employment

and population forecasts to make Urban Growth Management decisions. She added that the full report on demographic trends would be published in the Urban Growth Report.

Key elements of the presentation included:

Mr. Beebe explained that one of the findings of the forecast was that the Metro region had rebounded from the great recession. He asked what lessons were learned from the recession and which were most relevant at the regional level.

Mr. Potiowsky explained that one of the lessons learned was that in economic crises the government had to step in. He proposed that the government could step in to get people back into the labor force.

Ms. Martin shared that household formation slowed down in the recession, and building was at a standstill, but as the recession ended demand for housing increased as people were able to form households and the region could not accommodate this demand. She remarked that they could have done land banking to house people and provide incentives for builders to build houses and mitigate lack of investment in order to even out the house-building cycle.

Mr. Reid explained that the recovery of the recession was not started with a lot of land for single family homes that were ready for building, and there was not a lot of capacity when the economy moved and migration to the region increased.

Mr. Beebe asked what the largest sources of uncertainty on the economy were.

Mr. Reid conveyed that the biggest uncertainty was to do with the fact that they were at an unprecedented level of buildable land, and the biggest risk moving forward was the unavailability of cities and counties for meeting resident's needs.

Mr. Potiowsky spoke to the changing federal trade policies that were putting tariffs on trade, and expressed concern about a trade war, and that products from Oregon to China would be impacted. He acknowledged that demand could increase and supply would not be able to keep up, leading to higher inflation which would increase land prices.

Ms. Martin conveyed that they did not know how major industries might change the business models to deal with constraints. She added that the region had an aging population but did not have the resources to serve the aging population model moving forward. Ms. Martin added that health care might change its service model to deal with the needs of the population without building many more hospitals.

Mr. Beebe asked if there were concerns about the widening income gap, and if the panelists had any ideas about mitigating the negative impacts of the increasing gap.

Mr. Potiowsky cautioned against regional policy for income redistribution, and suggested that such a situation might cause social unrest.

Ms. Martin explained that as more communities of color came to the region there was a need to be more inclusive and that employers needed to move away from the idea that employees needed to “fit the culture” of the company. She conveyed that this would prevent inclusivity. Ms. Martin noted that opportunities were opened up by a tight labor market, and employers had to be willing to invest in training to ensure that people were productive and had a good job experience.

Mr. Beebe asked if the region was experiencing typical changes.

Mr. Reid acknowledged that a lot of what was happening in the region was happening in other areas.

Mr. Beebe asked panelists to recount some of the reasons that people were moving to the region and asked if the demographics were changing.

Mr. Potiowsky explained that when an area reached full employment, the economy slowed down. He added that it was difficult to say if the region was changing because it was at full employment or if it was becoming a more expensive place to live.

Mr. Reid added that in the last six months there had been research that showed that millennial home buying had only started in the last year. He explained that housing ownership options for millennial’s would be critical moving forward.

Ms. Martin expressed the importance of continuing to explore providing a variety of different ways for people to get into housing. She highlighted the importance of making denser living easier, and noted that densifying would protect farms and forests. Ms. Martin cautioned that this could cause the region to become an enclave for the rich.

Mr. Beebe asked if the region was preparing for changes in housing preferences.

Mr. Reid shared that data on home buying preferences was consistent with rental preferences. He recounted that people wanted to be able to live in an urban environment, and that it was necessary to deliver affordable homes with desired qualities.

Ms. Martin remarked that people were returning to central cities because they had become safer, and that this had encouraged people to stay in cities. She emphasized the need to invest in central cities so that they were desirable places to live.

Mr. Potiowsky conveyed that millenials were a demographic cohort that was putting off traditional expenditures and not buying homes. He shared that desirable neighborhoods may be too expensive and the pressure would come to the suburbs which would have impacts on the UGB and transit issues.

Member discussion included:

- Mayor Gamba asked if there had been work done to show wages compared to housing costs on the basis of generations. Ms. Martin shared that low-income renters were often the most cost burdened. Mayor Gamba suggested that they were not thinking about the magnitude of the differences in wages over generations. Ms. Martin noted that this work could be done.
- Mayor Gamba asked about how automation would affect the work force. Mr. Reid suggested that the notion that automated technology would soon be a part of everyday life was exaggerated and speculative.
- Mr. Potiowsky remarked that technology opened up new jobs but the problem was workers transitioning into these new jobs that incorporated new technologies.
- Ms. Martin emphasized the importance of life-long learning as a key to resiliency. She conveyed that policies that resisted changes could work against the population.
- Councilor Buehner asked how the population growth ratio was changing. Mr. Potiowsky explained that Washington, Clackamas and Clark County were going to grow soon. Ms. Martin added that migrants to the region came from a wide variety of areas.
- Councilor Buehner asked if there would be an influx of migrants from Appalachia like in the early twentieth century. Ms. Martin explained that the jobs that were growing in the region would not likely attract the kinds of workers that might migrate from Appalachia.
- Mr. Mark Watson asked Mr. Potiowsky about his views given on the housing bond given his cautions against redistributive policies. Mr. Potiowsky explained that he favored the housing bond because there was a need to provide housing. He expressed support for the public sector providing goods when there was demand.
- Councilor Gudman noted that on the topic of generations, the biggest difference for millennial's was education debt. He asked what the ideal densification number was for the seven county areas. Councilor Harrington expressed that studies showed that high density was possible, and design was of high importance. Mr. Potiowsky agreed and explained that design could make an area livable or not.

7. ADJOURN

MPAC Chair Doyle adjourned the meeting at 7:02 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 11, 2018

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
4.0	Handout	4/10/18	Letter from Clackamas County Board on the Housing Bond	041118m-01
6.1	Handout	3/13/18	Regional Housing Measure Framework: Advisory tables	041118m-02
6.1	Presentation	4/11/18	Regional Housing Measure: Update PowerPoint	041118m-03

**BOARD OF COUNTY COMMISSIONERS****PUBLIC SERVICES BUILDING**
2051 KAEN ROAD | OREGON CITY, OR 97045

April 10, 2018

Ms. Martha Bennett,
Chief Operating Officer
Metro
600 NE Grand Ave.
Portland, OR 97232

RE: Letter in Support of the City of Wilsonville's Urban Growth Boundary (UGB) Expansion Proposal for the Frog Pond East and South Areas

To Ms. Bennett:

On behalf of the Clackamas County Board of Commissioners, I would like to express support for the proposed expansion of the Metro Urban Growth Boundary (UGB) to include the Frog Pond East and South areas, located in an Urban Reserve area east of the City of Wilsonville. These areas will ultimately be annexed into the City and developed consistent with the Frog Pond Area Plan, a concept plan adopted by the City in 2015.

The City of Wilsonville has invested a great deal of time and work into creating a plan for this area that will meet the ongoing need in the city for housing to support nearby employment growth; a need exacerbated by the near build-out of the city's largest residential area growth area, Villebois.

It is our understanding that these are the only areas in Clackamas County that are being considered for inclusion into the UGB in 2018. It is imperative that Metro support well-planned growth in Clackamas County. We urge you to approve this expansion proposal and allow Wilsonville to continue to grow and provide needed housing in this county.

Sincerely,

Jim Bernard, Chair
Board of County Commissioners
Clackamas County



Metro Policy Advisory Committee (MPAC)

agenda

Wednesday, March 14, 2018

5:00 PM

Metro Regional Center, Council chamber

1. **Call To Order, Introductions, Chair Communications (5:00 PM)**
 - *2017 Compliance Report*
2. **Public Communications (5:05 PM)**
3. **Council Update (5:10 PM)**
4. **MPAC Member Communication (5:15 PM)**
5. **Consent Agenda (5:20 PM)**
 - 5.1 [Consideration of February 14, 2018 Minutes](#)
Attachments: [February 14, 2018 Minutes](#)
6. **Information/Discussion Items**
 - 6.1 [2018 Urban Growth Management Decision: Process Update \(5:20 PM\)](#)
Presenter(s): Ted Reid, Metro
Attachments: [MPAC Worksheet](#)
[2018 UGM Decision Process Overview](#)
 - 6.2 [Emerging Technology Strategy: Draft Policies \(5:35 PM\)](#)
Presenter(s): Eliot Rose, Metro
Attachments: [MPAC Worksheet](#)
[Memo: Emerging Technology Strategy: Draft Policies](#)
7. **Action Items**

- 7.1 [Report Back on Regional Leadership Forum #4 Takeaways and Recommendations for Refining 2018 RTP Investment Priorities \(Recommendation Requested\) \(6:10 PM\)](#)

Presenter(s): Kim Ellis, Metro

Attachments: [MPAC Worksheet](#)
[Regional Leadership Forum #4 Summary](#)
[2018 Engagement Summary](#)
[Key Dates for Finalizing Our Shared Plan for the Region](#)
[Update on Remaining Policy and Technical Work](#)
[Jurisdictional Comments](#)

8. Adjourn

Upcoming MPAC Meetings:

- *Wednesday, April 11, 2018*
- *Wednesday, April 25, 2018*
- *Wednesday, May 9, 2018*

MPAC Worksheet

Agenda Item Title: 2018 Urban Growth Management Decision: Process Update

Presenter: Ted Reid, Principal Regional Planner

Contact for this worksheet/presentation: Ted Reid

Purpose/Objective

Provide MPAC with an update on the process that will lead to an MPAC recommendation and the Metro Council's urban growth management decision in 2018.

Action Requested/Outcome

No action is requested at this time.

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. Staff presented that work program overview to MPAC in early 2017 and wishes to provide a brief status update.

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. Five cities have indicated their interest in urban growth boundary expansions in 2018. Those five cities are expected to submit full proposals by May 31, 2018. Full proposals will include concept plans for the proposed expansion areas as well as materials that address the factors that Council adopted in December 2017 as amendments to Title 14 of the Functional Plan (as recommended by MPAC). Those factors address topics like development feasibility, affordability, removal of barriers to mixed-uses, and the six desired outcomes.

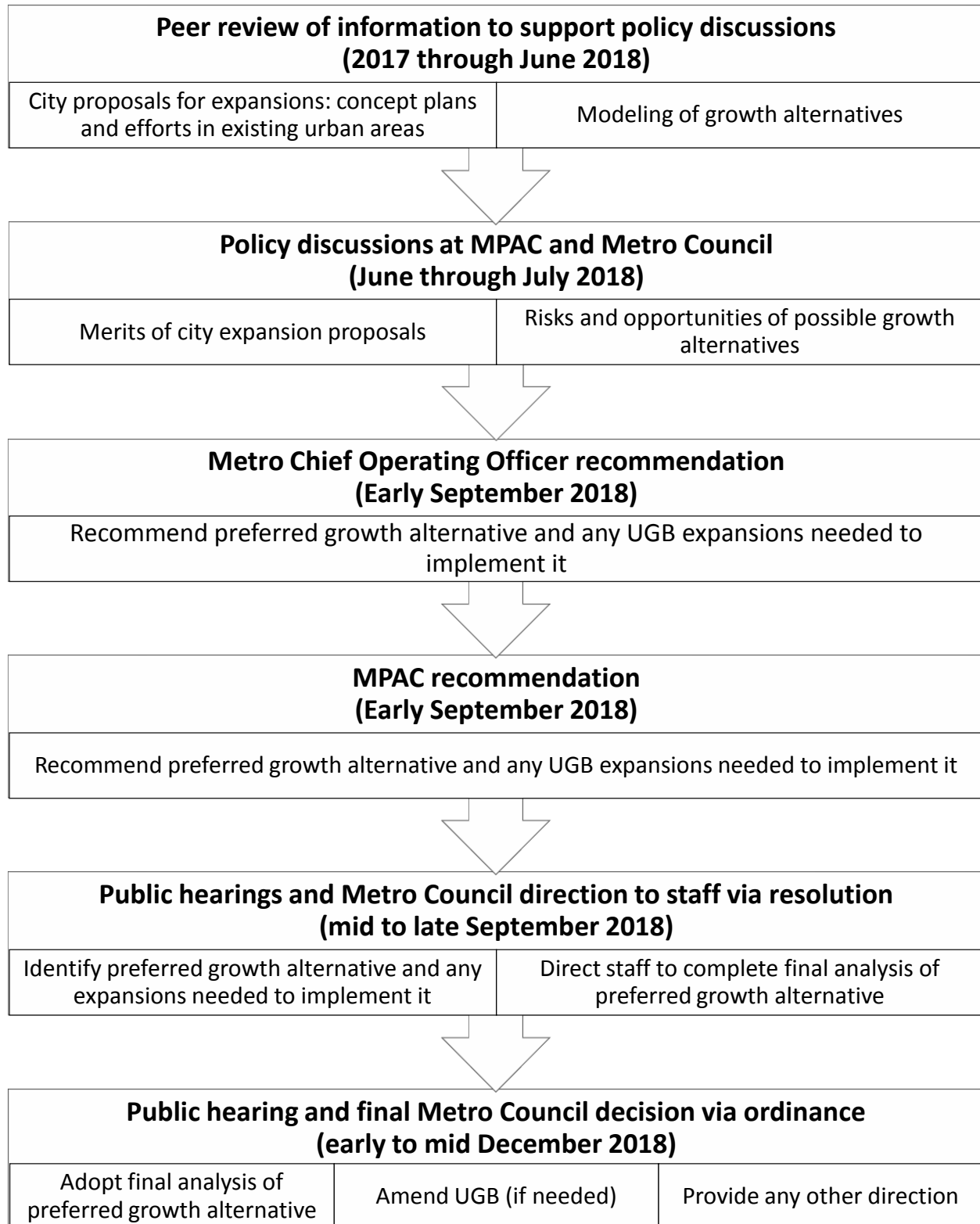
Staff wishes to provide MPAC with an overview of how analysis, engagement, recommendations and decisions will be sequenced this year to accommodate this new approach to decision making.

What packet material do you plan to include?

Process diagram for 2018 growth management decision.

December 1, 2017

2018 Urban Growth Management Decision Process Overview





600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes

March 14, 2018

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Sam Chase
Betty Dominguez
Andy Duyck
Mark Gamba
Jeff Gudman
Linda Glover
Kathryn Harrington
Jerry Hinton
Gordon Hovies
Martha Schrader
Don Trotter
Mark Watson

AFFILIATION

Metro Council
Metro Council
Washington County
City of Milwaukie, Other Cities in Clackamas County
City of Lake Oswego, Largest City in Clackamas County
City of Vancouver
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

Gretchen Buehner
Brian Cooper
Karen Emerson

John Griffiths
Linda Simmons

AFFILIATION

City of King City, Other Cities in Washington County
City of Fairview, Other Cities in Multnomah County
Tualatin-Tigard School District Board of Directors, Governing Body of a School District
Tualatin Hills Park & Recreation District
TriMet

MEMBERS EXCUSED

Denny Doyle (*Chair*)

AFFILIATION

City of Beaverton, Second Largest City in Washington County

OTHERS PRESENT: Adam Barber, Laura Weigel, Jennifer Hughes, Anna Slatinsky, Rich Swift

STAFF: Nellie Papsdorf, Ernest Hayes, Miranda Mishan, Kim Ellis, Elissa Gertler, Eliot Rose, Ted Reid

1. CALL TO ORDER, SELF INTRODUCTIONS, CHAIR COMMUNICATIONS

Chair Pro-tem Mark Gamba explained that in the absence of Chair Denny Doyle and Vice Chair Larry Morgan, he would be presiding over the meeting. Chair Pro-tem

Gamba asked MPAC for approval to continue as chair of the meeting, and approval was received.

Chair Pro-tem Gamba asked MPAC members, alternates and meeting attendees to introduce themselves. He welcomed new MPAC members.

Chair Pro-tem Gamba discussed the 2017 Compliance Report. He shared that per Metro Code, the Chief Operating Office was required to annually submit to the Metro Council the status of compliance by cities and counties with the requirements of Metro code Chapter 3.07, the Urban Growth Management Functional Plan, as well as Metro Code chapter 3.08, the Regional Transportation Function Plan. Chair Pro-tem Gamba explained that the Chief Operating Office submitted this report to the Council on March 1, and per the Metro Code, it needed to be submitted to MPAC and JPACT as an informal non-action item for review.

Chair Pro-tem Gamba shared that compliance with the UGMPP included meeting requirements for maintaining housing capacity; protecting water quality and flood management; protecting industrial land; planning for areas added to the Urban Growth Boundary; and protecting and enhancing fish and wildlife habitat. He conveyed that all jurisdictions were in compliance with the UGMFP.

Chair Pro-tem Gamba explained that compliance with the RTFP included meeting requirements for transportation system design; development and update of transportation system plans; transportation project development; regional parking management; and amendment of comprehensive plans. He shared that all jurisdictions were in compliance with the RTFP.

2. PUBLIC COMMUNICATIONS

There were none.

3. COUNCIL UPDATE

Councilor Sam Chase welcomed Councilor Betty Dominguez to the Metro Council, and announced the upcoming joint council meeting with the Tribal Council of the Confederated Tribes of Grand Ronde on March 22.

Councilor Chase reminded MPAC members about the stakeholder advisory committee discussions that were happening at Metro, and discussed the makeup of the committee and their current goals.

4. MPAC MEMBER COMMUNICATION

Commissioner Amanda Fritz highlighted that the Portland City Council was meeting to revise the Washington Park Master Plan on March 15th.

5. CONSENT AGENDA

No quorum.

6. INFORMATION/DISCUSSION ITEMS

6.1 2018 Urban Growth Management Decision: Process Update

Ms. Elissa Gertler, Metro's Director of Planning and Development reminded MPAC of the UGB review coming up this year. She shared that after today's presentation they were seeking feedback on the review process. Ms. Gertler added that the Metro Council had directed and overseen refinements to the implementation of growth and that today's presentation would cover the new system. She introduced Mr. Ted Reid, Metro's project manager for Urban Growth Management.

Key elements of the presentation included:

Mr. Reid explained that Metro Council was planning on making a decision on Urban Growth Management and was looking to MPAC to give a recommendation on this decision. He acknowledged that the council wanted this year's process to be different than in the past, and to move away from some of the past theoretical debates and move towards building housing to meet the needs of future residents of the region. Mr. Reid emphasized the need for the process to advance Metro's desired outcomes.

Mr. Reid recounted the timeline of the UGM process, and highlighted the improvements to the UGM process that had been made over the years with MPAC's recommendations. He discussed what was expected from cities asking for expansions, and how that had changed over time.

Mr. Reid noted that Metro had received five letters of interest for residential expansions, and that the next step was for those cities to submit full expansion proposals by the end of May. He shared that Metro staff intended to have MPAC focus on the merits of these proposals over the summer.

Mr. Reid conveyed that staff was doing analysis as required by state law to understand the land already within the UGB. He reminded MPAC that they would present all of that information in the urban growth report that would come out at the end of June. Mr. Reid explained that the Urban Growth Report accompanied by the proposals put forward by cities would be the basis of this summer's discussions.

Mr. Reid highlighted the peer review groups that would weigh in on the city proposals for expansions, and their role in the UGM process. He explained the makeup of the group, and shared that their role was to advise MPAC on the proposals made by cities, and whether or not the expansions should be approved.

Member discussion included:

- Chair Duyck raised concerns that MPAC members would not be allowed agency in decision making if the peer review group saw the proposals before MPAC. Mr. Reid explained that MPAC would hear directly from the cities as well.
- Ms. Gertler conveyed that CRAG would be doing strength and weakness evaluation, and they thought of it as stakeholder engagement. Councilor Kathryn Harrington clarified that the information from CRAG would come to MPAC, and that MPAC still had a very significant role in the process.
- Chair Duyck emphasized that he was concerned that another group in the process would add another layer of information which would complicate the process. Councilor Harrington shared that Metro's record for transparency was consistency good, and that information about the UGB process had always been made available. She emphasized that she was optimistic about the process. Ms. Gertler suggested Chair Duyck serve on CRAG.
- Mr. Don Trotter asked Mr. Reid to recount the five cities that had submitted proposals for expansion. Mr. Reid listed King City, Sherwood, Wilsonville, Beaverton ??
- Councilor Jerry Hinton asked how the expansion process factored into Damascus disincorporation. Mr. Reid shared that they were working off of decisions made by the Damascus City Council and the Metro Council at a joint meeting.
- Councilor Betty Dominguez expressed support for Councilor Harrington's comments regarding transparency in the UGB expansion process. She asked Mr. Reid if the affordability requirements in the cities proposals distinguished between housing for sale and multifamily rental housing. Mr. Reid shared that when cities made their full proposals they would provide more info. He reminded MPAC that one of the requirements for proposals was that cities had to provide a concept plan which would speak to housing needs and affordability.
- Councilor Dominguez asked if there was a difference between home ownership and rental opportunities. Mr. Reid shared that they could not zone for those distinctions, and the zoning would usually happen from market forces. Ms. Gertler added that land does not turn into development by itself.
- Councilor Gretchen Buehner asked if there would be an update on demographic forecasts, and when that could be expected. Mr. Reid shared that a peer review group of that forecast had been happening, and the update would be shared in the Urban Growth Report in the upcoming months. He explained that MPAC would have some discussion about the growth forecasts on April 11th, particularly the underlying trends that were pushing growth in various directions.
- Councilor Buehner suggested looking at proposals and doing evaluation on how many units could be fit in an acre, and deduce whether or not it might be rental or owned housing based on the density of the housing.

- Councilor Jeff Gudman shared that it would be helpful for MPAC to have data that showed the number of people per acre inside the UGB, and other densification trends.
- Councilor Harrington shared that Metro's urban reserves that should last for 40-50 years. Councilor Gudman emphasized that density information would be useful. Mr. Reid conveyed that sharing that information was required by state law and would be shared with MPAC.
- Chair Duyck raised concerns about the 50 year land supply, and explained that this was not a marker that had been achieved in spite of it being a goal. He shared that the amount of reserves that had been adopted was not what the state legislature showed and put into legislation.
- Mr. Mark Watson asked if the new process was because it was mid-cycle or because it was setting a precedent. Mr. Reid expressed that he hoped they were setting a precedent, and that they wanted an outcome based approach. Councilor Harrington added that a new process had been used each cycle.

6.2 Emerging Technology Strategy: Draft Policies

Chair Pro-tem Gamba highlighted some of the ways in which technology was changing transportation. He shared that Metro had been developing a strategy to help the region prepare for these, and introduced Mr. Eliot Rose, who was leading the technology strategy work.

Key elements of the presentation included:

Mr. Rose explained that he wanted to collect feedback on the draft policy language that was going to be at the heart of the technology strategy. He conveyed that there was a lot of potential in these developing technologies, and a lot of drawbacks. Mr. Rose recounted some of the challenges that were posed by emerging technologies, and emphasized that his work was not about deploying new technologies.

Mr. Rose highlighted the work that had been done so far in researching types of emerging technologies both within and outside the region. He highlighted feedback from Metro committees, county coordinating committees and one-on-one conversations with partners. Mr. Rose thanked agencies in the region for taking an early role in the process. He explained to MPAC what to expect in the upcoming months.

Mr. Rose shared that considering the long term impacts of new technologies was of high importance, and that he had been considering how these technologies would play out over time. He explained that congestion, pollution, land use and other Metro priorities would see significant impacts based on technology.

Mr. Rose recounted the policy framework including the principles, policies, strategies and actions. He discussed the elements of each section of the policy

framework, and explained the key areas that were emphasized in the RTX policy. Mr. Rose shared how key policy areas in the RTX policy aligned with those in the RTP.

Mr. Rose highlighted that implementation of the technology strategy was to come after the policy was drafted and feedback had been incorporated. He shared some of the implementation strategies that peer agencies were using to implement similar strategies.

Mr. Rose discussed the strategy development timeline for the upcoming year, and highlighted lessons learned from feedback on the draft policy language.

Member discussion included:

- Councilor Hinton suggested thinking about what the incorporation of Uber and Lyft would mean for infrastructure, the market, and personal use. He expressed appreciation for Mr. Rose's work, and emphasized the importance of talking about emerging technologies.
- Commissioner Amanda Fritz raised concerns that many of these new technologies were not in line with Metro's values, and many new technologies would only further contribute to congestion. She highlighted the need to think about equity and who would benefit from these technologies. Commissioner Fritz emphasized the need to figure out how to decrease the number of vehicles on the road.
- Councilor Dominguez emphasized that there were pros and cons to the technology conversation from an equity perspective, and that rides with Uber and Lyft were not affordable.
- Councilor Buehner highlighted the importance of accessibility, and noted that the population of the region was aging and there was a need for more services that were accessible. She suggested adding accessibility as a policy area for RTX.
- Chair Duyck expressed appreciation that Metro was embracing technology, because flexibility was important in order for people to get to work, given that transit did not reach all areas of the region.
- Mr. Rose conveyed that based on history, the easier it was to choose driving, more people would. He explained that this would make traffic more efficient but it would be multiple decades until those benefits were actualized.
- Councilor Gudman asked if Mr. Rose was anticipating a section on embedding the technology in infrastructure as a part of the policy area recommendations. Mr. Rose explained that one of the recommended actions was to increase our capacity to send information to and from the road side.

- Commissioner Fritz added that the public sector would be bearing the financial brunt of new technologies but only the private sector would benefit.
- Mr. John Griffiths suggested that autonomous vehicles could reduce traffic deaths and the surface area occupied by cars could be reduced and turned into pedestrian and bike use.
- Councilor Harrington referred to the benefits and challenges presented by Uber and Lyft specifically in the city of Portland. She recommended continuing positive forward momentum in engaging with technologies to allow benefits to reach as many people as possible.
- Chair Pro-tem Gamba highlighted that there was the need to be proactive on regulating new technologies, and to make all automated vehicles electric.
- Commissioner Fritz emphasized that engaging with new technologies that added more cars on the road showed a complete turn in Metro's policies.
- Chair Pro-tem Gamba noted that ideally bikes and pedestrians could move on greenways instead of freeways and roads with cars.

7. ACTION ITEMS

7.1 Regional Leadership Forum 4 Takeaways/Recommendations for Regining 2018 RTP Investment Priorities

Chair Pro-tem Gamba explained that staff was requesting that MPAC provide a recommendation to the Metro Council as the council considered which direction to give local jurisdictions as they refined the draft project lists for the 2018 Regional Transportation Plan.

Chair Pro-tem Gamba thanked Metro council for hosting the leadership forum and those who attended on March 2nd. He shared that the conversations they had at the forum, along with the key takeaways put together by Metro staff provided a basis for thoughtful dialogue at MPAC.

Chair Pro-tem Gamba conveyed that MPAC and JPACT's recommendations would go before the Metro Council the following week, and that local jurisdictions would have until the end of April to refine their draft project lists. He introduced Ms. Kim Ellis, Metro's RTP Project Manager.

Key elements of the presentation included:

Ms. Ellis recounted the current RTP progress and what had been done so far. She highlighted what had been learned at the most recent leadership forum and public

feedback over the past few months. Ms. Ellis emphasized safety, reliability and travel options as priority outcomes.

Ms. Ellis discussed key takeaways from the leadership forum and the starting points for project refinements. She explained that these takeaways were important in thinking about making requests from the public, and being responsive to public leaders.

Ms. Ellis described the recommendations that TPAC was making to JPACT, and asked for feedback from MPAC on these recommendations. She shared that TPAC had discussed the importance of jurisdictions summarizing their approach to the project list and what they took into consideration for the project adjustments.

Ms. Ellis provided an overview of how projects could be improved or refined, including adding projects to the constrained list with new funding, shift project timing, update descriptions and intent, and provide more specificity for a bundled project.

Ms. Ellis discussed the RTP project timeline and next steps through the end of the year. She shared their proposed recommendation to the Metro Council.

Member discussion included:

- Ms. Gertler explained that there was no need for an official motion on the recommendation.
- Councilor Jeff Gudman asked how many agencies and cities had not yet refined their projects. Ms. Ellis recalled that they were currently asking for direction to the cities and counties. She explained that jurisdictions submitted projects, they had evaluated, and were taking a second look.
- Chair Duyck asked how HB 2017 funding dovetailed into RTP projects. Ms. Ellis shared that these projects were focused on active transport and ITS investments. Ms. Gertler added that they had already started the refinement process and were waiting for recommendation.
- Chair Pro-tem Gamba explained where they were in the process. He shared that at the leadership forum he heard concerns that over time the region will see new needs come up that were not addressed by the projects, and the goals would not be met. Chair Pro-tem Gamba conveyed that his recommendation was to look at swapping the timeline on many projects with regional goals in mind. Ms. Ellis emphasized that they were aiming for a balanced plan.
- Chair Duyck raised concerns that funds collected from congestion pricing would not go back into the transportation system. Chair Pro-tem Gamba emphasized that congestion would not be reduced by additional highway lanes. Chair Duyck explained that he did not agree, and that building more roads where they were needed would be helpful, and that this was an option that had not been explored.
- Chair Pro-tem Gamba raised concerns that ODOT's current plan for congestion pricing required the funds raised to be spent on interstates, whereas true congestion pricing would allow for spending on the whole system.

- Ms. Gertler asked for confirmation from MPAC members that they approved the recommendation, and members at the table gave their approval.
- Commissioner Fritz asked if they could convey that they would not move forward with the RTP until they got closer to meeting designated goals. Ms. Gertler noted that MPAC could send a strong message to the Metro Council about what they would like to see from the RTP.
- Ms. Ellis highlighted that they had an obligation to finish the update by the end of the year, and that staff was looking at the project list to identify project refinements.
- Ms. Linda Simmons asked Commissioner Fritz about the fifty cent tax on Uber and Lyft rides in the City of Portland, and where the funds from that tax would be allocated. Commissioner Fritz explained that Commissioner Dan Saltzman had not yet shared that information with the council. Ms. Simmons highlighted that the importance of being clear about who was allocating the funds collected from a tariff and where they would be allocated.
- Councilor Harrington asked about dates for upcoming MPAC presentations on the RTP. Ms. Ellis shared that she would work on that. Councilor Harrington conveyed that she would like to have draft summary findings come back to MPAC before the public comment period.

8. ADJOURN

MPAC Chair Pro-tem Gamba adjourned the meeting at 7:02 PM.

Respectfully Submitted,



Miranda Mishan
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MARCH 14, 2018

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
1.0	Handout	3/1/2018	2017 Compliance Report	031418m-01
3.0	Handout	3/14/18	RTP Letter from Getting There Together Coalition	031418m-02
6.1	Handout	3/14/18	2018 UGM Decision Engagement and Process Timeline	031418m-03
6.1	Presentation	3/14/18	2018 Urban Growth Management Decision Process Update	031418m-04
6.2	Presentation	3/14/18	Emerging Technology Strategy: Draft Policies	03418m-05
6.3	Presentation	3/14/18	Refining RTP Investment Priorities	031418m-06



Meeting minutes

Meeting: Transportation Policy Alternatives Committee (TPAC) and
Metro Technical Advisory Committee (MTAC) Workshop

Date/time: Wednesday, March 7, 2018 | 9:30 a.m. - noon

Place: Metro Regional Center, Council chamber

Attending

Tom Kloster, Chair
Adam Barber
Katherine Kelly
Brendon Haggerty
Glenn Koehrsen
Raymond Eck
Darci Rudzinski
Mary Kyle McCurdy
Tom Bouillion
Gerry Mildner
Ramsay Weit
Carol Chesarek
Laura Weigel
Jae Douglas
Laura Terway
Bob Kellett
Emily Lai
Paul Grove
Tom Armstrong
Karen Perl Fox
Nancy Kraushaar
Chris Deffebach
Jon Makler
Kelly Betteridge
Mark Lear
Lynda David
Jennifer Hughes
Talia Jacobson
Bob Sallinger
Kari Schlosshauer
Mike O'Brien
Jeff King
Anna Slatinsky
Kay Durtschi
Jeannine Rustad
Karen Buehrig
Eric Hesse

Affiliate

Metro
Multnomah County
City of Gresham
Multnomah Co. Health Department
TPAC Community Member
Washington Co. Community Member
Angelo Planning
1000 Friends of Oregon
Port of Portland
Portland State University
AHS, Housing Affordability
Multnomah County
City of Hillsboro
Multnomah County Public Health
City of Oregon City
Portland Bureau of Transportation
TPAC Community Member
Portland Home Builders Association
City of Portland
City of Tualatin
City of Wilsonville
Washington County
Oregon Department of Transportation
TriMet
City of Portland, Bureau of Transportation
SW Washington Regional Transportation Council
Clackamas County
Oregon Department of Transportation
Audubon Society
Safe Routes to Schools National Partnership
Environmental Science Associates
City of Forest Grove
City of Beaverton
Multnomah County Citizen
Tualatin Hills Park and Recreation District
Clackamas County
City of Portland, Bureau of Transportation

Metro Staff

Ted Leybold, Resource Development Manager	Kim Ellis, Principal Transportation Planner
Jeff Frkonja, Research Center Director	Lake McTighe, Senior Transportation Planner
Ted Reid, Principal Regional Planner	Grace Cho, Associate Transportation Planner
Jamie Snook, Principal Transportation Planner	Marie Miller TPAC Recorder

1. Call to Order and Introductions

Chair Tom Kloster called the workshop meeting to order at 9:30 a.m., and welcomed everyone. Introductions were made.

2. Comments From the Chair and Committee Members

Kelly Betteridge with TriMet announced they are recruiting for the position Eric Hesse recently vacated as well as the new GM.

Jon Makler announced Mandy Putney has accepted the position of Policy & Development Regional Manager at Region 1, replacing Kelly Brooks. The Major Projects Manager position is now vacant and will be open for recruitment soon.

3. Public Communications on Agenda Items – None**4. 2018 Growth Management Decision: Buildable Land Estimates**

Ted Reid provided an overview of why Metro is inventorying buildable land as part of the work to inform the 2018 urban growth management decision. The inventory process raises some interesting questions around uncertainty in forecasting.

Jeff Frkonja provided a revised 2018-2038 Regional Growth Forecast Reference handout with additional information from last month. As the Urban Growth Management process continues with analysis of development trends, buildable land inventory, regional forecasts and other topics, the Metro Research Center has formed the Land Use Technical Advisory Group. They are asking members of this committee and your partners to help keep local officials informed and engaged with issues pertinent to urban growth management.

A timeline was provided with scenario forecasts testing, capacity forecasting, and the release of a draft Urban Growth Report (UGR) toward the end of June. The five cities proposing UGB expansions have a deadline of May 31, 2018 for their full proposals. Metro staff is working with proposers to establish forecast assumptions. New to the review process is an advisory group review of city proposals.

Buildable Lands Inventory (BLI) identifies capacity by inventorying vacant land, and forecasting market-driven multi-family, redevelopment, and infill. Data for 2007-2015 show redevelopment and infill increasing in importance for development. Infill and redevelopment supplied more than half of new housing in the 2007 to 2015 time period.

Jeannine Rustad commented that the areas of North Bethany and South Copper Mt. are expected to be built between 5-10 years. With the right land brought into the inventory, vacant land will be used quickly. Chris Deffebach asked for clarification on the chart with percentage of developable land, comparing infill with vacant land. Glenn Koehrsen asked if rules and regulations were being factored in with the forecasts. Mr. Frkonja acknowledged the BLI accounts for adopted zoning. Tom Armstrong commented on the City of Portland issuing 7,400 building permits in 2007. There are still 10,000 pre-inclusionary housing units in the pipeline. They are monitoring the current slow-down in the market with higher labor costs and construction issues. Mr. Frkonja added that recent Accessory Dwelling Units (ADU) construction is up markedly in the Portland area.

New data used to enhance BLI methods include multi-family and mixed use redevelopment capacity, ADU capacity, and residential and commercial proportional assumptions for mixed use zones. Two scenarios of redevelopment capacity were developed. One being a statistical analysis of observed 2007-15 markets, and price thresholds set by Delphi process used in the last cycle. These scenarios enabled Metro to reflect uncertainty in future redevelopment capacity, apply observed data (required by state law), address stakeholder feedback, better understand factors influencing redevelopment, and give Metro Council “decision space” to manage uncertainty.

The statistical approach provided key factors with noticeable effects. Factors push redevelopment in the same direction region-wide but vary in scale inside vs. outside Portland.

Higher tax lot value is less likely for redevelopment

Higher value neighborhood is less likely for redevelopment

Larger lot size is more likely for redevelopment

Closer to city center is more likely for redevelopment (included for Portland only)

For the price threshold approach, a panel of private and public sector experts set strike price thresholds by broad geographies. A chart was given illustrating how the two methods create different scenarios.

Discussion was held on Accessory Dwelling Units (ADUs) and the uncertainty of forecasting due to the future of Portland’s SDC waiver, the potential in other jurisdictions and uses other than long-term housing. Members requested information on how ADUs might be used as long-term housing and/or short-term rentals, what the economic impact would be using square footage with various size units, data that showed a mix of units with useful measurement for policy decisions. Metro staff will monitor findings from an in-progress survey by Portland State University’s Institute for Sustainable Studies that may address some of these questions.

The 2018 Buildable Lands Inventory Draft 3 Summaries was provided. It showed Residential Units Capacity, and Employment Acres Capacity Forecasts, with both statistical and threshold approaches. Comments included:

- Dramatically different numbers with these 2 approaches. How useful are these approaches with such variance, and will there be an interpretive framed approach for each available.
- How close to reality are these data approaches for making sense.
- Where are the age demographics with population projections in the data? Housing needs and sizes will change.
- Acknowledgement was given to the staff on time and effort.
- What level of transportation investment is needed for the land uses depicted in these approaches?
- Regarding parking lots/spaces, how is this calculated in the forecasts? It would help to define impacts of future forecasts with parking needs.
- More description with the logic between Portland and other parts of the region with these approaches.
- The statistical method appears to do a better job with redevelopment and infill locations, but greatly underestimates likely capacity, particularly in Portland
- Concern with the 2 approaches, given the unknowns, particularly with market pricing.
- City limits across counties and annexation issues. It would help to define these areas more clearly in tables and on maps.

5. Regional Leadership Forum #4 Takeaways and Initial Recommendations for Refining 2018 RTP

Investment Priorities Kim Ellis thanked those that were able to attend the Regional Leadership Forum March 2. The forum helped set up refinements for jurisdictions as we move forward. Ms. Ellis pointed to handouts provided for her presentation 1) Regional Leadership Forum Summary, 2) What we heard during the public comment period, and 3) the Discussion Worksheet from the Forum.

With the goal to finalize the 2018 RTP by the end of the year, work is being taken to incorporate these refinements on project plans. The Discussion Worksheet from the Forum shows mixed results, with some disappointment not making as much progress as hoped, with more work needed for funding. We are also working with limitations to what has been planned and developed to this point, staying within budgets and resources, and providing both regional and local priorities. Recommendations are being asked for areas of improvement as these are presented to TPAC, JPACT and Metro Council.

Referring to the Regional Leadership Forum Summary, seven key takeaways were formed as recommended ways for jurisdictions to refine their draft project lists to better meet the region's shared goals.

1. We can make more near-term progress on key regional priorities – equality, safety, travel options and congestion.
2. This is an opportunity to reduce disparities and barriers that exist for historically marginalized communities.
3. Prioritize projects that focus on safety in high injury corridors.
4. Accelerate transit service expansion.
5. Tackle congestion and manage travel demand.
6. Prioritize completion of biking and walking network gaps.
7. We must continue to build public trust through inclusive engagement, transparency and accountability.

Comments from the committees:

- The prioritization looks good with the issues we face.
- Surprised no environmental issues are on this list, such as storm water, green infrastructure, and climate smart. There is a need to call them out more specifically.
- On the discussion worksheet, safety good and bad news provides a misleading description saying 60% of projects are on high injury corridors, and less than half of projects on high injury corridors have safety as a primary or secondary purpose. More definition of safety needs to be pulled out from the data related to high injury corridors.
- It was stated at the Forum that HB2017 funding would meet or exceed transit smart services. Where is the data that supports this?
- There was a strong theme from the Forum on leading with equity.
- Regarding climate smart, with required state law and Metro with partners providing performance measurements for this issue, it was recommended we have the same performance measurements for safety and equity as they are perceived as top priorities. We should document how and why this was done.
- For the RTP adoption, the equity plan is part of this. A break out of costs/budget percentages is recommended. Example: high crash corridors
- Possibility and likelihood of tradeoffs. Knowing we'll have additional funding for transit dollars, possible different categories and projects may go beyond "advancing" projects. Each jurisdiction has its own constrained budget that we may now go beyond in future planning.
- With the potential project changes relating to RTP policy chapters, not all of the project movements need to be shown in the chapters. Placing them more in strategies is advised.

- Jurisdictions should share tools; we are not changing projects in the same way. It's challenging for local jurisdictions to view regional plans when boundaries are crossed.
- Lack of focus on isolated communities; with access to transit, different modes of transit can be utilized beyond big buses.
- The intent of project in the list can be misleading, especially with safety. Categories given for choice were not appropriate for the project. Recommended we name critical strategies and goals we seek to achieve.
- We cannot not have safety in projects. The challenge is how to identify this. The public will not be looking at the project descriptions, so the percentage of safety reported needs to be showcased for the value it is. Ways to consider are identifying projects that make it safer vs. new projects that are retrofitted with safety elements. Defining safety in next round needed.
- Documentation with safety the same requirements for documentation of equity in project proposals? Is there a same process for equity identification issues as there are for safety? Equity needs to include a funding criteria factor in projects that can be measureable.
- The top priorities from the Discussion worksheet and MetroQuest survey don't match up. Ms. Ellis provided more background on where these came from and will be compiled more clearly with the refinement process.
- More opportunities to talk about equity in the next phases of the RTP projects. In the next few weeks, guidance could come from Metro staff on equity issues that are more specific. A forum on these issues is needed.
- At past Forum no mention was made on Vision Zero. This was disappointing. We are creating transformational changes in planning and this should be discussed and documented.
- It may be difficult to leverage projects around when funding is not known. Jurisdictions are also doing additional work in projects in the RTP. It's challenging to include not only the project list priorities details, but tell a broader story.
- Safety related to roadways, yes. However, safety also relates to transit access and personal safety.
- If we can't modify the RTP, why are we here?
- Since Metro adopted the Climate Smart communities, we have known the primary way of implementing and reaching it was through the 2018 RTP. We are legally bound to do it. We either changes some projects or tell a bigger story. This includes equity and safety.
- Why are we not downsizing the evaluation plan in order to meet the priorities set?
- Table discussion at the Forum centered on air quality and impacts to low-income communities. Not mentioned in these materials. Measurements would be welcome.
- Safety projects (new) vs. safety improvements on existing projects.
- Jurisdictions are trying to meet all the criteria on projects. A recommendation to have a JPACT round robin of reviews was suggested.

6. **MAP-21 Performance Measures and Targets Input – CMAQ** Grace Cho provided an overview on the federally required Moving Ahead for Progress in the 21st Century (MAP-21) performance targets required to be developed by MPOs, state DOTs, and transit agencies. She noted for Metro, as the MPO, the MAP-21 performance targets are to be developed as part of the 2018 RTP and must be completed by autumn 2018. The reason she was before TPAC and MTAC was to discuss the region's input on two statewide MAP-21 performance targets being set by ODOT and need to be set by May 2018. Because of unique circumstances around applicability and eligibility, ODOT staff asked the Portland region to provide direction around two performance targets related to CMAQ. Metro staff has developed recommendations around these performance measures to provide to ODOT, which are outlined in the memo with the timeline and process for OTC adoption. Ms. Cho is available for future questions.

- 7. 2021-2024 STIP Funding Programs Overview** Jon Makler provided an overview of the 2021-2024 State Transportation Improvement Program (STIP), starting with the STIP Development Timeline. When concluded, the Oregon Transportation Commission (OTC) will adopt in late June, 2020. The first deadline in the process is April 2018 with the 150% Lists. ODOT will scope projects on these lists to refine the cost estimates prior to programming the STIP; prioritization must yield the 100% lists by July 2019.

ODOT is responsible for the 150% list and 3-months scoping process. Fix-It programs (bridge operations, preservation, safety, agency mandates) have \$30 million allocation funds in Region 1. When the 150% list is available, ODOT will transmit to partners in the region for help identifying leverage with investments on these projects.

Leverage programs in the 2021-24 STIP include improvements to state highway (Region 1 Allocation: \$8,483,573), safety (Region 1 Allocation: \$10,680,000) and active transportation (Region 1 Allocation: \$7,746,000). These are for 3-year amounts. Leverage programs principles include meeting community needs not addressed by Fix-it projects, maximizing resources by leveraging priority improvements, allowing for flexibility while maintaining transparency, projects that should be consistent with plans and on a list of identified needs, and documented investments to inform outcome-based planning/programming.

Mr. Makler briefly described what activities in the leverage programs were ineligible or eligible. The basis of eligibility will help determine which projects to scope, which will be done in a very short time, using \$1 million total for scoping. Optimal data from leveraging and eligibility with partners will allow ODOT to narrow the list from 150% to 100%, using select criteria, public review and partner input. When the 150% lists are known, ODOT will be contacting jurisdictions to help identify opportunities for leverage. Mr. Makler and members of his staff are reaching out to local agencies and he welcomes direct follow up. Future consultations at the TPAC table will be available also.

8. Adjourn

There being no further business, workshop meeting was adjourned by Chair Kloster at 12:00 p.m.
Meeting minutes submitted by,
Marie Miller
TPAC Recorder

Attachments to the Public Record, TPAC and MTAC Workshop meeting, March 7, 2018

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	3/7/2018	March 7, 2018 Joint TPAC/MTAC Workshop Agenda	030718T-01
2	Work Program	2/28/2018	2018 Combined TPAC/MTAC Workshop Work Program	030718T-02
3	Meeting Minutes	2/7/2018	Meeting minutes from Feb. 7, 2018 Joint TPAC/MTAC Workshop meeting	030718T-03
4	Handout	Feb. 2018	2018-2038 Regional Growth Forecast Quick Reference, revised Feb. 2018	030718T-04
5	Handout	March 2018	Regional Leadership Forum 4 Summary	030718T-05
6	Handout	Feb. 2018	RTP What we Heard: online survey, community leaders' forum, Metro Councilor briefings, project website	030718T-06
7	Handout	March 2018	Regional Leadership Forum 4, Discussion Worksheet	030718T-07
8	Memo	3/7/2018	TO: TPAC/MTAC FROM: Grace Cho and Ted Leybold, Metro RE: MAP-21 Performance Measures and Targets – CMAQ Program	030718T-08
9	Memo	3/7/2017	TO: TPAC/MTAC FROM: Jon Makler, ODOT Region 1 Planning Manager RE: 2021-2024 STIP, Draft Leverage Program Guidelines	030718T-09
10	Handout	March 2018	2021-2024 STIP Funding Allocations	030718T-10
11	Presentation	3/7/2018	UGM Analytic Process: Buildable Land Inventory	030718T-11
12	Presentation	3/7/2018	2021-24 STIP, Background and Overview	030718T-12



Agenda

Meeting: Joint Transportation Policy Alternatives Committee (TPAC) and Metro Technical Advisory Committee (MTAC) Workshop
 Date: Wednesday, March 7, 2018
 Time: 9:30 a.m. – noon
 Place: Metro Regional Center, Council Chamber

- | | | | |
|-----------------|-------------|---|---|
| 9:30 am | 1. | Call To Order And Introductions | Tom Kloster, Chair |
| 9:35 am | 2. | Comments From The Chair And Committee Members | Tom Kloster, Chair |
| 9:40 am | 3. | Public Communications On Agenda Items | |
| 9:45 am | 4. * | 2018 Growth Management Decision: Buildable Land Estimates
Purpose: Provide an update on the technical review process for the buildable land inventory as well as a summary of methods and preliminary results | Ted Reid, Metro
Jeff Frkonja, Metro |
| | | | |
| 10:30 am | 5. # | Regional Leadership Forum #4 Takeaways and Initial Recommendations for Refining 2018 RTP Investment Priorities
Purpose: Report on key takeaways from March 2 Regional Leadership Forum and initial recommendations for refining project lists for the 2018 RTP | Kim Ellis, Metro |
| | | | |
| 11:10 am | 6. * | MAP-21 Performance Measures and Targets Input-CMAQ
Purpose: Provide TPAC and MTAC a brief overview on the federally required MAP-21 performance targets set to be developed as part of the 2018 RTP and region's input on two statewide MAP-21 performance targets being set by ODOT. | Grace Cho, Metro |
| | | | |
| 11:30 am | 7. * | 2021-2024 STIP Funding Programs Overview
Purpose: To provide an overview of the 2021-2024 STIP Funding Programs, including the Safety, Active Transportation, and Enhance Leverage programs. | Grace Cho, Metro
Ted Leybold, Metro
Jon Makler, ODOT |
| | | | |
| 12:00 pm | 8. | Adjourn | Tom Kloster, Metro |

Upcoming TPAC/MTAC Workshop Meetings:

- Wednesday, April 4, 2018
TPAC/MTAC Workshop, 9:30 a.m. – noon
- Wednesday, May 2, 2018
TPAC/MTAC Workshop, 9:30 a.m. – noon

- * Material will be emailed with meeting notice
- # Material will be distributed at the meeting.

For agenda and schedule information, call 503-797-1766. To check on closure/cancellations during inclement weather please call 503-797-1700.

2018-2038 Regional Growth Forecast Quick Reference

revised February 2018

This document summarizes the Metro 2018-2038 Regional Growth Forecast. It provides high-level talking points and forecast outputs for general audiences.

Key Findings

- A panel of experts, economists, and demographers found the forecast to be reasonably sound.
- The Metro region has rebounded from the Great Recession.
- The region added 45,000 new residents last year (2016), equal to 1.9% APR. This is the fastest annual growth since the Great Recession.
- The tight labor market is leading to a Portland area unemployment rate below 4 percent (December 2017). Job growth has been robust since 2014.
- Strong regional growth has lifted employment back above the pre-recession employment peak.
- Going forward, both population and job growth are expected to continue at a moderated pace because the region is approaching its full potential and full employment.
- Longer-term, the region will continue to see relatively stronger population growth (than U.S. trends) as net in-migration is expected to add to regional population – averaging 1.0% APR, (784,000 more residents in MSA between 2015 and 2045)
- Job growth in the long-term is expected to trend with population, – averaging roughly the same 1.0% APR, (406,000 more jobs in MSA between 2015 and 2045)

State of the Region

Annual MSA Population and MSA Employment

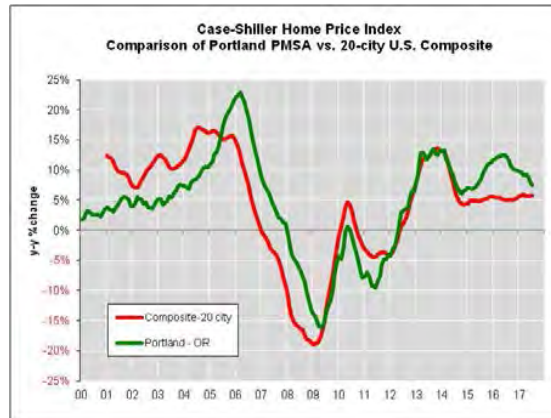
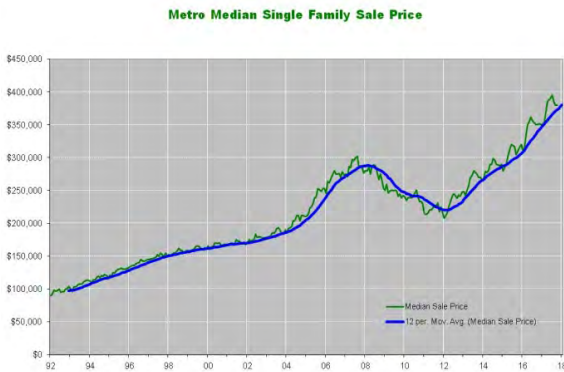
	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
Population	2,265,725 (0.7%)	2,291,650 (1.1%)	2,324,535 (1.4%)	2,362,655 (1.6%)	2,407,540 (1.9%)
Employment	1,020,400 (2.2%)	1,044,800 (2.4%)	1,076,000 (3.0%)	1,111,900 (3.3%)	1,144,500 (2.9%)

Source: PSU and BLS (annual growth rate in parenthesis)

- ❖ The Great Recession is now well past. Job and population growth have returned to pre-recession rates in recent years.
- ❖ National, state and regional unemployment rates are approaching near-full employment – meaning that anyone looking for a job is likely able to find a job, but may mean a shortage for businesses looking to hire.
- ❖ Strong real estate prices (charts below) indicate a growing economy with room to expand in a key blue-collar employment sector – construction. Surveys of local apartments show low vacancy rates and higher year-over-year rents.
- ❖ Prices for homes are similarly showing strong appreciation – another indicator of a robust and healthy economy.

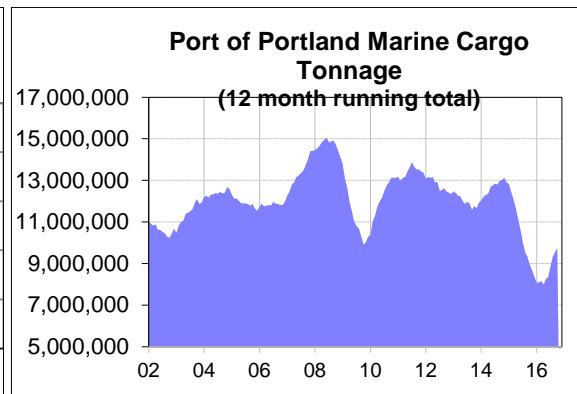
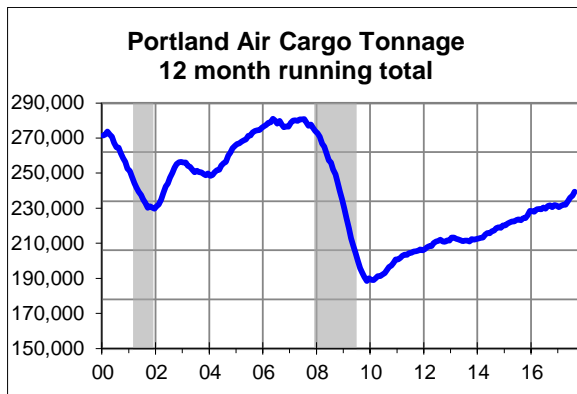
2018-2038 Regional Growth Forecast Quick Reference

revised February 2018

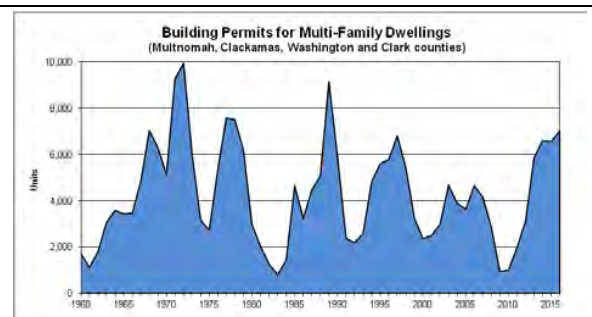
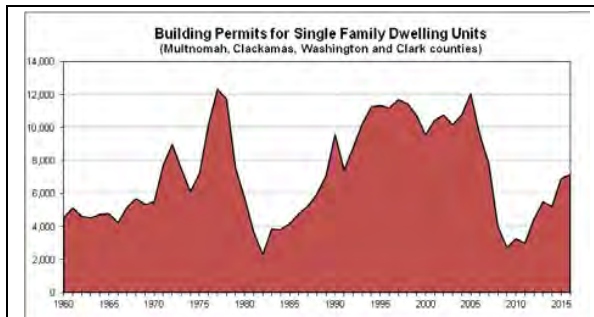


Sources: Regional Multiple Listing Service, Case-Schiller

- ❖ Cargo shipments (charts below) through the Port of Portland indicate a prosperous, growing region. Air cargo is ramping up to activity levels before the recession. Marine cargo (especially through Terminal 6) has not performed to expectations due to labor issues although it shows a capacity to rebound and contribute to regional job growth.



Source: Port of Portland



Source: U.S. Census (Permits include Clackamas, Multnomah, Washington and Clark)

- ❖ Average SFR permits issued in last 3 years = 6,400 units/yr; 20 year avg. = 8,050 units/yr
- ❖ Average MFR permits issued in last 3 years = 6,700 units/yr; 20 year avg. = 4,100 units/yr

2018-2038 Regional Growth Forecast Quick Reference

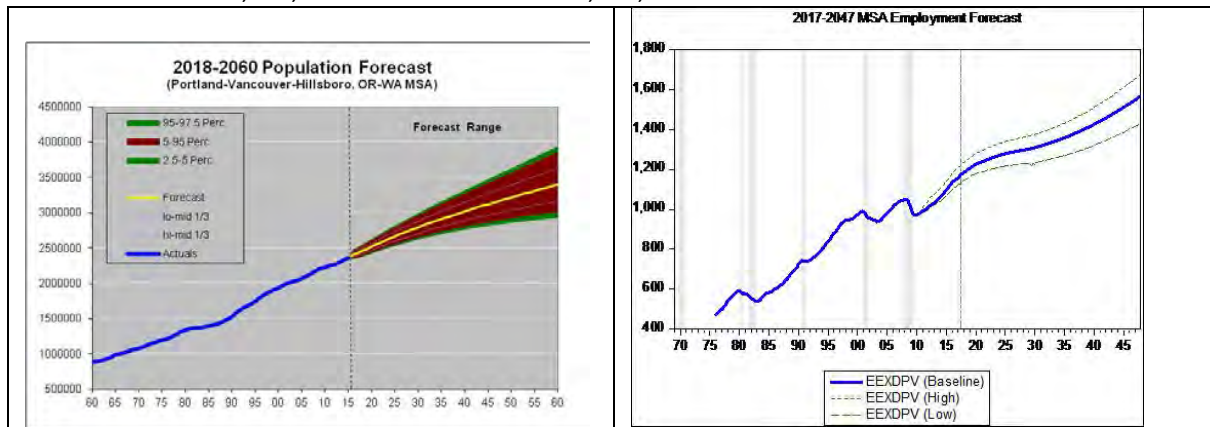
revised February 2018

Regional Forecast Summary

- ❖ Forecast prepared using up-to-date Census and Portland State Population Research Center data
- ❖ Forecast data sources include U.S. Bureau of Labor Statistics, Bureau of Economics, Federal Reserve Board, and Census
- ❖ U.S. growth projections derived from IHS Markit (August 2017 edition) and U.S. Census
- ❖ Annual comparisons between past forecasts and actuals/estimates are accurate and within an error band of about +/- 1 percent compounded, excluding years for the Great Recession
- ❖ Forecast contains uncertainty (see charts below).

2018-38 Regional Forecast, Portland-Vancouver-Hillsboro, OR-WA Metropolitan Statistical Area

Year	Population	APR%	Employment	APR%
2015	2,362,655	1.6	1,111,900	3.3
2016	2,407,540	1.9	1,144,450	2.9
2017	2,443,900	1.5	1,169,300	2.2
2018	2,480,800	1.5	1,193,500	2.1
2019	2,513,500	1.3	1,214,250	1.7
2020	2,545,400	1.3	1,230,200	1.3
2038	3,005,100	1.0	1,402,400	1.0



Source: history = {Census/ PSU and BLS; forecast = Metro, Research Center, November 2017}

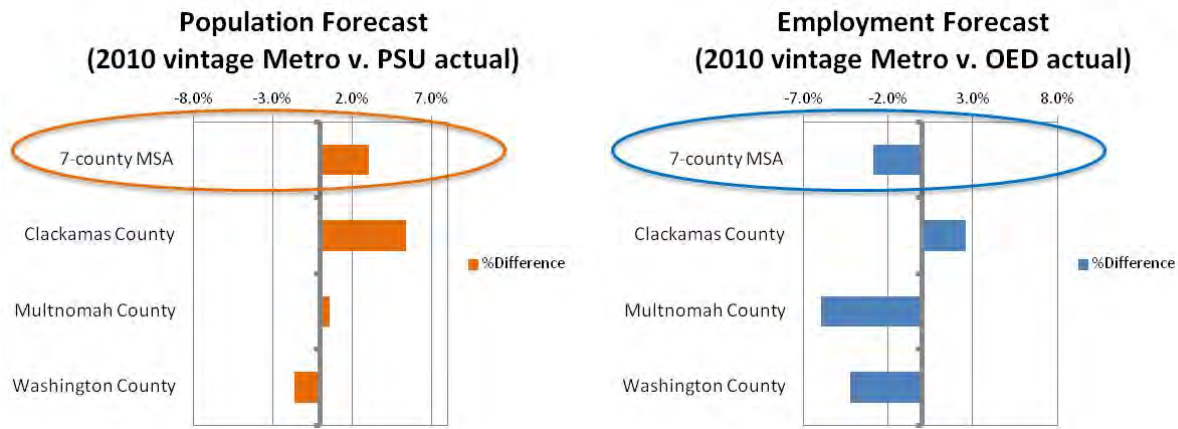
Forecast Comparison (Metro November 2017 Forecast v. Metro November 2014 Forecast)

Total Population (in 1,000's)	2015	2020	2025	2030	2035	2040
Metro (2017 vintage)	2,362.7	2,545.4	2,691.5	2,822.5	2,940.4	3,046.7
Metro (2014 vintage)	2,342.5	2,519.2	2,671.8	2,814.1	2,937.9	3,052.1
% diff	0.9%	1.0%	0.7%	0.3%	0.1%	-0.2%
Total Employment (in 1,000's)	2015	2020	2025	2030	2035	2040
Metro (2017 vintage)	1,111.9	1,230.2	1,281.4	1,313.2	1,363.1	1,432.3
Metro (2014 vintage)	1,100.0	1,228.1	1,311.6	1,399.8	1,484.5	1,571.3
% diff	1.1%	0.2%	-2.3%	-6.2%	-8.2%	-8.8%

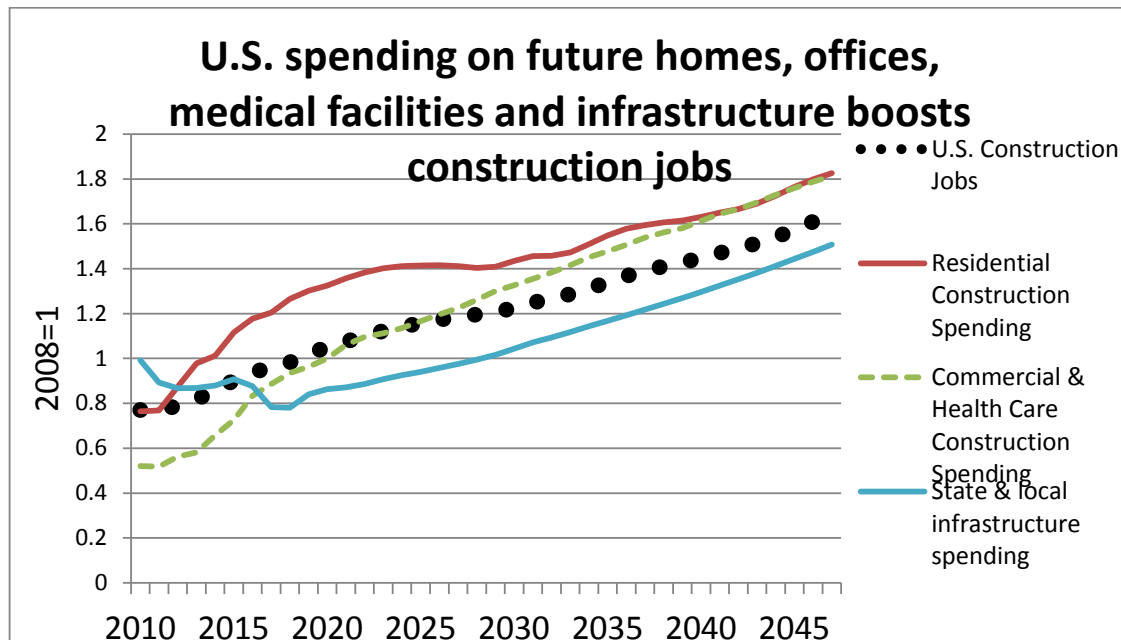
Prior Metro Regional Forecast Accuracy

2018-2038 Regional Growth Forecast Quick Reference

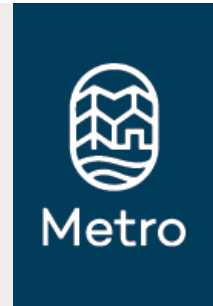
revised February 2018

**Review of Metro 2017 Regional Forecast and NERC November 2017 Forecast**

- Both Metro and NERC economists agree that the differences between the two respective forecasts are not significant.
- Both concur that sector level employment differences are also not large
- Both forecasts project construction to be the fastest industry growth sector. Both cite infrastructure development from state and federal sources along with non-residential construction as key drivers of construction in future years.



Materials following this page were distributed at the meeting.



UGM Analytic Process: Buildable Land Inventory (BLI)

MTAC/TPAC Joint Workshop
March 7, 2018

Agenda

- Urban Growth Management (UGM) process & Next Steps
- Observed development trends
- Where we are now: Buildable Land Inventory
 - Retained much of 2015 process
 - A range of estimates of redevelopment
 - Accessory Dwelling Units
 - Mixed Use/Residential

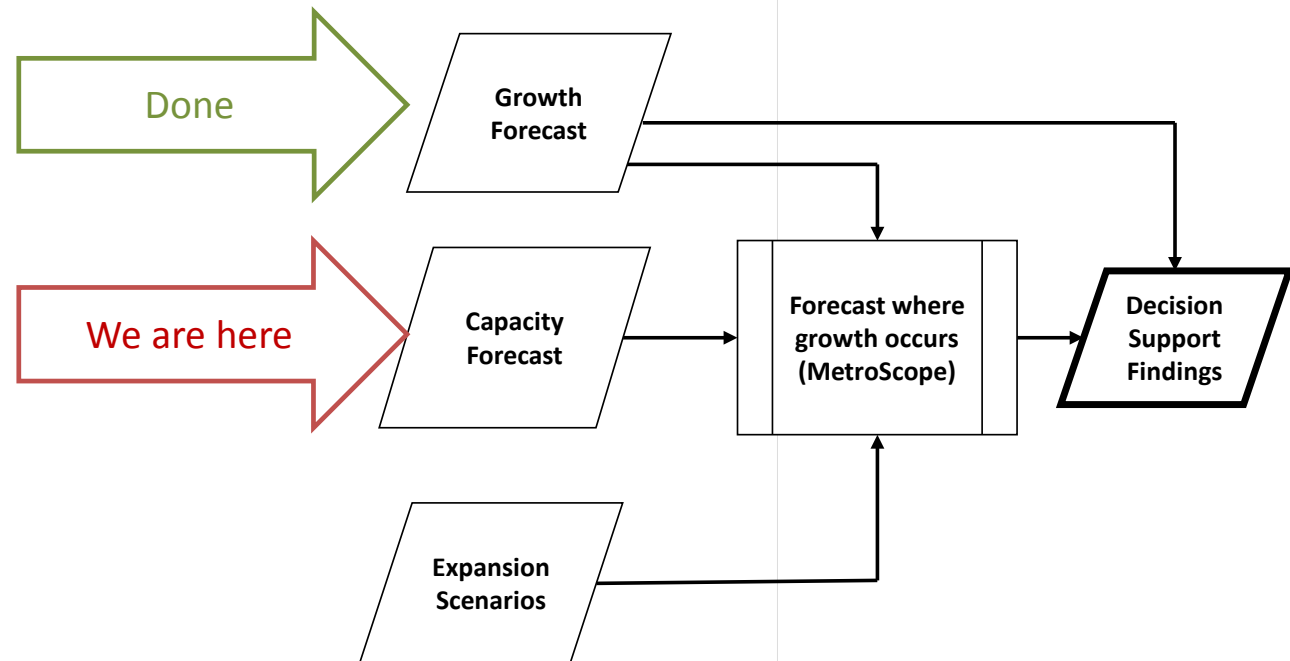
New forum: Land Use Technical Advisory Group

- Metro Research Center has gotten (and may need additional) assistance from your agencies:
 - Local knowledge
 - Advice on methods
 - Keeping your elected officials apprised
- Topics:
 - BLI, regional forecast, allocation forecast, expansion proposal assumptions...

UGM Analytic Schedule



We are mid-way through forecast work flow



Metro Received Five UGB Expansion Proposals

- Letters of interest arrived in December:
 - Beaverton, Hillsboro, King City, Sherwood, Wilsonville
- Full proposals due to Metro by 5/31/18
- In the meantime...
 - Metro staff working with proposers to establish forecast assumptions

New Decision Support Information



- Advisory group review of city proposals
- Urban Growth Report (UGR)
 - Observed data
 - Forecast data

New concepts inform UGM analytics

- Buildable Lands Inventory identifies *capacity* by:
 - *Inventorying* vacant land
 - ***forecasting*** market-driven multi-family, redevelopment, and infill
- Being a forecast, *BLI contains uncertainty*

New Data Helps Us Understand Redevelopment

Development comes from various opportunities...

Using BLI definitions, infill and redevelopment supplied more than half of new housing

Housing acres and units built from 2007 to 2015 by BLI land development type

	Redevelopment	Infill	Vacant land
units	26,750	13,850	13,100
acres	790	1,925	1,085
percent of units	50%	26%	24%
percent of land	21%	51%	29%

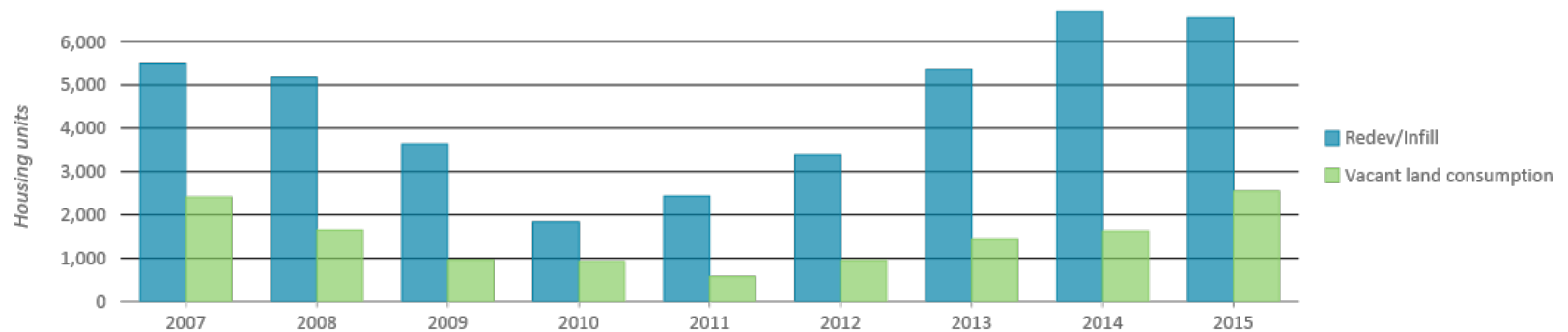
Note: mostly-vacant land treated as vacant

Source: Metro 2017 Land Development Monitoring System

...in which redevelopment & infill are increasingly important

From 2007 to 2015: ~54k new housing units

Units built over time by development type- using 95% rule on parent lots

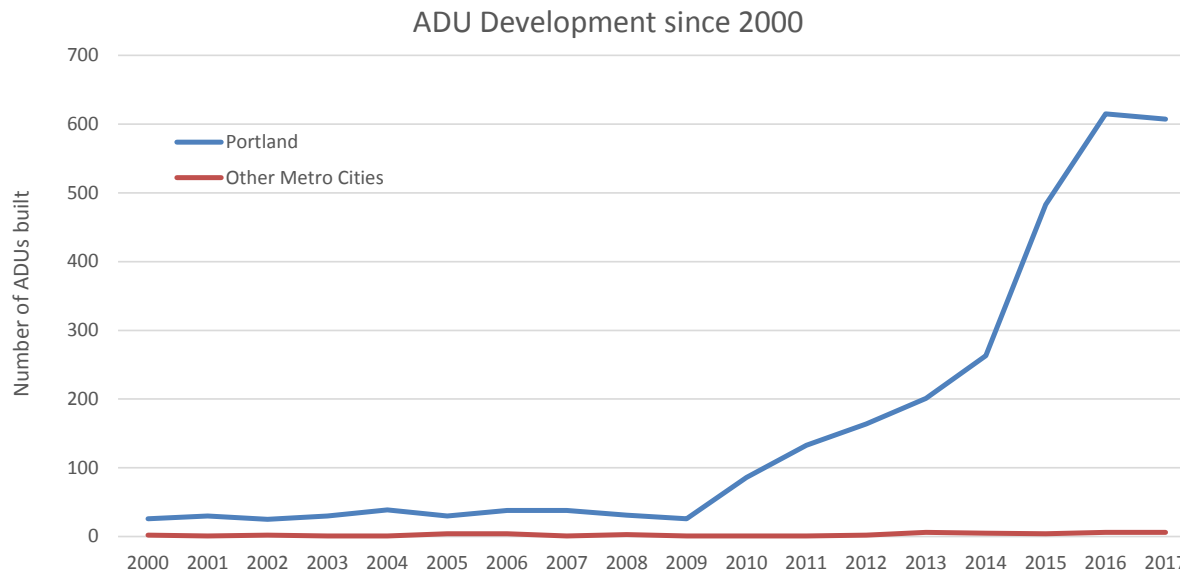


Note: mostly-vacant land treated as vacant

Source: Metro 2017 Land Development Monitoring System

Recent ADU Construction Up Markedly in Portland

Metro's multifamily housing inventory includes ADUs, recently updated from variety of sources including Portland permits



New Data Enhanced Several BLI Aspects

2018 BLI Methods Use New and Customary Data

- Many BLI methods remain the same
- New data used to enhance:
 - Multifamily and mixed use *redevelopment* capacity
 - Accessory dwelling unit (ADU) capacity
 - Residential and commercial proportional assumptions for mixed use zones

New methods let us treat redevelopment uncertainty

- Two “scenarios” of redevelopment capacity:
 - Statistical analysis of observed 2007-2015 markets
 - Price thresholds set by “Delphi” process
- This enables Metro to...
 - Reflect uncertainty in future redevelopment capacity
 - Apply observed data (required by state law)
 - Address stakeholder feedback
 - Better understand factors influencing redevelopment
 - Give Metro Council “decision space” to manage uncertainty

**New method for one
capacity scenario:
Statistical analysis of
recent redevelopment**

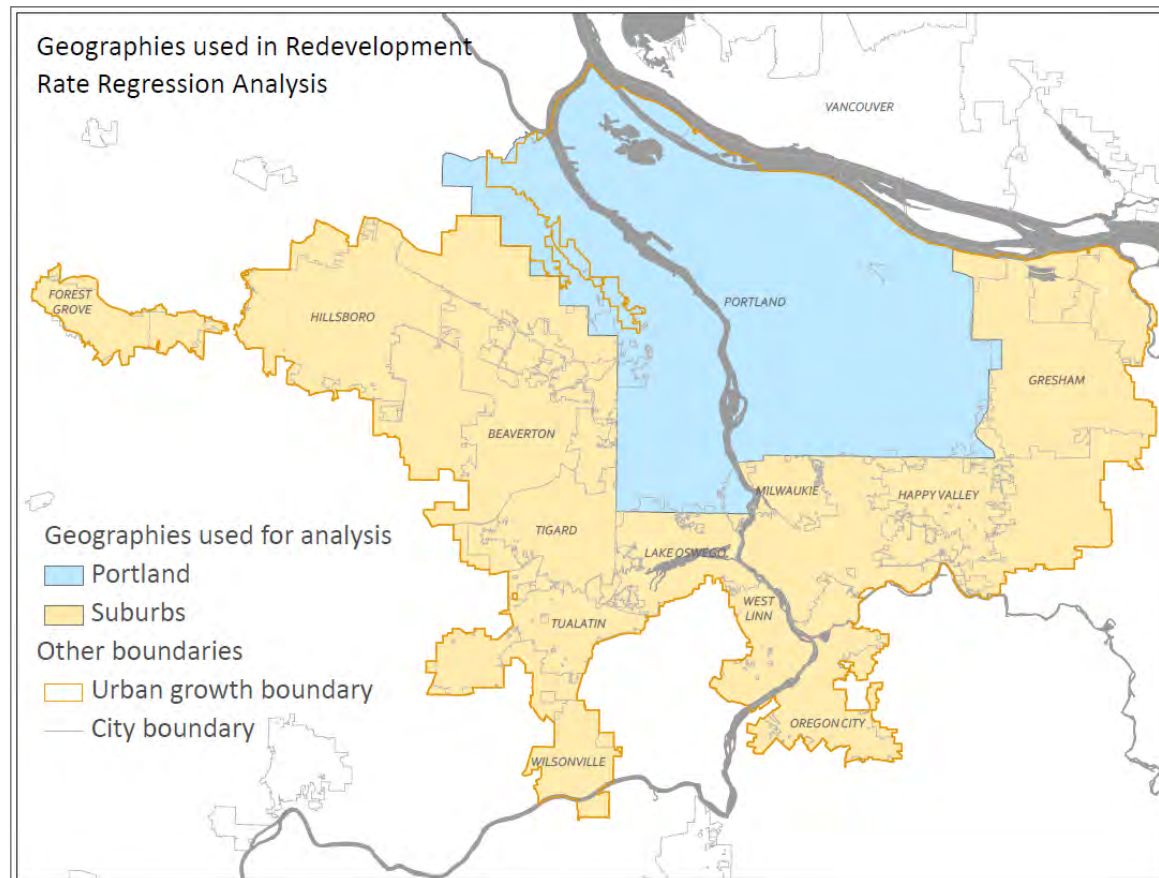
Market-based analysis of where redevelopment did/did not occur

Discrete choice statistical analysis:

- Data: all “developed” parcels
- Observed outcomes: Redevelopment did or did not occur at some point in 2007-2015
- Statistical finding: ***Probability*** of a taxlot redeveloping

Note: assumes observed market behaviors continue into future

Redevelopment differs by location



Key factors have noticeable effects

- All variables highly statistically significant
- Factors push redevelopment in same direction regionwide but vary in scale inside vs. outside Portland
 - Higher taxlot value → *less* likely
 - Higher-value neighborhood → *less* likely
 - Larger lot → *more* likely
 - Closer to city center → more likely (included for Portland only)

Statistical method is robust

- Forecasts on taxlot data held back from statistical analysis matched observed findings well...
- ...especially the overall number of lots that redeveloped within a zone

*Note: Method does NOT predict **exactly which** taxlots may redevelop*

Capacity forecast based on the statistical probability

Forecast redevelopment capacity_{zone} =

$$SUM_{zonelots} [(Forecast redev probability) X (Max zoned capacity)]$$

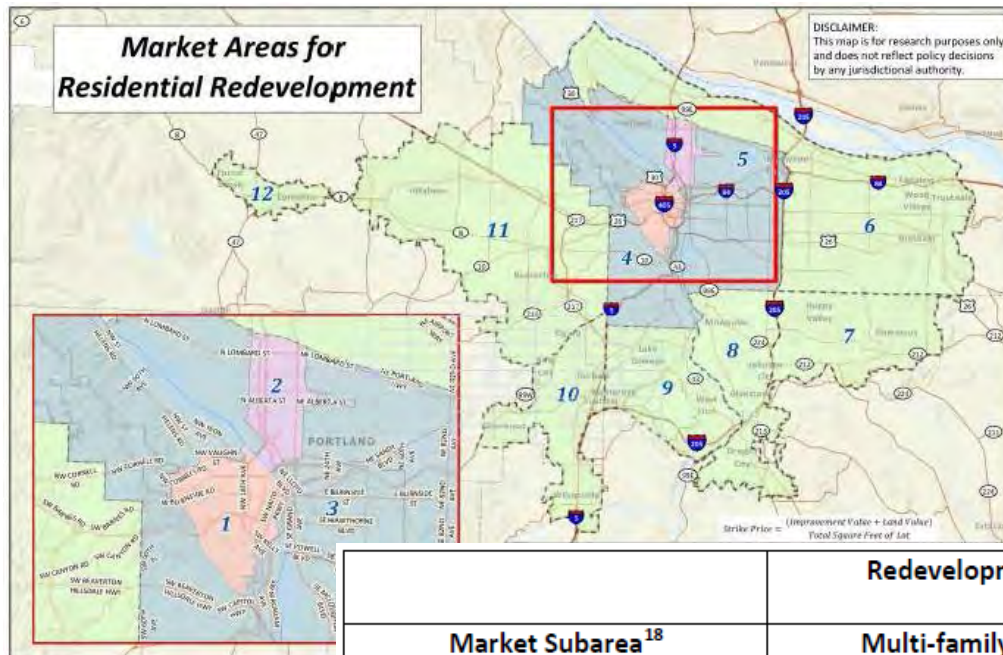
Note: assumes observed market behaviors continue into future

**Unchanged method for
another capacity
scenario:
price threshold
(aka “strike price”)**

Stakeholder-based analysis of redevelopment price point

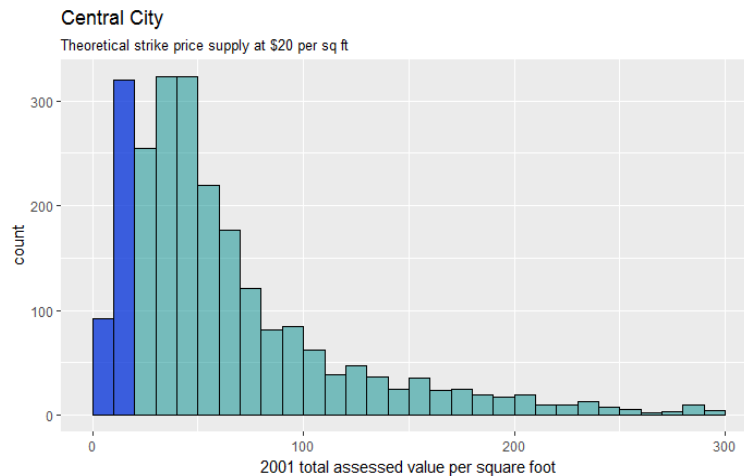
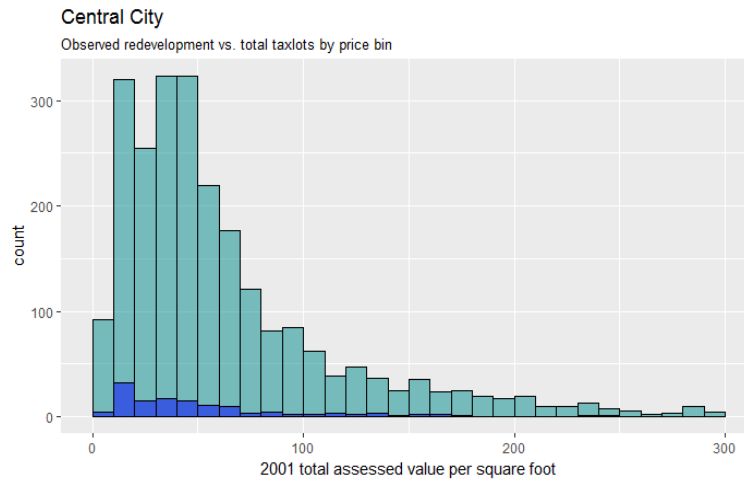
- Developed for the 2014/2015 UGM process
- Panel of private- and public-sector experts set “strike” price threshold by broad geographies via “Delphi” discussion

Price Thresholds and Geographies



Market Subarea ¹⁸	Redevelopment strike price per square foot (land and improvements)	
	Multi-family zoning	Mixed-use residential zoning
Central City	\$130	\$130
N/NE Portland central corridors	\$70	\$80
Eastside urban	\$70	\$80
Suburban	\$10	\$12

Central city comparison of the two BLI scenarios



Hypothetical illustration of how the two methods create different scenarios

Accessory Dwelling Units (ADUs) incorporated into BLI using new data

ADU future production has uncertainties

- Uncertainty
 - Future of Portland's SDC waiver
 - Potential in other jurisdictions
 - Uses other than long-term housing (e.g. Airbnb)

Metro analyzed Portland ADU production

- Used last five years of data (per state law)
- Five-year average* ADU construction rate by Census tract group
- Applied to eligible ** single family lots as 20-year ADU probability
- Probabilities range from 0 to 9%

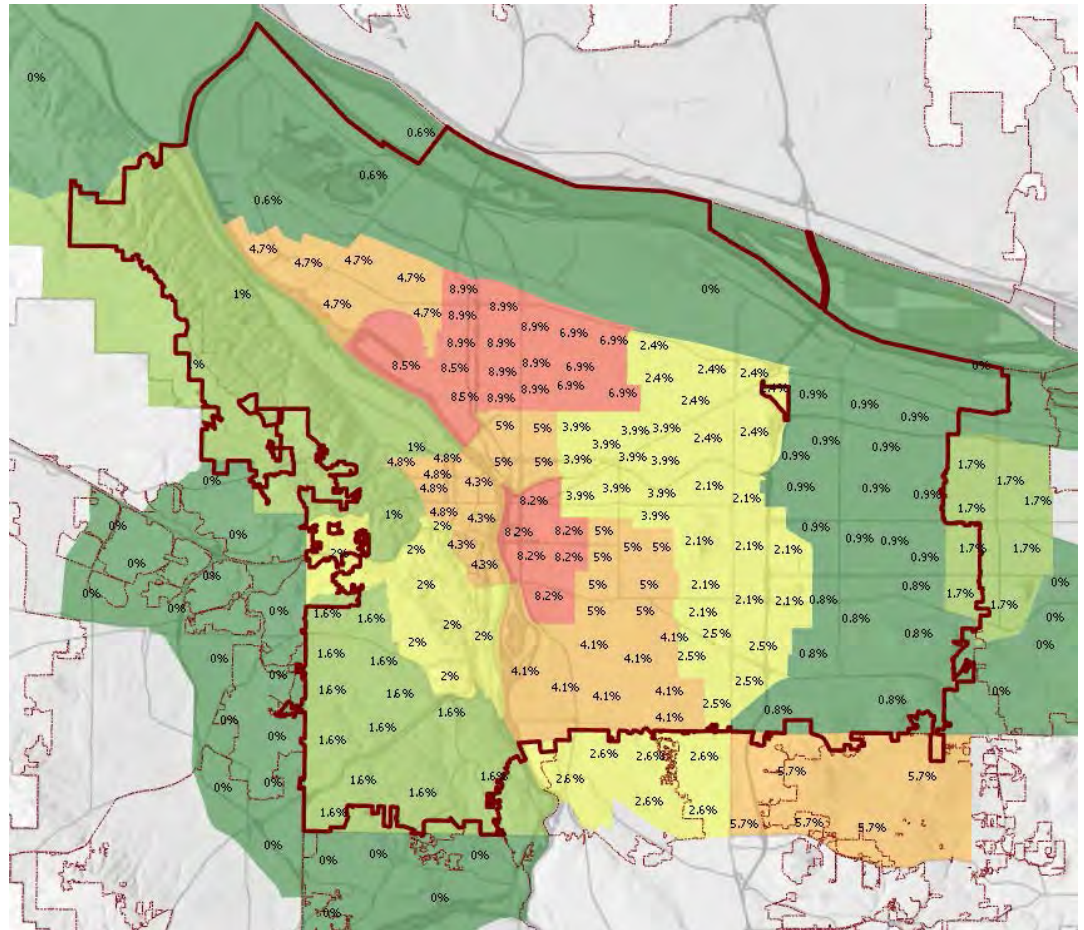
* *Simple average accounts for uncertainty*

** *No existing ADU and not designated for infill*

Total ADU production not huge but potential location useful to include in BIU

Largest
concentration in
inner N/NE/SE
neighborhoods

Total of ~4,400
new ADUs
projected in next
20 years (< 2%)



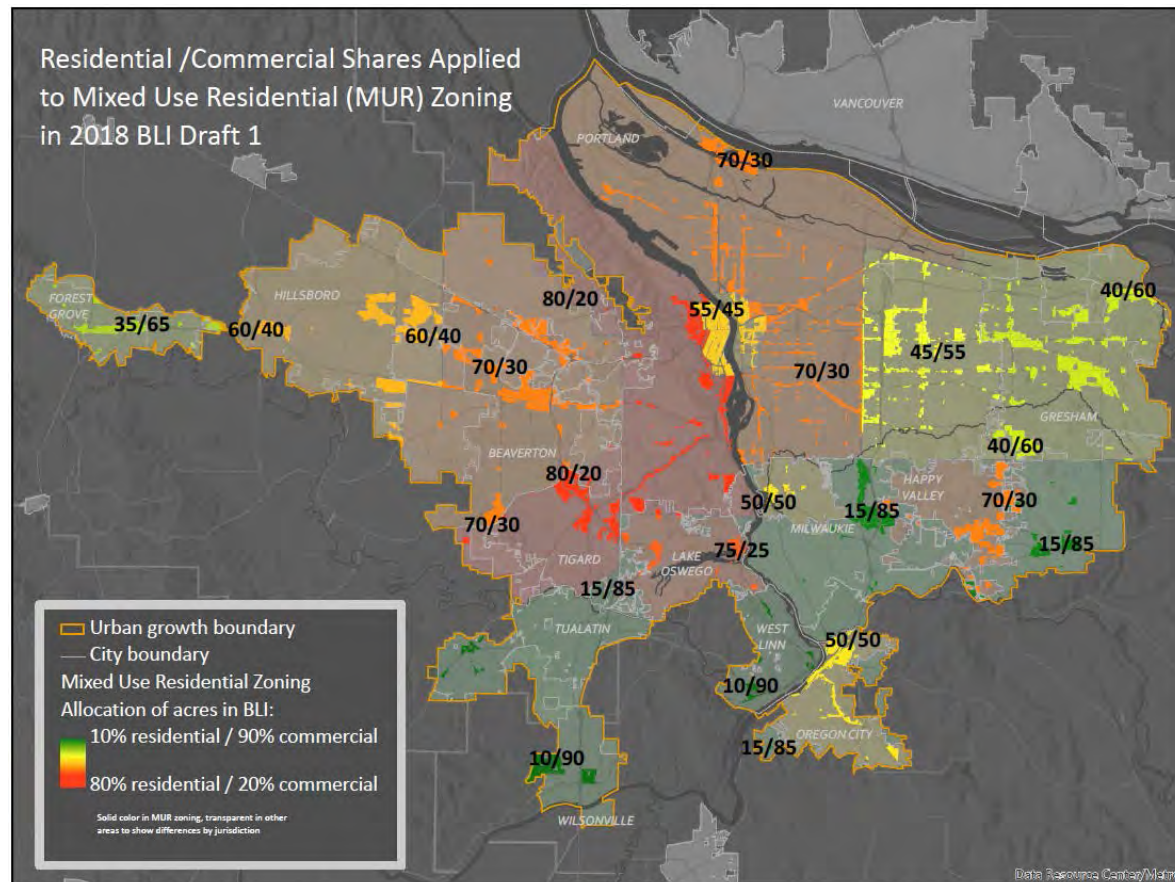
Mixed Use/Residential Proportions (aka “MUR splits”) Updated Using New Data

Updated MUR splits based on new data and local review

- BLI applies residential/commercial proportion to MUR-zoned land to compute its capacity
- Used LDMS data to identify acreage of MUR land developed as residential vs. commercial
- Computed shares of each use for each geography
- Adjusted shares and boundaries based on jurisdiction feedback

2014 UGR

“MUR split” assumptions



2018 Buildable Lands Inventory Draft 3 Summaries

2018 BLI 20-year Residential Dwelling Unit Capacity Forecast		
Local Government	Scenario	
	Statistical	Threshold
Clackamas County	59,541	65,915
GLADSTONE	435	599
HAPPY VALLEY	17,492	21,140
JOHNSON CITY	138	242
LAKE OSWEGO	1,230	1,183
MILWAUKIE	2,612	2,324
OREGON CITY	8,935	10,066
RIVERGROVE	11	11
WEST LINN	883	842
WILSONVILLE	2,175	2,347
UNINCORP-CLACK	25,629	27,161
Multnomah County	95,834	222,973
FAIRVIEW	884	954
GRESHAM	12,242	13,098
MAYWOOD PARK	5	5
PORTLAND	74,815	198,203
TROUTDALE	1,436	1,659
WOOD VILLAGE	633	778
UNINCORP-MULT	5,820	8,276
Washington County	73,835	75,435
BEAVERTON	13,071	11,768
CORNELIUS	2,109	2,316
DURHAM	48	41
FOREST GROVE	4,882	4,823
HILLSBORO	9,377	9,320
KING CITY	108	107
SHERWOOD	727	815
TIGARD	12,861	13,562
TUALATIN	704	797
UNINCORP-WASH	29,947	31,886
Grand Total	229,210	364,323

Numbers
will
change!

2018 BLI Draft 3

Residential Units
Capacity Forecast

2018 BLI 20-year Employment Acres Capacity Forecast		
Local Government	Scenario	
	Statistical	Threshold
Clackamas County	1,628	1,848
GLADSTONE	66	66
HAPPY VALLEY	292	386
JOHNSON CITY	-	-
LAKE OSWEGO	10	7
MILWAUKIE	19	21
OREGON CITY	166	203
RIVERGROVE	-	-
WEST LINN	19	20
WILSONVILLE	264	266
UNINCORP-CLACK	793	880
Multnomah County	4,651	5,134
FAIRVIEW	133	139
GRESHAM	813	932
MAYWOOD PARK	-	-
PORTLAND	2,183	2,504
TROUTDALE	529	540
WOOD VILLAGE	38	44
UNINCORP-MULT	955	976
Washington County	3,959	4,014
BEAVERTON	114	116
CORNELIUS	115	118
DURHAM	1	1
FOREST GROVE	268	262
HILLSBORO	556	552
KING CITY	2	2
SHERWOOD	144	151
TIGARD	112	119
TUALATIN	440	440
UNINCORP-WASH	2,207	2,253
Grand Total	10,238	10,996

Numbers
will
change!

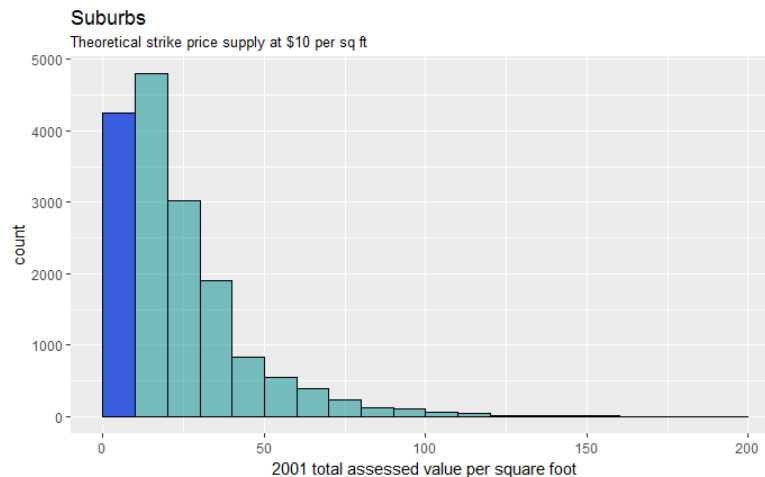
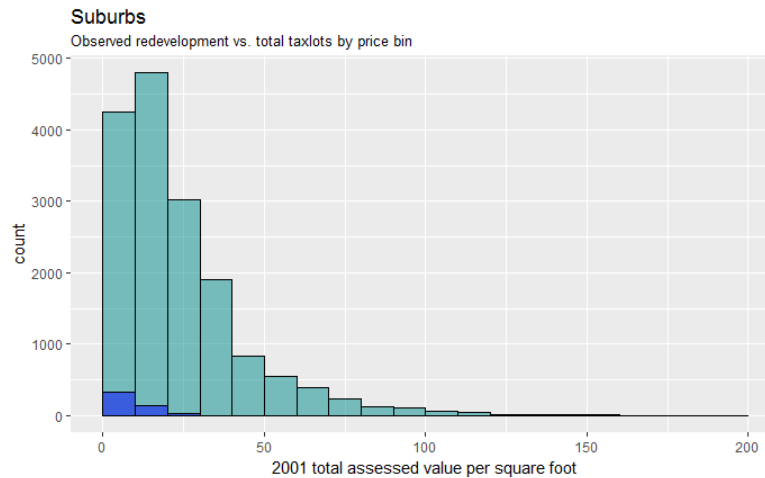
2018 BLI Draft 3

Employment
Acres Capacity
Forecast

Questions?

How the two redevelopment methods create different scenarios

Suburban comparison of the two BLI scenarios



Statistical model distributes redevelopment across different lot values, as in observed data

Redevelopment definition

- “95% rule”

	>5% of ‘parent’ property developed in 2001 vacant land inventory	>=95% of ‘parent’ property vacant in 2001 vacant land inventory
New single-family construction	All ‘child’ lots are infill	All ‘child’ lots are vacant land consumption
All other new construction (multifamily, commercial, industrial, etc.)	All ‘child’ lots are redevelopment	

- *Note: 2018 findings differ from 2015 UGR due to different type definitions and newer data*

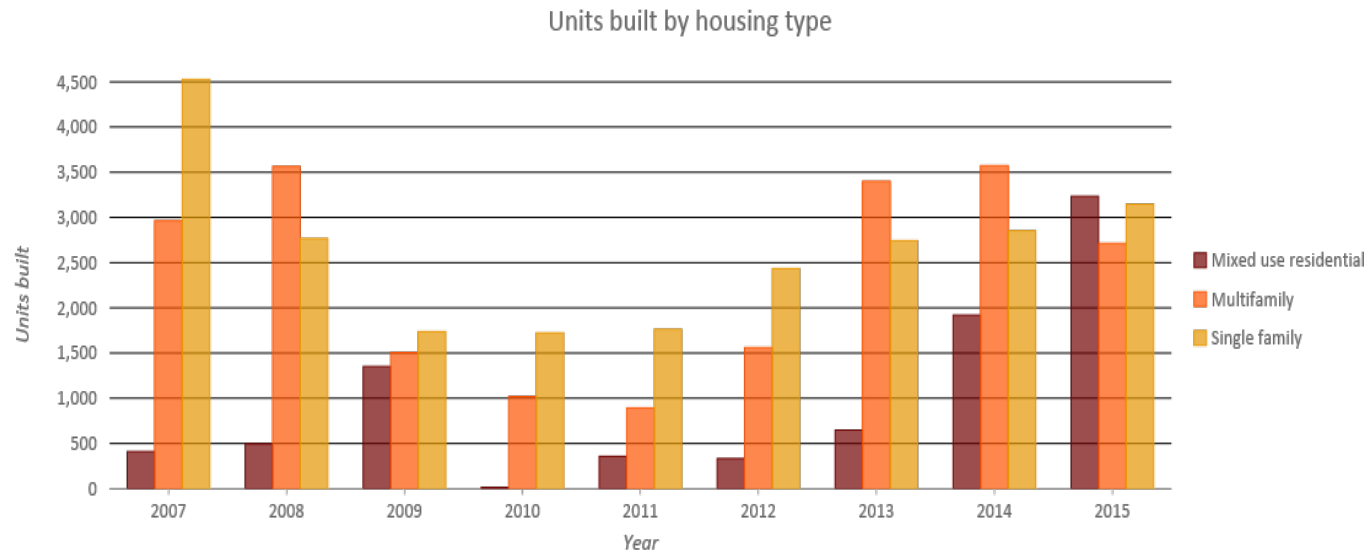
Redevelopment definition

- “Mostly” vacant land counted as vacant
- “Part” vacant lots typically treated as developed



Multi-Family and Mixed Use Making Larger Contributions

From 2007 to 2015: ~54k new housing units



Suburb Coefficients:

	Estimate	Std. Error	z value	Pr(> z)
(Intercept)	-3.49263	0.08497	-41.105	< 2e-16 ***
LogRelValue	-0.40199	0.03312	-12.139	< 2e-16 ***
LogLotSize	0.44765	0.03293	13.595	< 2e-16 ***
LogTractValue	-0.60083	0.12665	-4.744	2.1e-06 ***

Portland Coefficients:

	Estimate	Std. Error	z value	Pr(> z)
(Intercept)	-1.87405	0.10060	-18.628	<0.0000000000000002 ***
Miles	-0.20010	0.01813	-11.035	<0.0000000000000002 ***
LogRelValue	-0.42255	0.02690	-15.710	<0.0000000000000002 ***
LogLotSize	0.35714	0.02961	12.061	<0.0000000000000002 ***
LogTractValue	-0.55361	0.06314	-8.768	<0.0000000000000002 ***

Signif. codes: 0 '***' 0.001 '**' 0.01 '*' 0.05 '.' 0.1 ' ' 1

Sample probability calculations from Portland model

Example 1 (median lot size)

Lot size (acres)	0.116
Relative taxlot value	1
Relative tract value	1
Miles	4.07
Probability of redevelopment	3.05%

Example 3 (1 mile from city center)

Lot size (median)	0.116
Relative taxlot value	1
Relative tract value	1
Miles	1
Probability of redevelopment	5.50%

Example 5 (tract value 50% of average in region)

Lot size (median)	0.116
Relative taxlot value	1
Relative tract value	0.5
Miles	4.07
Probability of redevelopment	4.42%

Example 2 (1 acre lot)

Lot size	1
Relative taxlot value	1
Relative tract value	1
Miles	4.07
Probability of redevelopment	6.37%

Example 4 (value 50% of average in tract & 1 mile from city center)

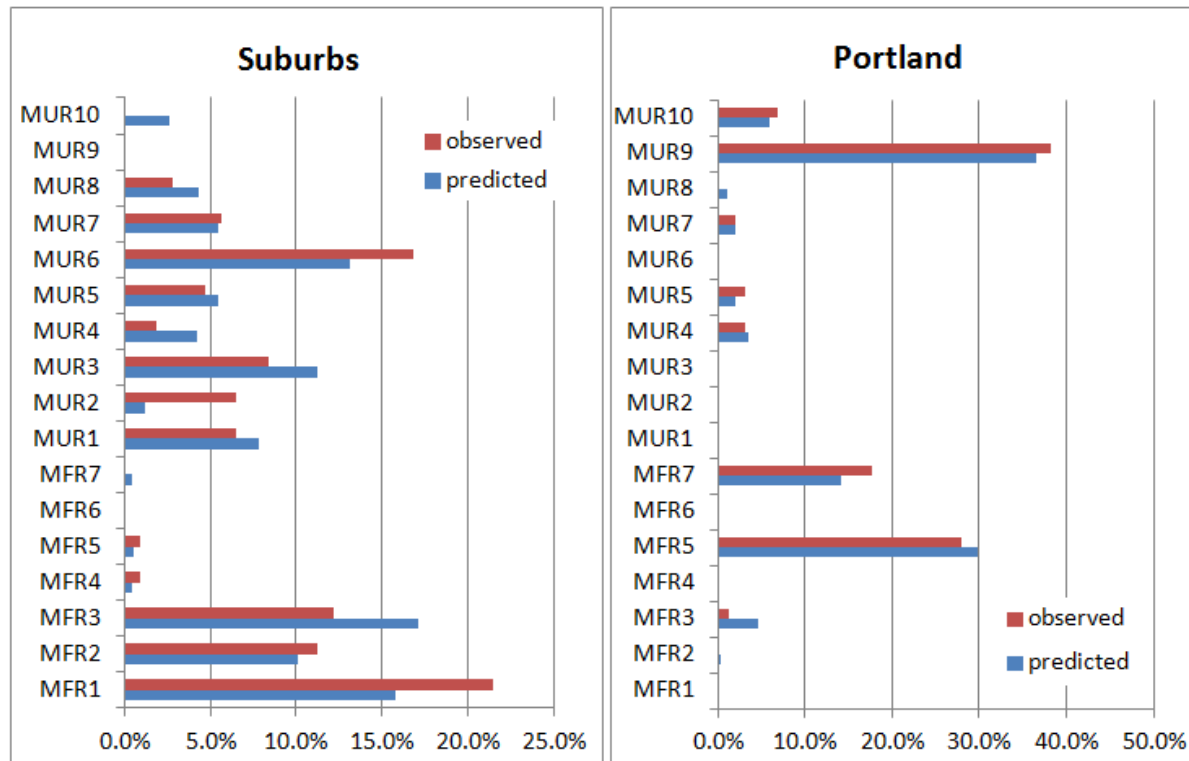
Lot size (median)	0.116
Relative taxlot value	0.5
Relative tract value	1
Miles	1
Probability of redevelopment	7.24%

Example 6 (value 50% of average in tract & tract value 50% of average in region)

Lot size (median)	0.116
Relative taxlot value	0.5
Relative tract value	0.5
Miles	4.07
Probability of redevelopment	5.84%

Statistical Method Validation

It reasonably explains lot redevelopment by zone class.



New Data from Varied Sources

- Built from assessor data, aerial photography, permits, etc.
- Covers observed development from 2007 to 2015 (one business cycle including “last five years”)
- Measures land change at taxlot level
- Used to inform BLI development

New Redevelopment Methods are an Incremental Step

- Preferred approach:
 - Full integration of redevelopment decision into MetroScope
- Interim approach:
 - Retain separate BLI forecast and MetroScope
 - Use statistical approach to identify parcels with redevelopment potential based on past trends
 - Use both price threshold and statistical methods to create capacity scenarios

From: [Ted Reid](#)
To: ray_eck@comcast.net
Cc: [Jessica Martin](#); [Marie Miller](#); [Paulette Copperstone](#); [Tom Kloster](#); [Megan Gibb](#); [Jeff Frkonja](#); [Tim O'Brien](#); [Rebecca Hamilton](#)
Subject: RE: 2/21/18 MTAC Meeting Cancelled
Date: Friday, February 16, 2018 10:54:26 AM

Hi Mr. Eck,

Thanks for your interest in the 2018 urban growth management decision. As you probably know, we reconfigured MTAC meeting formats this year. There is now one MTAC business meeting per month that is largely focused on action items (this is the meeting on the third Wednesday of the month). The first Wednesday of the month is now a joint MTAC/TPAC workshop where we bring forward background information.

To address MTAC, MPAC, stakeholder and Metro Council interests, growth management analysis has – for better and worse – gotten increasingly complex over the years. We are now at the point where much of the technical peer review is highly specialized (in many cases, far beyond my expertise) or guided by specific state laws. Most of that review is now being conducted in ad-hoc working groups that include – depending on the technical question at hand – economists, demographers, computer modelers, developers, city planners and statisticians. Because of that, we are mostly going to MTAC/TPAC workshops with updates.

For instance, we brought an hour-long update on the regional forecast to the February 7 MTAC/TPAC workshop. Though you weren't able to attend that meeting, hopefully you can make it to the following tentatively scheduled workshops. We've got growth management topics on almost all of the upcoming workshop agendas.

March 7:	Update on the buildable land inventory
May 2:	Initial Goal 14 analysis (this is an initial assessment of the suitability of various urban reserves as UGB expansion candidates)
June 6:	Presentations by cities proposing UGB expansions
	Final Goal 14 analysis report
July 11:	Overview of draft Urban Growth Report
	Urban reserves alternatives analysis

Additionally, we anticipate the following at MTAC meetings:

July 18:	Strengths and weaknesses of city proposals for expansions
August 15:	Technical recommendations to MPAC (if requested by MPAC)

Even though there is a lot of technical work that goes into these decisions, we are also keenly aware that we get into policy matters and personal values pretty quickly when it comes to growth management. We're doing our best to reserve those policy calls for MPAC and Council rather than pulling MTAC into it.

That said, there are some important roles for MTAC, including:

- In some cases, MTAC members participate in ad-hoc technical groups. Mostly, we've got city planners participating in the detailed review of the buildable land inventory.

- Communicating with your counterpart at MPAC so that they are equipped to provide policy advice: here, our hope is that MTAC members understand enough of the analysis to either provide their MPAC counterpart with requested advice and/or assurance that appropriate technical review did occur.
- As a committee, providing specific technical advice to MPAC, if MPAC makes that request this summer.
- Identifying topics for future analysis or discussion.

I hope that clarifies the process. Feel free to follow up with questions or suggestions.

Thanks,
Ted

Ted Reid

Principal Regional Planner
Planning and Development

Metro | oregonmetro.gov
600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1768

From: Paulette Copperstone
Sent: Friday, February 16, 2018 8:31 AM
To: Tom Kloster; Megan Gibb; Ted Reid; Tim O'Brien; Rebecca Hamilton
Cc: Jessica Martin; Marie Miller
Subject: FW: 2/21/18 MTAC Meeting Cancelled

From: Raymond Eck [mailto:ray_eck@comcast.net]
Sent: Wednesday, February 14, 2018 8:44 PM
To: Paulette Copperstone
Subject: Re: 2/21/18 MTAC Meeting Cancelled

Paulette - please forward

I find our "schedule" not in the best interest of Washington Co. having to do with the Urban Growth Boundary additional area. This is a very HOT topic in our area & MTAC should be more included in the process moving forward.

Thank you

Ray Eck

On February 13, 2018 at 9:21 AM Paulette Copperstone
<Paulette.Copperstone@oregonmetro.gov> wrote:

Dear MTAC Members and Interested Persons,

The February 21, 2018 MTAC meeting has been cancelled.

We are attaching a copy of the MTAC work program for your convenience.

Thank you.

Paulette Copperstone
Program Assistant 3
Planning & Development

Metro | oregonmetro.gov
600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1562



Meeting minutes

Meeting: Joint Transportation Policy Alternatives Committee (TPAC) and
Metro Technical Advisory Committee (MTAC) Workshop

Date/time: Wednesday Feb. 7, 2018 | 9:30 a.m. - noon

Place: Metro Regional Center, Council chamber

Attending

Tom Kloster, Chair
Adam Barber
Jennifer Donnelly
Brendon Haggerty
Chris Damgen
Glenn Koehrsen
Tom Bouillion
Ramsay Weit
Carol Chesarek
Jae Douglas
Beverly Drottar
Emily Lai
Tom Armstrong
Karen Perl Fox
Chris Deffebach
Ginger Shank
Janet Van Gilder
Yi-Min Hu
Connor Toth
Brian Martin
Eric Engstrom
Adriana Bitton
Jeff Pazdalski
Sarah Goforth
Anne Debbant
Claire Carcen
Chris Neamtzu
Jeff Owen
Karla Kingsley
Dwight Brashear
Nicole Hendrix
Denny Egner
Erin Wardell
Talia Jacobson
Lidwien Rahman
Michelle Neiss
Anne Buzzini
Jessica Berry
Jeannine Rustad
Katherine Kelly

Affiliate

Metro
Multnomah County
DLCD
Multnomah Co. Health Department
City of Troutdale
TPAC Community Member
Port of Portland
AHS, Housing Affordability
Multnomah County
Multnomah County Public Health
TPAC Community Member
TPAC Community Member
City of Portland
City of Tualatin
Washington County
TriMet
Cascade Policy Institute
Kittelson & Associates, Inc.
TriMet
City of Beaverton
Portland, BPS
TriMet
Westside Transportation Alliance
Portland Bureau of Transportation
DLCD
Community Member
City of Wilsonville
TriMet
Kittelson & Associates, Inc.
SMART/ City of Wilsonville
SMART/City of Wilsonville
City of Milwaukie
Washington County
ODOT
ODOT
DHM Research
DHM Research
Multnomah County
Tualatin Hills Park and Recreation District
City of Gresham

Metro Staff

Kim Ellis, Principal Transportation Planner	Tim O'Brien, Principal Regional Planner
Ted Reid, Principal Regional Planner	Lake McTighe, Senior Transportation Planner
Jeff Frkonja, Research Center Director	Grace Cho, Associate Transportation Planner
Margi Bradway, Deputy Dir. Planning & Dev.	Caleb Winter, Senior Transportation Planner
Eliot Rose, Technology Strategist	Tim Collins, Senior Transportation Planner
Jamie Snook, Principal Transportation Planner	Cindy Pederson, Research Center Manager
Kale Mattias, Assistant Transportation Planner	Marie Miller, TPAC Recorder

1. Call to Order and Introductions

Chair Tom Kloster called the workshop meeting to order at 9:30 a.m., and welcomed everyone. Introductions were made by TPAC and MTAC members, alternates, staff and guests attending the meeting.

2. Comments From the Chair and Committee Members

- ***Application cycle for 2040 Planning and Development Grants(Tom Kloster)*** Chair Kloster provided an overview of the 2040 Planning and Development Grants Program, formerly known as the Community Planning and Development Grants (CPDG) Program. The handout in the workshop packet provides eligibility requirements and policy and investment emphasis for the 2018 grant cycle. An estimated \$2 million total per grant cycle is awarded, with grant amounts averaging \$100K to \$200K. The time for the application cycle was provided; this year moved more in line with the budgeting process.
- ***State of the Centers Report (Tim O'Brien)*** Mr. O'Brien announced that the 2017 version of the State of the Centers Report was going online. The State of the Centers report, first published January 2009 and updated May 2011, describes the region's 38 distinct regional and town centers and highlights community efforts to enhance them. In 1995 Metro adopted the [2040 Growth Concept](#) to guide growth and development in the Portland metropolitan area. It designates regional and town centers plus downtown Portland as the focus for redevelopment and concentration of homes and jobs. The State of the Centers report provides a description and demographic information for each center, highlights community actions to enhance it, and lists its private and public amenities. Mr. O'Brien welcomes comments and questions on the report.

3. Public Communications on Agenda Items - None**4. Regional Travel Options (RTO) Travel and Awareness Survey Results**

The panelists presenting the Survey Results introduced themselves: Caleb Winter and Kale Mattias, Metro, and Michelle Neiss and Anne Buzzini, DHM Research. Mr. Winter provided background on the RTO program and how results of this survey will help shape its update of the Regional Travel Options Strategy. The Strategy guides the region in creating safe, vibrant and livable communities by supporting programs that increases walking, biking, ride sharing, telecommuting, and public transit use. Public comment on the RTO Strategy is currently open online through Feb. 27, 2018.

The RTO Survey tracks Metro residents' travel behavior over time, including top modes of transportation and purposes, assesses awareness of Metro area programs and services related to multi-modal transportation and transportation safety, and determines interest in changing travel behavior and tests most effective messages for spurring change. The current RTO survey for 2017 asks new questions on ridehailing (on demand ride service), smartphone apps, combining trips and trip choices, with 50% of the survey provided by cell phone sample. There were 601 residents responding to the survey during a

one-week period. The representative sample included age, gender and County population quotas for the Metro region.

Showing charts, smartphone apps are now more popular than local news for traffic information for drivers, cyclists, transit riders and pedestrians. The survey shows about one-third of residents take advantage of new ridehailing technology. Use is typically infrequent. Rates of ridehailing use are higher among those under age 30, and those with higher incomes, based on household incomes, with a fairly even split across the three counties.

Most residents share the car with other passengers when ridehailing, and nearly half of rides cost \$10-\$20 per ride. Ridehailing for leisure activities decreases with age, but using the service for other reasons, such as airport rides and medical trips, increases with age. When residents choose ridehailing, it is typically for their leisure activities rather than a commute option. When asked what they would do without access to a car, drivers continue to say public transit as their top choice. However, more categories were offered in the survey, including telecommute, and ridehailing/taxi service showing a rising response.

Residents are increasingly able to telecommute. The option to do so increases with age and income. The availability of commute information and financial incentives from employers at or work, or at school has remained stable. A plateau of roughly 1/3 the workforce is aware of transportation options since 2014. More new people are in the workforce providing the opportunity to reach more with education programs through RTO strategy investments.

Commuters are finding their daily trips increasing more difficult, up sharply in all Counties. Part of the reason is more congestion on roads, new jobs added in the region, and not enough known for travel options. It was asked what the policy implications were with this data. More education/marketing of programs vs. congestion pricing programs? The public wants good policy to address these issues, and may be ready to shift their choice of travel with a good set of investments in the region. It was suggested that combining transportation and housing needs together would be beneficial for planning. Mr. Winter added that resident outreach is underway through partner marketing outreach to new residents, but longer time residents stay in the area, they are less likely to change travel modes.

Discussion was held on transportation options for back up plans when access isn't available, which seems to favor a combination of travel modes. Encouraging having residence and work closer for travel times was suggested, which could be related to income and race. Ms. Mattias reported on a housing choice question why people moved within the past five years, with less expensive housing selected over being closer to work or urban amenities. Studies in the past have shown the commute distance not chosen over location of neighborhood, which could be linked to income and race as well.

Being able to obtain income data on surveys is partly due to respondents not willing to share this data. Zip code data, educational information, and aiming for a reasonable representative response to surveys without bias is attempted, but not always obtainable. It was suggested that educating the public on options through future surveys might change travel patterns.

Awareness in RTO programs has remained stable or increased across several programs. BIKETOWN is new and shows 65% awareness in the survey. The Bike More Challenge showed a decrease, which may

be attributed to change in month event and sponsor name change this past year. While residents are most aware of BIKETOWN, they are more likely to participate in Sunday Parkways. The rates of transportation uses show about half of all residents are biking, walking or using transit at least monthly. Interest in using them more is about the same. More than half of Multnomah residents use travel options already, while Washington and Clackamas residents would like to use them more they do now. It was noted that Multnomah County has the infrastructure for better access.

Following providing the quiz answers with prizes for the top winners, discussion was held on how more data could be gained on resident location. Neighborhood focus groups, asking for cross streets at their location and more direct location data available were suggested. The scale of graphics appeared to be misleading and difficult to read. Finding the collation between uses of the primary mode to availability of access in the county with a more accurate method of visual was suggested.

It was asked if possible to pull the City of Portland out of the Multnomah County sections to provide data on cities and areas of east Multnomah Co. Asked what the focus of the survey was intended to be used for, Mr. Winter emphasized the programs of RTO that could have more focus of marketing and education, making wise choices with investments, and creating change with travel options in the region. Other data, the current RTO public comment period and crosswalk with policies proposed was suggested to further develop answering the “why” to these programs.

How the survey data will be used:

1. Topic Area Report – New Mobility Services
2. Behavior Change Continuum
3. Active Transportation in the Community
4. Context Scores and Cluster Analysis
5. Topic Area Report – Travel Choices

Final comments added to discussion referenced the Coordinated Transportation Plan for Senior and Persons with Disabilities, and adding inclusion of seniors and people with disadvantages to transportation. Clarification with TriMet program funding in the RTO Strategy draft should be reviewed. Future surveys should consider framing questions for purpose and focus for actionable data to programs. The draft RTO Strategy will be discussed at the April TPAC meeting.

5. 2018 Growth Management Decision: Population and Employment Range Forecast

Ted Reid opened the presentation with background on the purpose of urban growth management to protect farms and forests and to support reinvestment in existing urban locations. State law requires this review at least every six years. The Metro Council intends to make a growth management decision this fall. Council has directed staff that they want to focus discussions on the merits of actual expansion proposals from cities. There are five cities proposing expansions into urban reserves this year. Peer-reviewed regional analysis, including population forecasts and buildable land estimates, is being prepared to support decisions. Today, the focus will be on preliminary information from the regional population and employment forecast.

Jeff Frkonja provided an overview of key findings from the latest regional population and employment forecast. From the summary handout “2018-2038 Regional Growth Draft Forecast Quick Reference”:

Key findings:

- A panel of experts, economists, and demographers found the forecast to be reasonably sound.
- The Metro region has rebounded from the Great Recession.

- The region added 45,000 new residents last year (2016), equal to 1.9% APR. This is the fastest annual growth since the Great Recession.
- The tight labor market is leading to a Portland area unemployment rate below 4 percent (December 2017). Job growth has been robust since 2014.
- Strong regional growth has lifted employment back above the pre-recession employment peak.
- Going forward, both population and job growth are expected to continue at a moderated pace because the region is approaching its full potential and full employment.
- Longer-term, the region will continue to see relatively stronger population growth (than U.S. trends) as net in-migration is expected to add to regional population – averaging 1.0% APR, (784,000 more residents in MSA between 2015 and 2045).
- Job growth in the long-term is expected to trend with population, - averaging roughly the same 1.0% APR, (406,000 more jobs in MSA between 2015 and 2045).

State of the Region:

- Strong real estate prices indicate a growing economy with room to expand a key blue-collar employment sector – construction. Surveys of local apartments show low vacancy rates and higher year-over-year rents.
- Cargo shipments through the Port of Portland indicate a prosperous, growing region. Air cargo is ramping up to activity levels before the recession. Marine cargo (especially through Terminal 6) has not performed to expectations due to labor issues although it shows a capacity to rebound and contribute to regional job growth.

Further analysis of the data for the 2018 Growth Management Decision will be presented this year at Joint TPAC/MTAC workshops.

6. Adjourn

There being no further business, workshop meeting was adjourned by Chair Kloster at 12:00 p.m.
Meeting minutes submitted by,
Marie Miller
TPAC Recorder

Attachments to the Public Record, TPAC and MTAC Workshop meeting, February 7, 2018

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	2/7/2018	Feb. 7, 2018 Joint TPAC/MTAC Workshop Agenda	020718T-01
2	Work Program	2/6/2018	2018 Combined TPAC/MTAC Workshop Work Program	020718T-02
3	1/3/2018 Meeting Minutes	1/3/2018	Jan. 3, 2018 Meeting Minutes from Joint TPAC/MTAC Workshop	020718T-03
4	Handout	2/7/2018	2040 Planning and Development Grants Program	020718T-04
5	Handout	2/7/2018	Regional Travel Options Travel & Awareness Survey 2017 Quiz	020718T-05
6	Handout	January 2018	2018-2038 Regional Growth Draft Forecast Quick Reference	020718T-06
7	Presentation	2/7/2018	Metro RTO Survey	020718T-07
8	Presentation	2/7/2018	State of the Metro Region: Regional Forecast	020718T-08



Agenda

Meeting: Joint Transportation Policy Alternatives Committee (TPAC) and Metro Technical Advisory Committee (MTAC) Workshop
 Date: Wednesday, February 7, 2018
 Time: 9:30 a.m. – noon
 Place: Metro Regional Center, Council Chamber

-
- | | | | |
|-----------------|-------------|---|--|
| 9:30 am | 1. | Call To Order And Introductions | Tom Kloster, Chair |
| 9:35 am | 2. | Comments From The Chair And Committee Members | Tom Kloster, Chair |
| 9:40 am | 3. | Public Communications On Agenda Items | |
| 9:45 am | 4. # | Regional Travel Options (RTO) Travel and Awareness Survey Results
Purpose: Metro staff and DHM Research will present results from the RTO Travel and Awareness Survey. The survey provides insight into current regional trends in transportation choices, examines willingness of drivers to start using sustainable travel modes, and focuses RTO program efforts that will work for people and maximize results. | Michelle Neiss, PhD
Anne Buzzini
DHM Research

Caleb Winter, Metro
Kale Mattias, Metro |
| 11:00 am | 5. * | 2018 Growth Management Decision: Population and Employment Range Forecast
Purpose: This is an informational briefing to familiarize the committee members with the region's 2018 Urban Growth Management (UGM process) and key findings from the latest regional population and employment forecast. Subsequent briefings will keep the committees apprised of future steps in the UGM process. | Ted Reid, Metro
Jeff Frkonja, Metro |
| 12:00 pm | 6. | Adjourn | Tom Kloster, Metro |

Upcoming TPAC/MTAC Workshop Meetings:

- Wednesday, March 7, 2018
TPAC/MTAC Workshop, 9:30 a.m. – noon
- Wednesday, April 4, 2018
TPAC/MTAC Workshop, 9:30 a.m. - noon

- * Material will be emailed with meeting notice
 # Material will be distributed at the meeting.

For agenda and schedule information, call 503-797-1766. To check on closure/cancellations during inclement weather please call 503-797-1700.

2018-2038 Regional Growth Draft Forecast Quick Reference January 2018

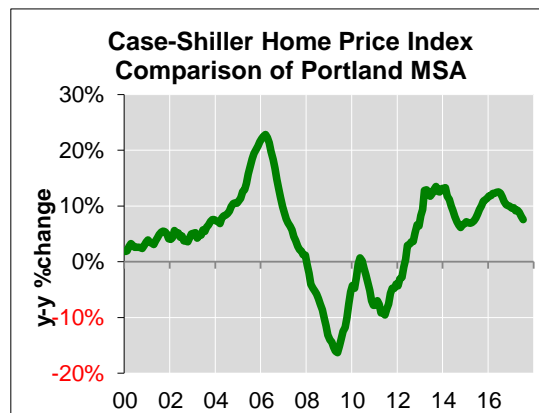
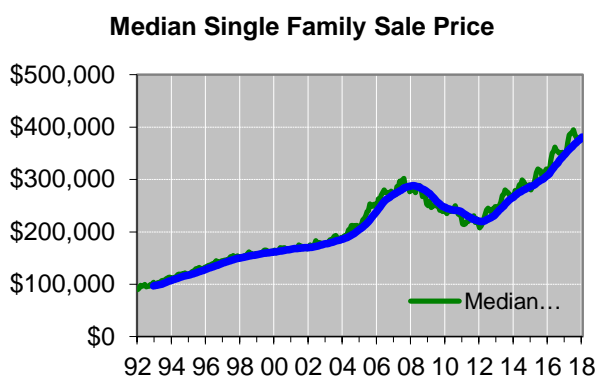
This document summarizes the Metro 2018-2038 Regional Growth Draft Forecast. It provides high-level talking points and forecast outputs for general audiences.

Key Findings

- A panel of experts, economists, and demographers found the forecast to be reasonably sound.
- The Metro region has rebounded from the Great Recession.
- The region added 45,000 new residents last year (2016), equal to 1.9% APR. This is the fastest annual growth since the Great Recession.
- The tight labor market is leading to a Portland area unemployment rate below 4 percent (December 2017). Job growth has been robust since 2014.
- Strong regional growth has lifted employment back above the pre-recession employment peak.
- Going forward, both population and job growth are expected to continue at a moderated pace because the region is approaching its full potential and full employment.
- Longer-term, the region will continue to see relatively stronger population growth (than U.S. trends) as net in-migration is expected to add to regional population – averaging 1.0% APR, (784,000 more residents in MSA between 2015 and 2045)
- Job growth in the long-term is expected to trend with population, – averaging roughly the same 1.0% APR, (406,000 more jobs in MSA between 2015 and 2045)

State of the Region

- ❖ Strong real estate prices (charts below) indicate a growing economy with room to expand a key blue-collar employment sector – construction. Surveys of local apartments show low vacancy rates and higher year-over-year rents.

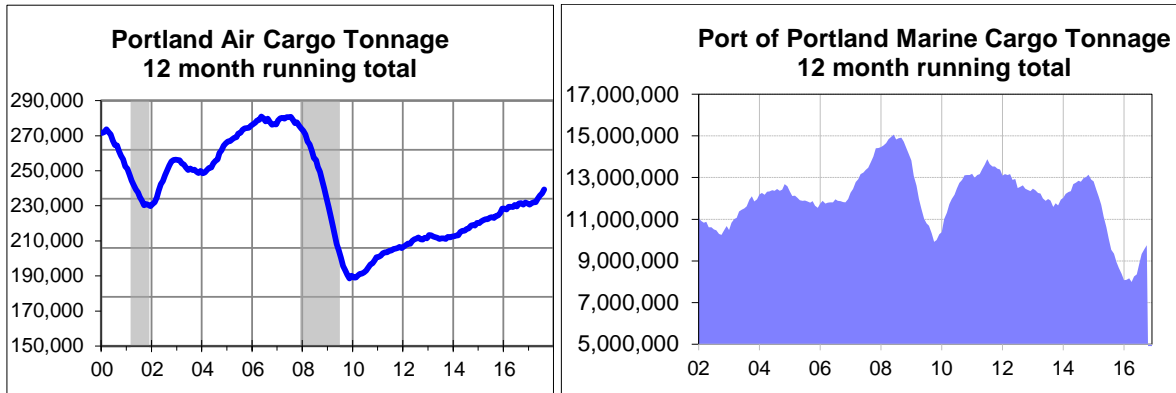


Sources: *Regional Multiple Listing Service, Case-Schiller*

- ❖ Cargo shipments (charts below) through the Port of Portland indicate a prosperous, growing region. Air cargo is ramping up to activity levels before the recession. Marine cargo (especially through Terminal 6) has not performed to expectations due to labor issues although it shows a capacity to rebound and contribute to regional job growth.

2018-2038 Regional Growth Draft Forecast Quick Reference

January 2018



Source: Port of Portland

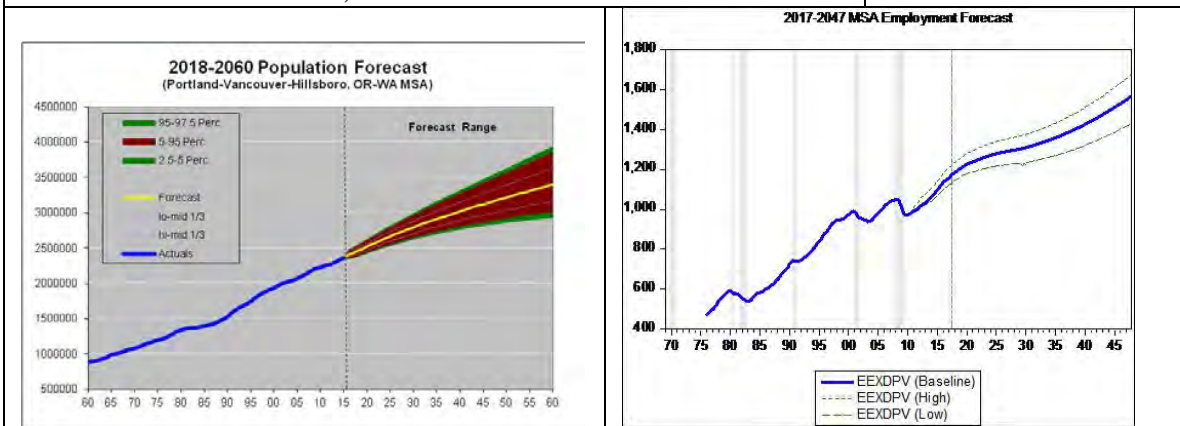
Regional Draft Forecast Summary

- ❖ Forecast prepared using up-to-date Census and Portland State Population Research Center data
- ❖ Forecast data sources include U.S. Bureau of Labor Statistics, Bureau of Economics, Federal Reserve Board, and Census
- ❖ U.S. growth projections derived from IHS Markit (August 2017 edition) and U.S. Census
- ❖ Annual comparisons between past forecasts and actuals/estimates are accurate and within an error band of about +/- 1 percent compounded, excluding years for the Great Recession
- ❖ Forecast contains uncertainty (see charts below).

2018-38 Regional Forecast, Portland-Vancouver-Hillsboro, OR-WA Metropolitan Statistical Area

Year	Population	APR%	Employment	APR%
2015	2,362,650	1.6	1,111,900	3.3
2016	2,407,550	1.9	1,144,450	2.9
2017	2,443,900	1.5	1,169,300	2.1
2018	2,480,800	1.5	1,193,500	2.1
2019	2,513,500	1.3	1,214,250	1.7
2020	2,545,650	1.3	1,230,200	1.3
2038	3,005,100	1.0	1,402,400	1.0

Source: Metro Research Center, November 2017



Materials following this page were distributed at the meeting.



State of the Metro

Region:

Regional Forecast

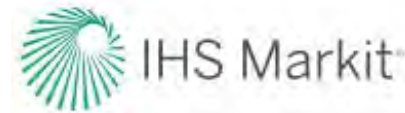
Joint MTAC & TPAC Presentation

February 7, 2018



Today's Agenda

- Forecast background
- State of the Region
- U.S. Macroeconomic Outlook
 - Long-term forecast factors
 - Forecast highlights
- Regional Forecast Highlights
- Questions



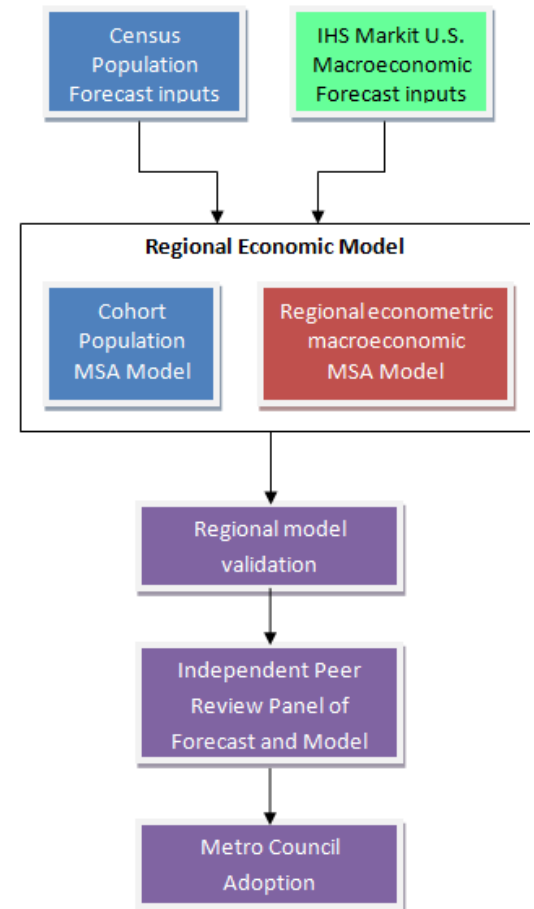


Forecast Background



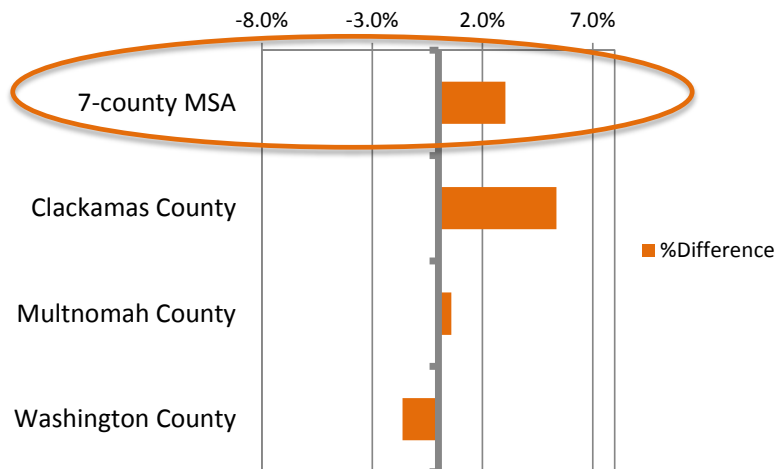
Forecast Anchored in National Economy & Peer-Reviewed

- Key input: IHS national economic forecast
- Key tool: Metro's Regional Economic Model (REM)
- Validation: history and peer review

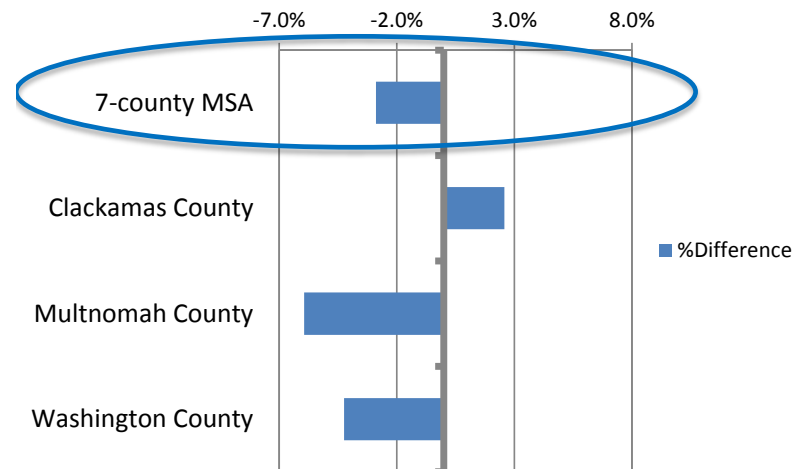


Forecast Accuracy – year 2015

**Population Forecast
(2010 vintage Metro v. PSU est.)**



**Employment Forecast
(2010 vintage Metro v. OED actual)**



OED = OR Employment Dept.

Peer Reviewers met 11-16-17

Christian Kaylor, Portland workforce analyst, OED



Eric Hovee, principal, ED Hovee LLC



Hossein Parandvash, economist, Portland Water Bureau



Nick Chun, forecast manager, PSU PRC



Scott Bailey, regional economist, WA ESD



Steve Storm, Northwest Natural



Tom Potiowsky, director, PSU NERC





State of the Metro Region



Geographic scope of MSA regional forecast model



Population Growth

Portland MSA is home to **2,407,540 residents in 2017**

Population growth:

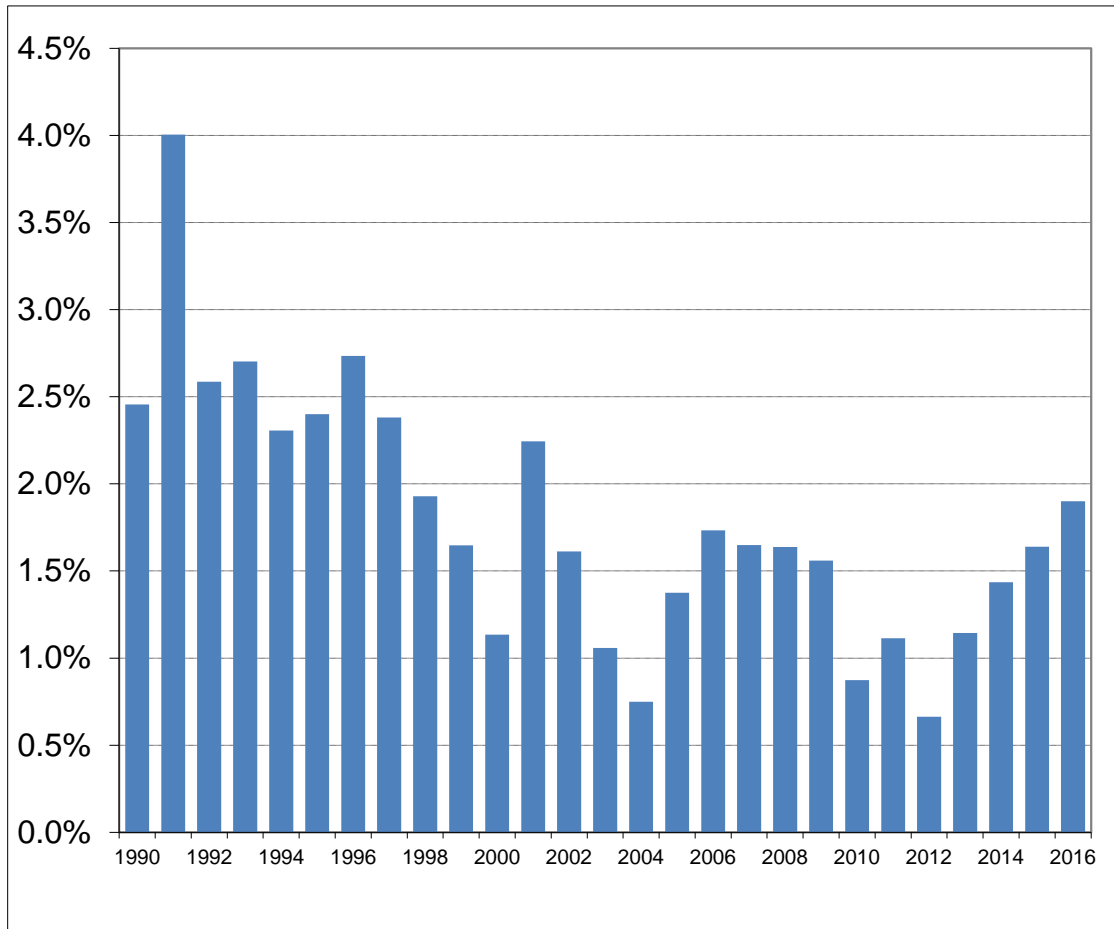
1.8% APR (1960-2016)

1.9% (in 2016)

Counties in the MSA

- Clackamas
- Columbia
- Multnomah
- Washington
- Yamhill
- Clark
- Skamania

Source: PSU and Census



Employment Growth

Portland MSA hosts *1,111,900 jobs in 2017*

Job growth:

2.6% APR (1960-2016)

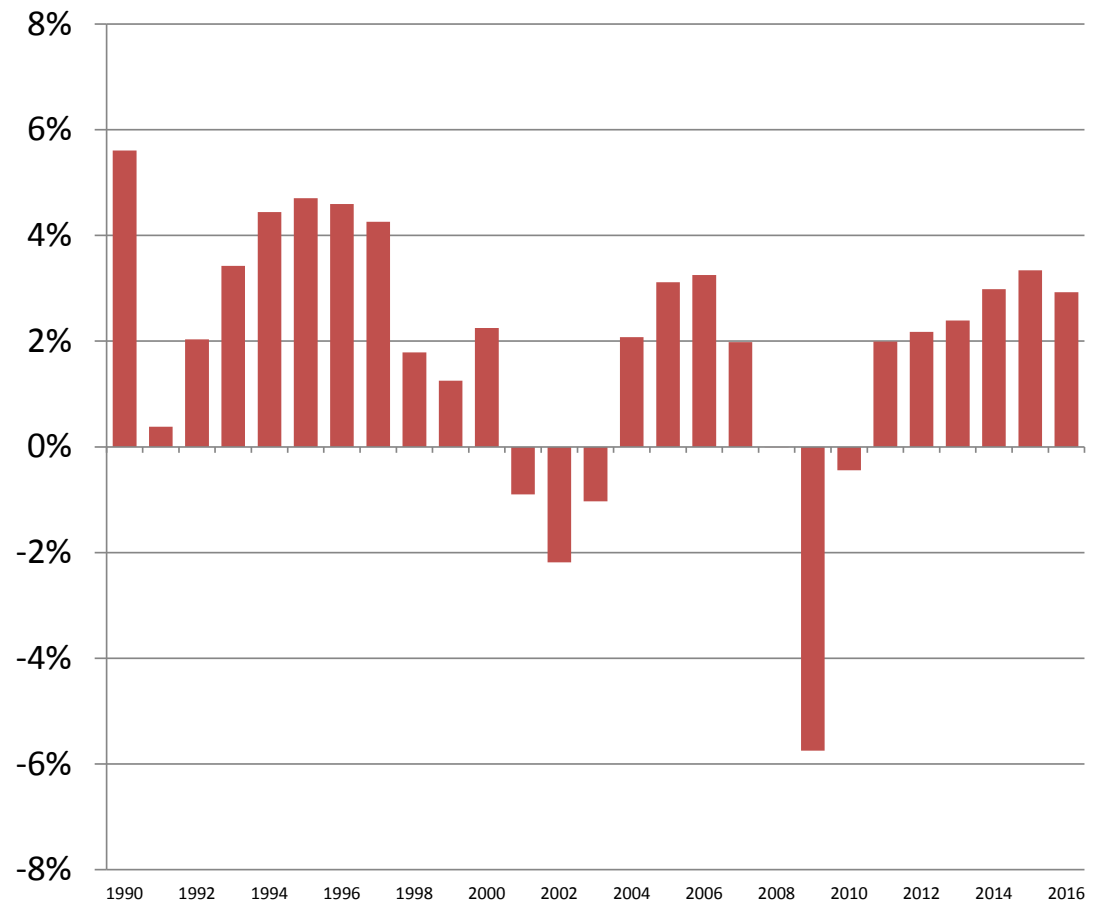
2.9% (in 2016)

Counties in the MSA

- Clackamas
- Columbia
- Multnomah
- Washington
- Yamhill
- Clark
- Skamania

Source: PSU and Census

10



Median Family Income

Portland MSA (nominal vs. real dollars)

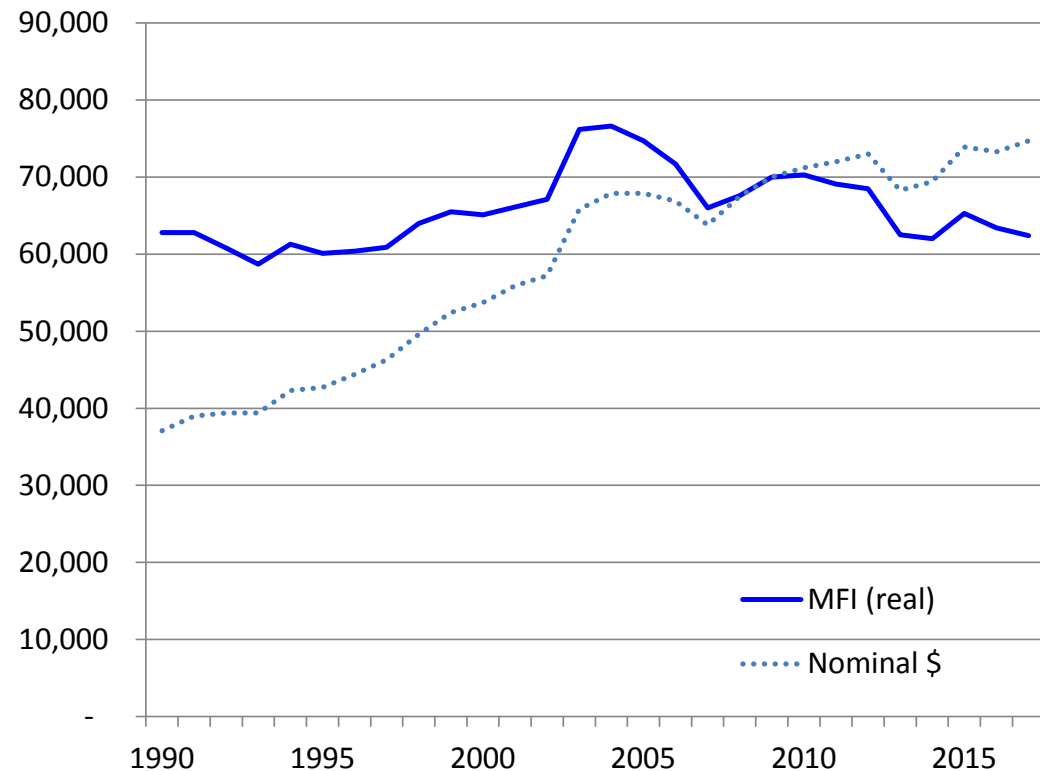
Economic indicator
of household well-
being:

2017 MFI = \$74,700

(Indicator is adjusted
for family size,
otherwise indicator
could be misleading.)

Source: HUD

Family of 4



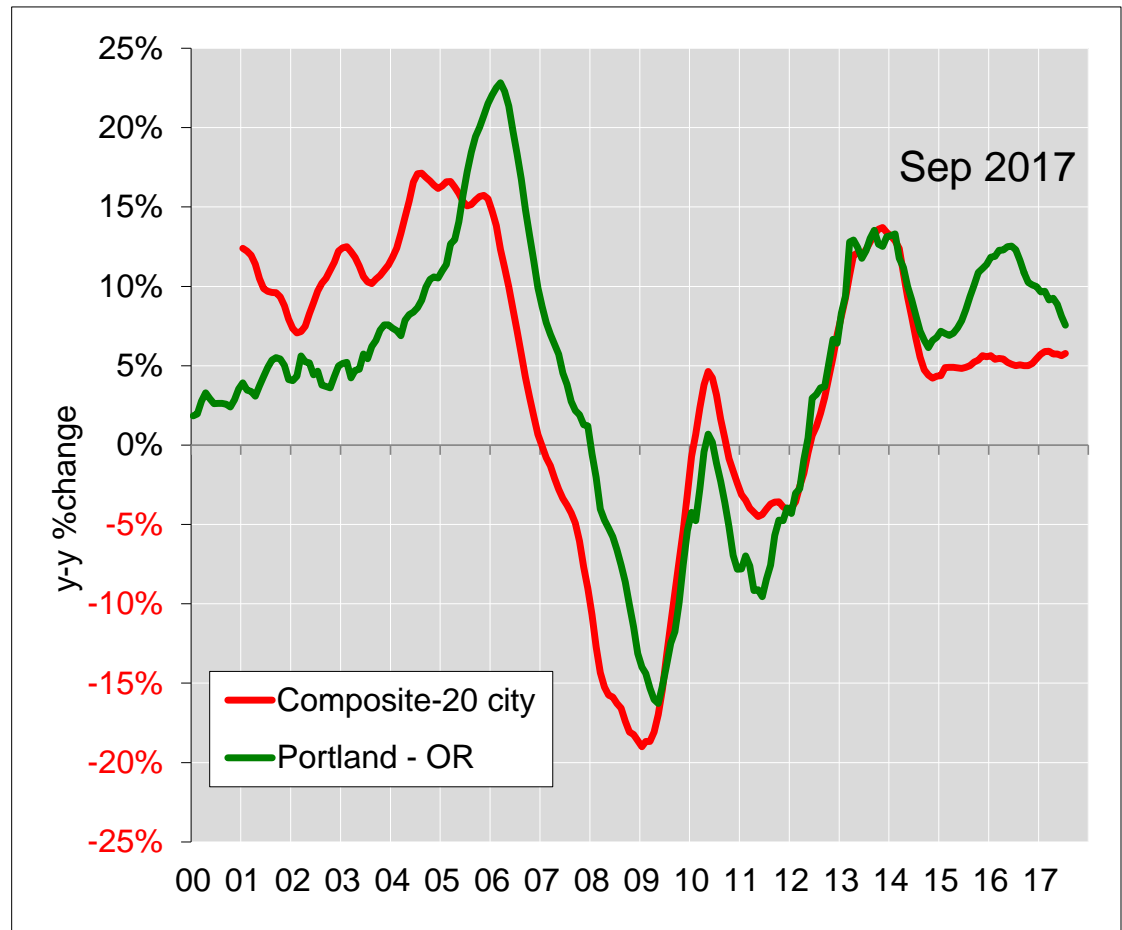
Case-Shiller Home Price Index

Portland MSA (pct. change year ago)

Leading economic indicator:

Home price index is a leading measure of residential real estate prices and construction activity.

Source: S&P Corelogic



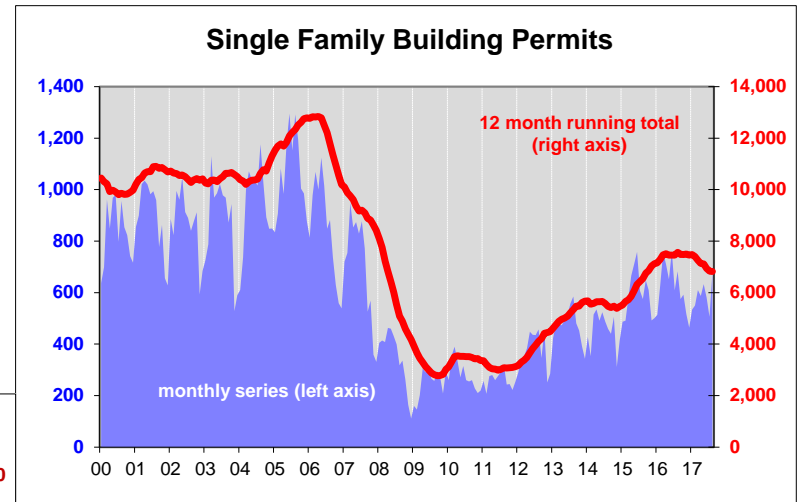
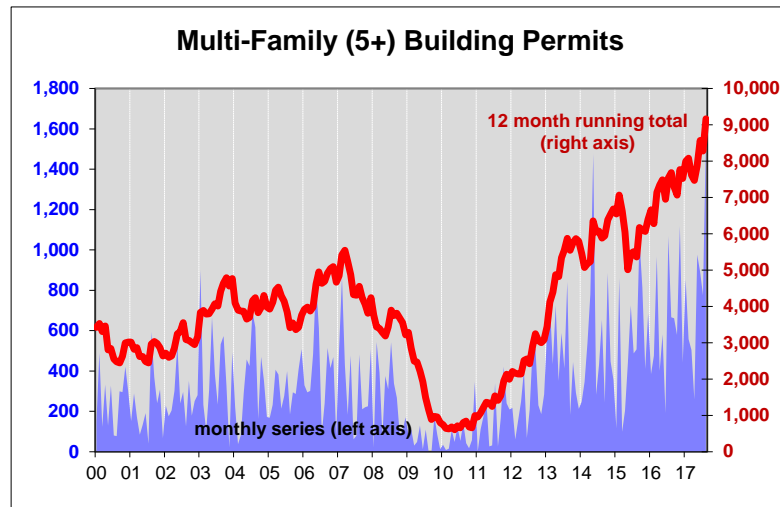
New Residential Construction Permits

Portland MSA (in thousands)

Leading construction / economic indicator:

Single Family permits slowing as y/y monthly figures decline (last reading Aug. 2017)

Source: Census



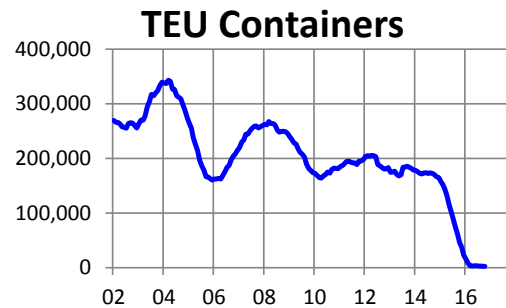
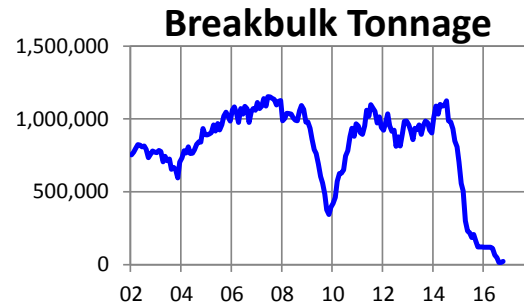
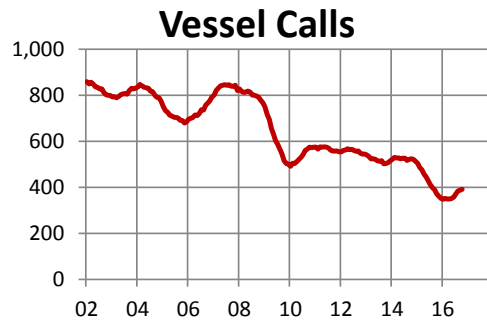
Multi-family permits still rising, but starting to see construction slow for small apartment complexes. (last reading Aug. 2017)

Marine Cargo Trends

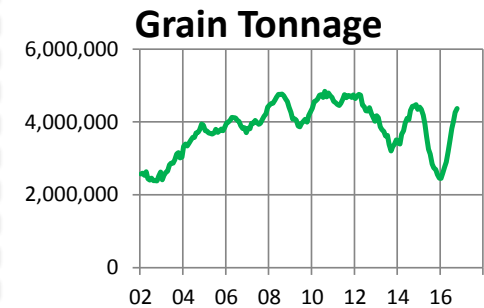
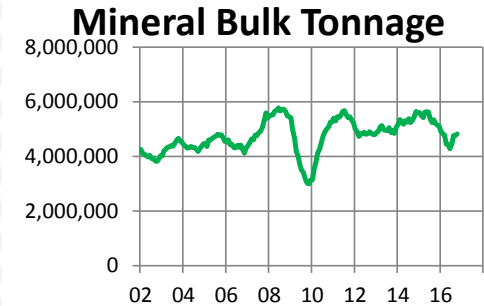
Port of Portland (12 month running total)

Coincident / leading economic indicator:

Swire Shipping brings container ship service to PDX in Jan.



Non-container shipments



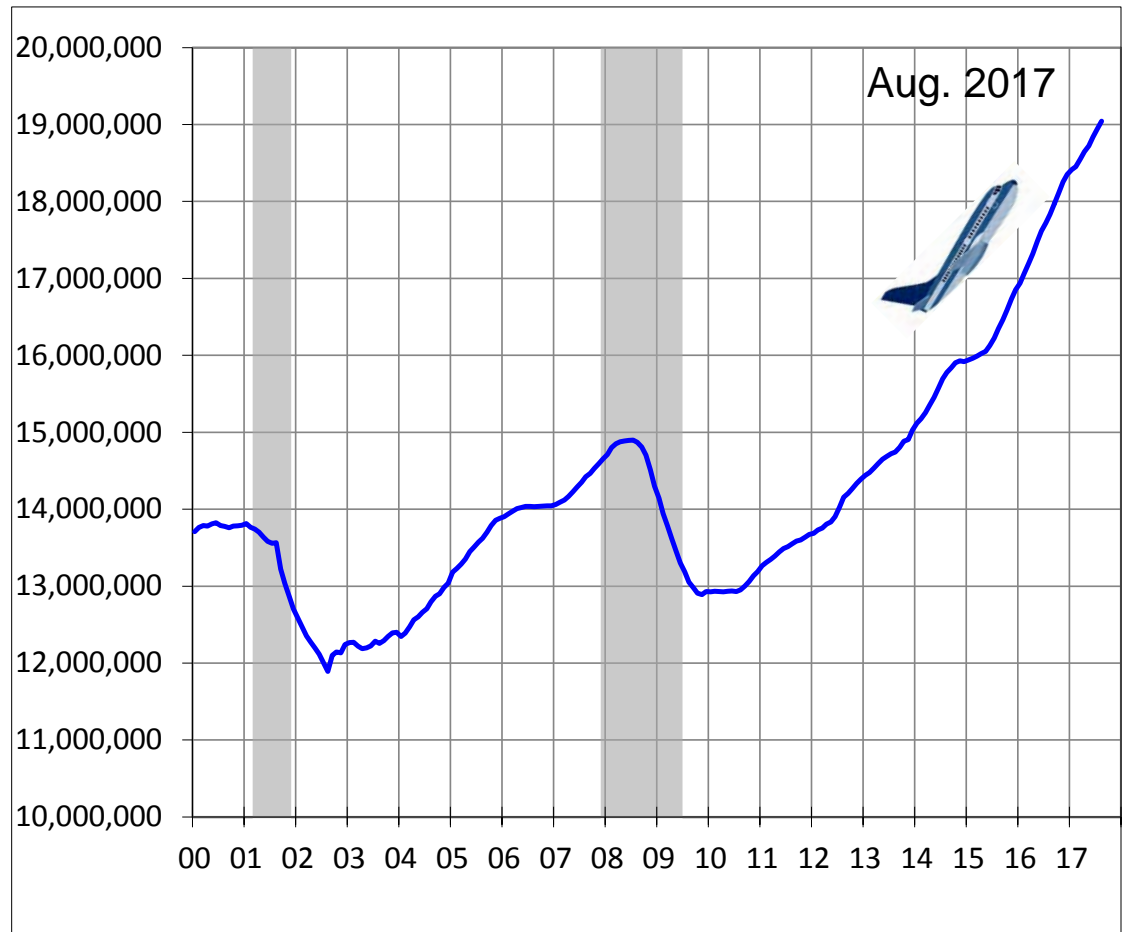
Air Passengers – PDX

(12 month running total)

Coincident / leading economic indicator:

83 out of last 84 months have seen y/y increase in passenger boardings

Source: Port of Portland



Air Cargo tonnage – PDX

(12 month running total)

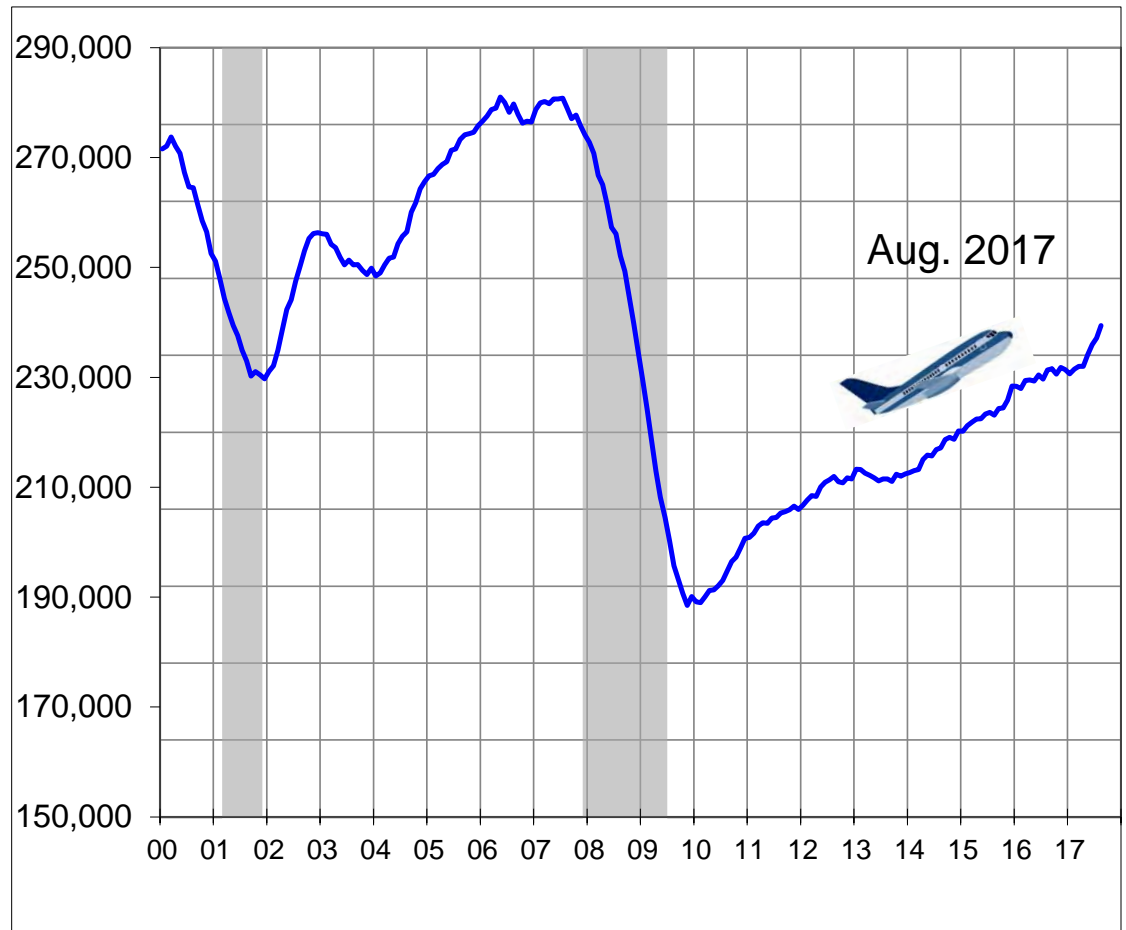
Coincident / leading economic indicator:

Air cargo tonnage has steadily risen since the recession, but has yet to reach pre-recession levels

Source: Port of Portland



17



Core Solid Waste Tonnage

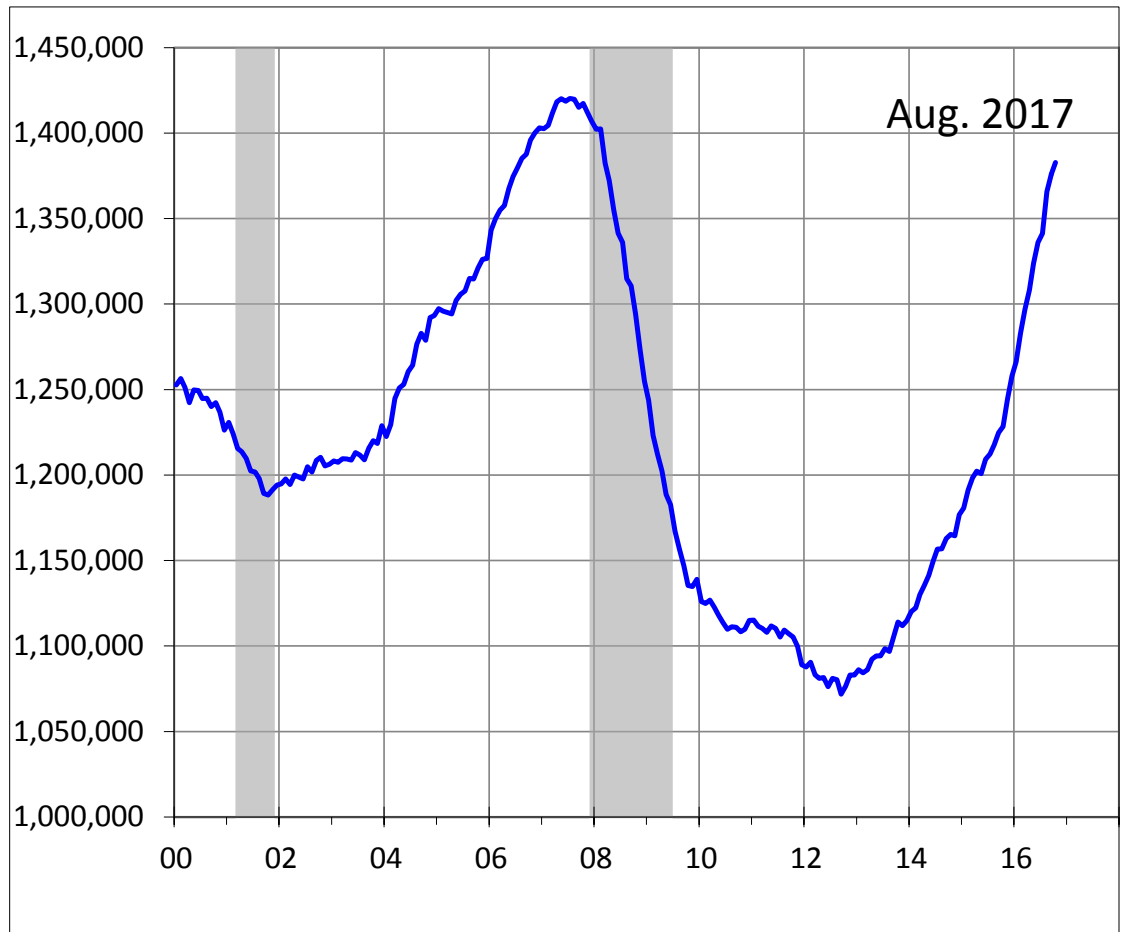
Metro Region (12 month running total)

Coincident economic indicator:

Waste generation on upward trend since recession ... almost to pre-recession peak



18



Nonfarm Total Employment

Portland MSA (y/y percent rate)

Lagging economic indicator:

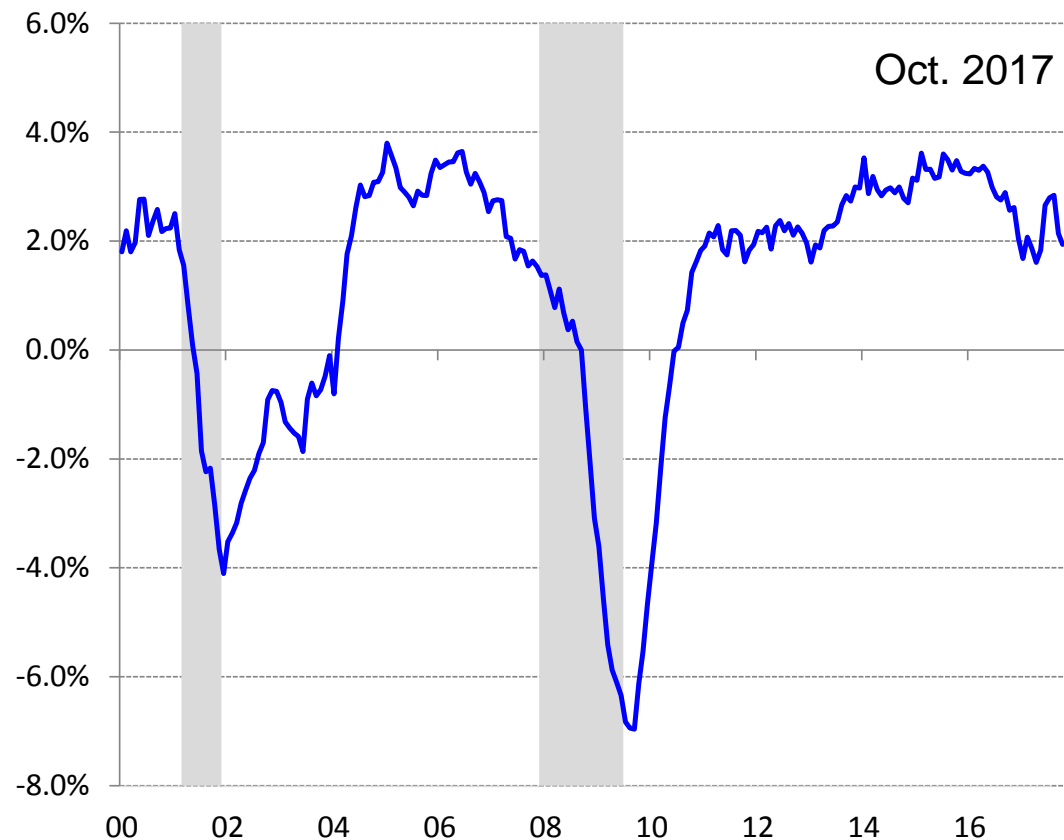
Robust job growth since early 2011...

... topping out in mid-2015

... growth rates have moderated since

... anticipate job growth to taper more as U.S. economy slows

20



Source: BLS

Employment Gains since end of Great Recession

Portland MSA

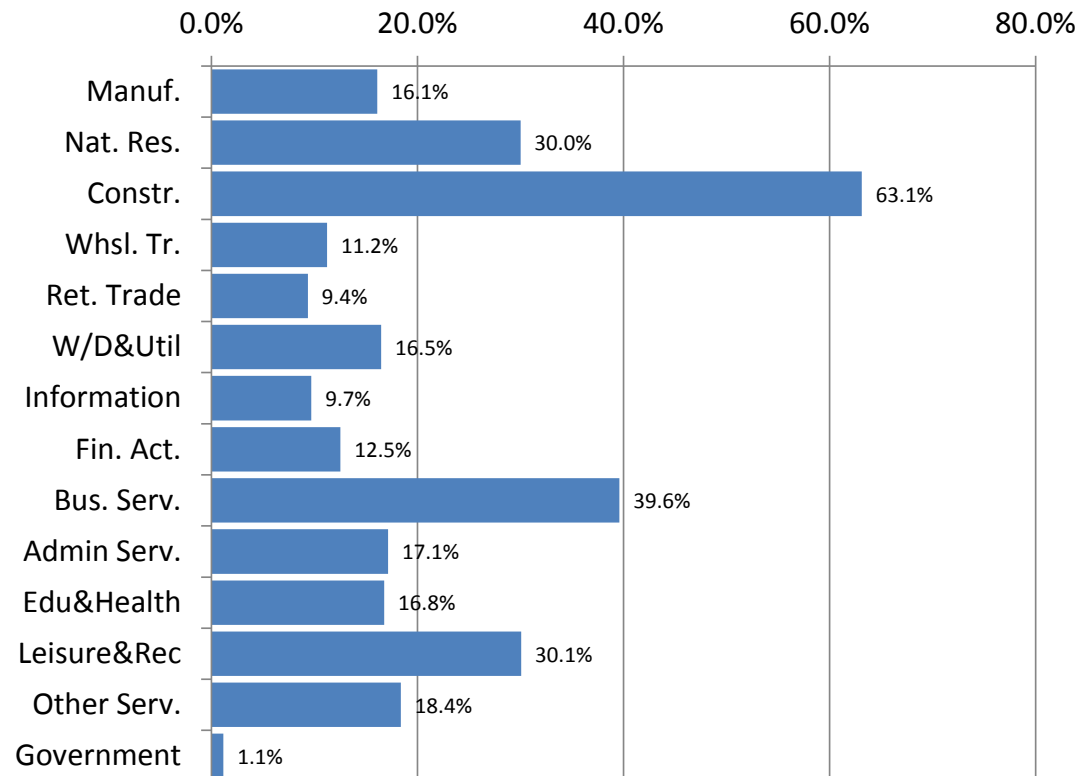
Sector specific job
indicators:

Top growth sectors:

- Construction
- Business services
- Leisure & hospitality

Source: BLS

(pct. chg. since end of 2011)



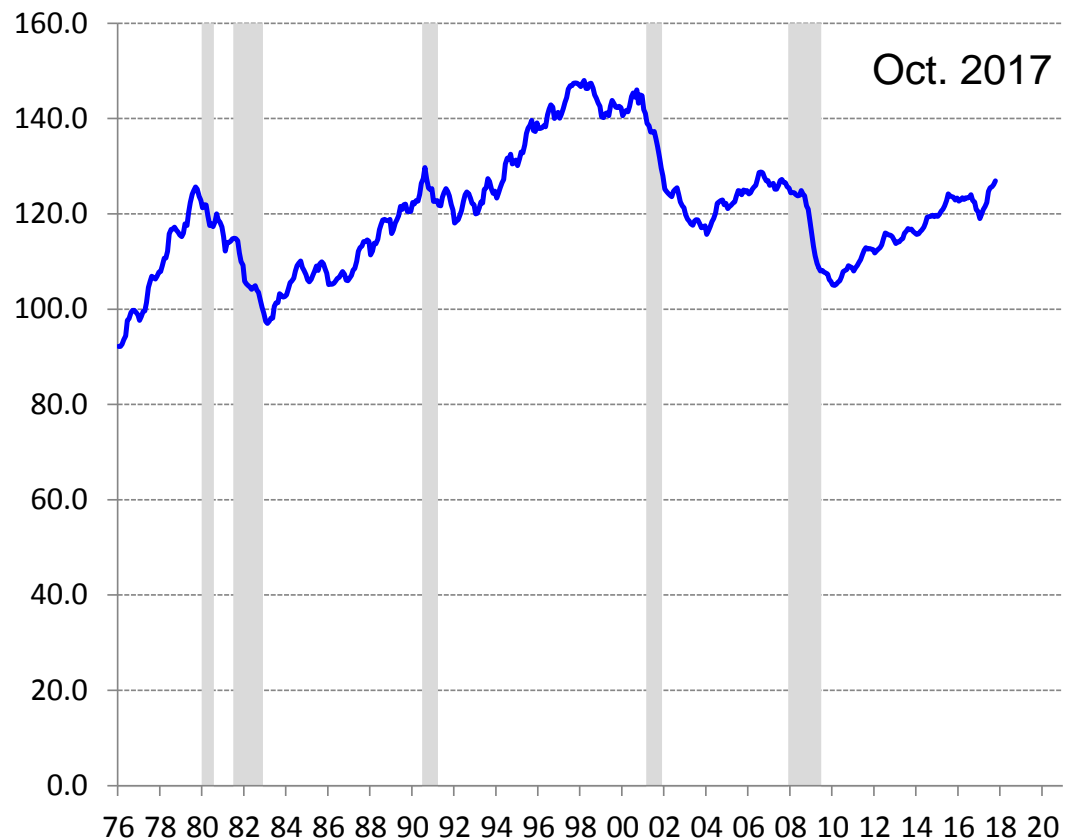
Manufacturing Employment

Portland MSA (in thousands)

Lagging economic indicator:

Manufacturing employment has yet to return to pre-recession level of jobs ... growth has been tapering down during the last year.

Source: BLS



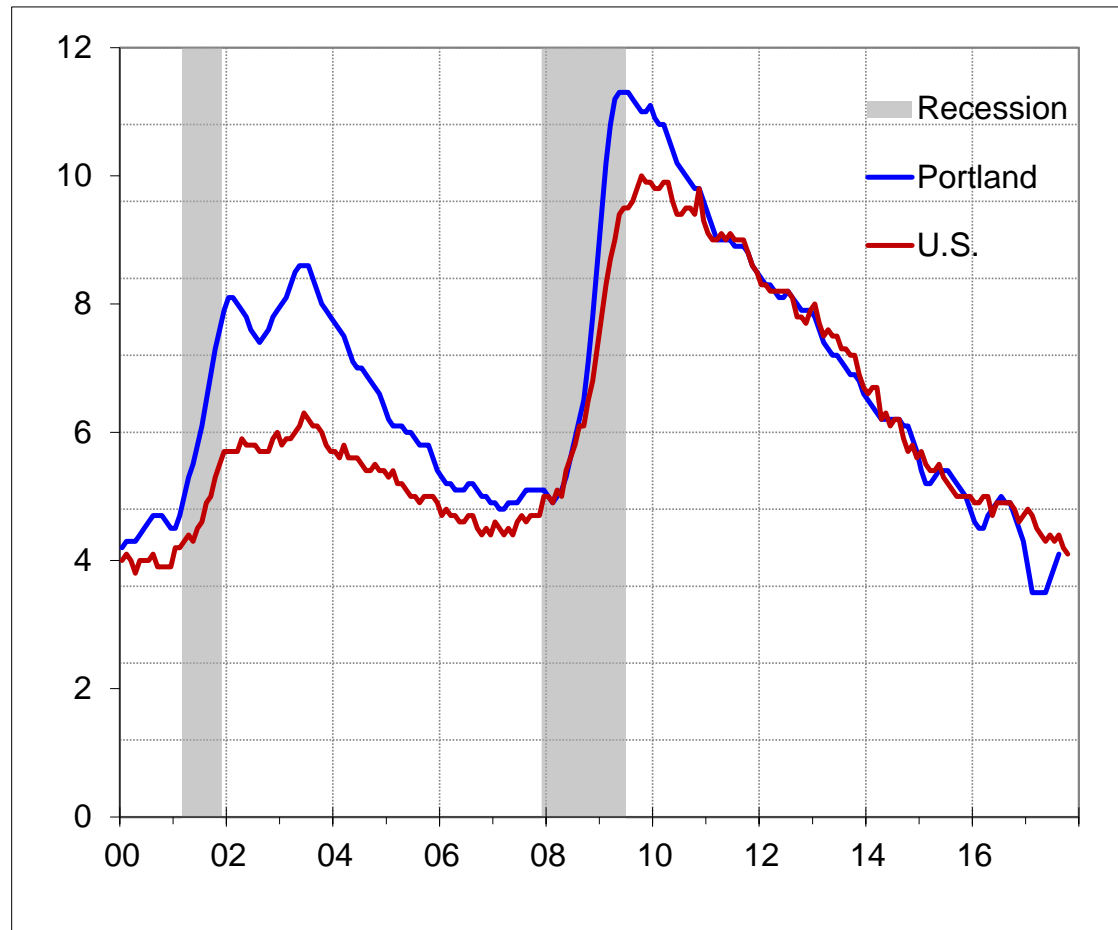
Unemployment Rate

Portland MSA & U.S. (seasonally adjusted)

Lagging economic indicator:

This broad measure of workforce availability indicates a region with a very tight labor market at present

Source: Census



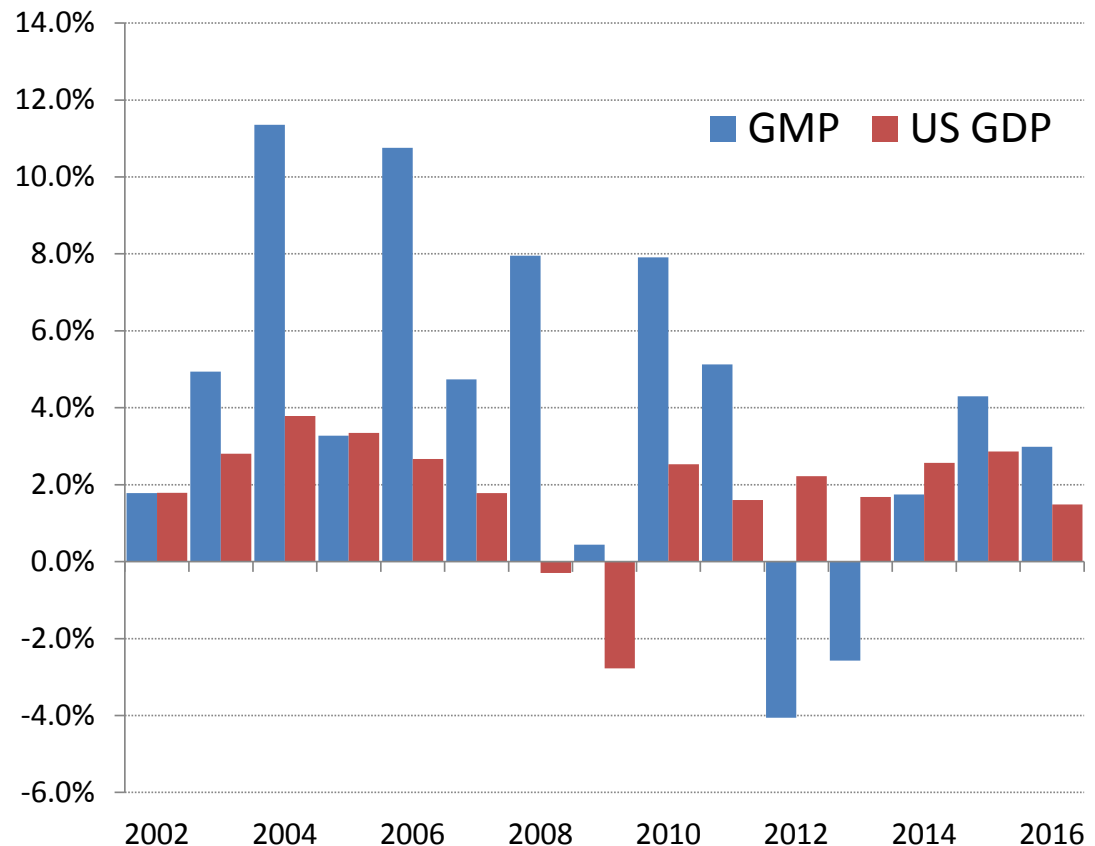
Comparison: MSA & U.S.

Economic Growth (annual year-to-year %)

Gross Metropolitan Product (GMP) and Gross Domestic Product (GDP) (inflation adjusted)

Region stumbled coming out of the recession, but has recovered strongly.

Source: BEA





IHS Markit Forecast

(formerly Global Insight)

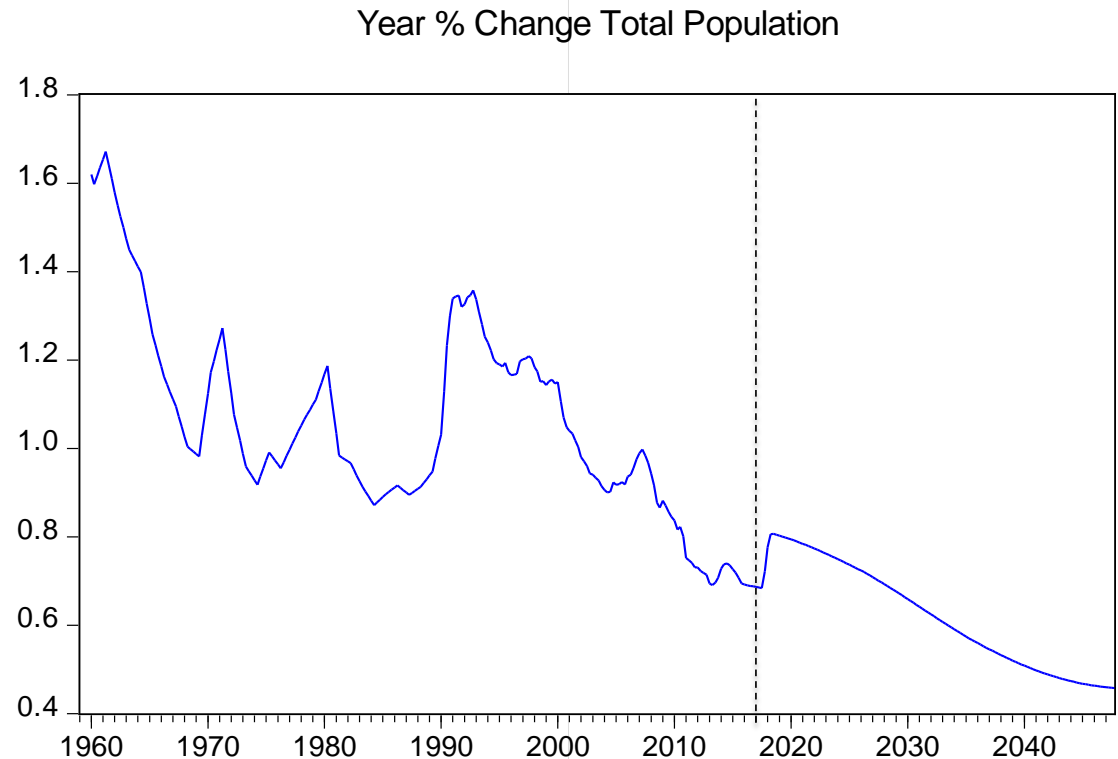
US Macroeconomic Outlook

August 2017 vintage



U.S. Population Growth

Annual population growth is projected to drift lower to 0.46% average per year at the end of forecast

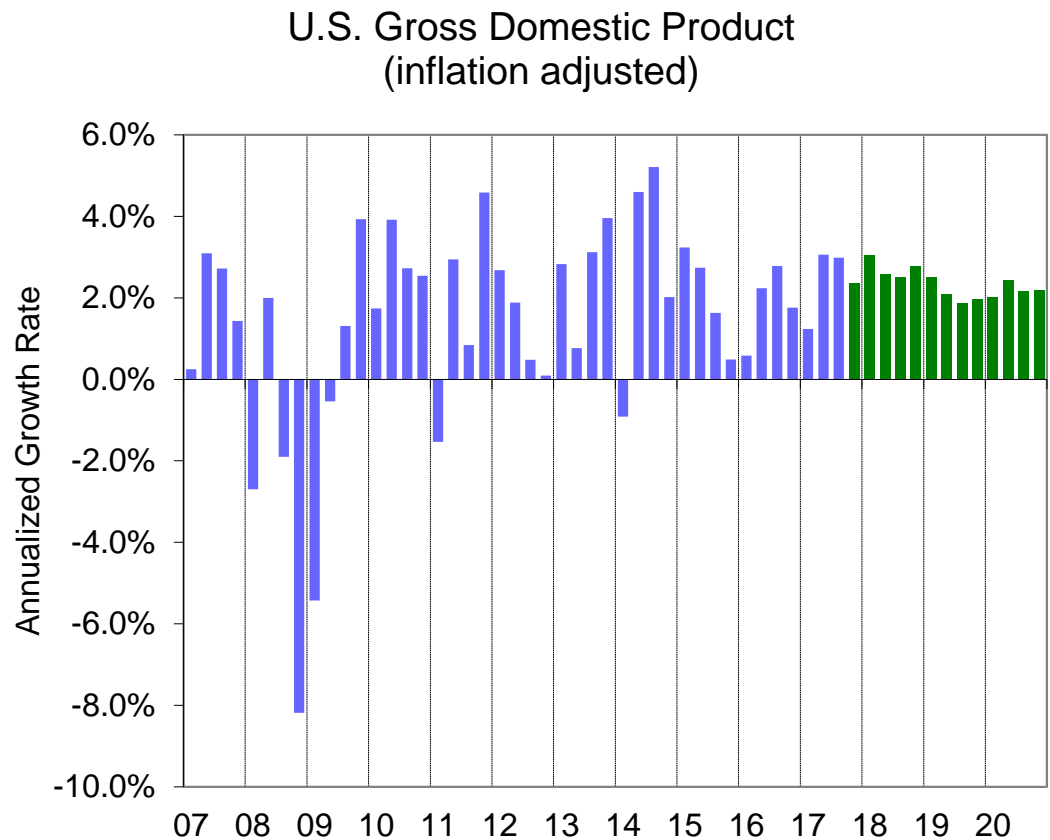


U.S. real GDP Growth

U.S. GDP rose above 3% in the last 2 quarters

First time GDP has topped 3% growth in over 2 years

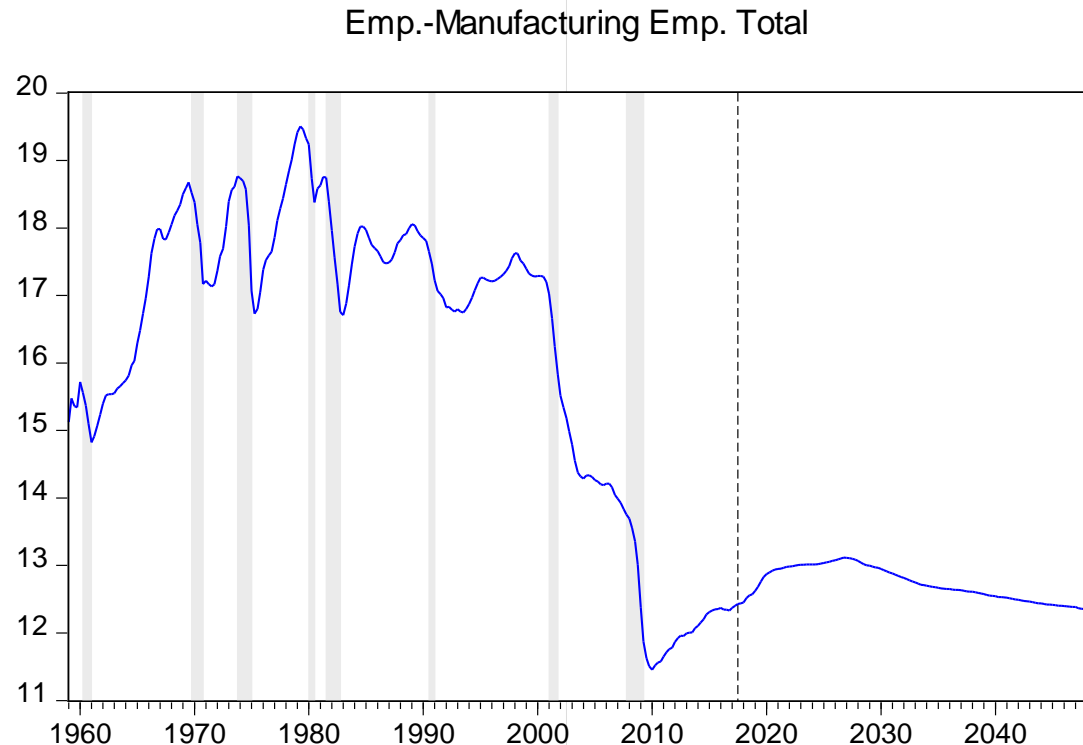
In future GDP expected to be steady but slower ... about 2% per year



U.S. Manufacturing Jobs

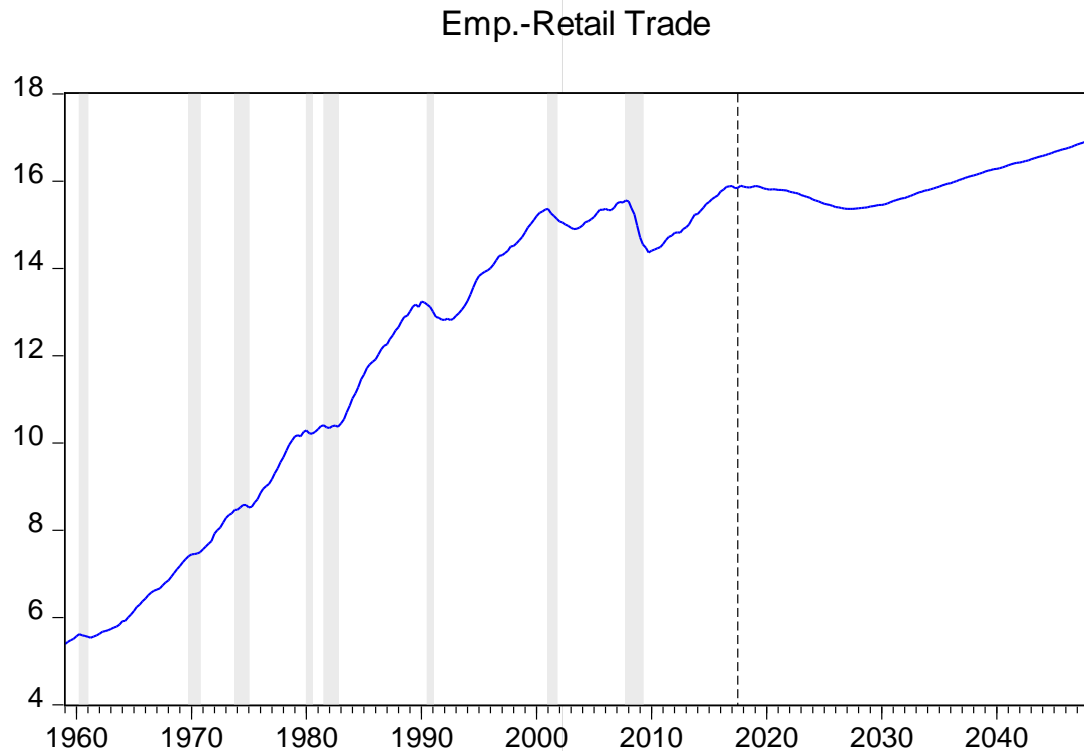
Share of manufacturing jobs stands at 8.5% today.

Expect job share for manufacturing to fall to 6.9% of all nonfarm jobs



U.S. Retail Jobs

Online sales
expected to carve
into brick and
mortar retail sales
... leading to an
initial decline and
then to a stagnant
retail job trend

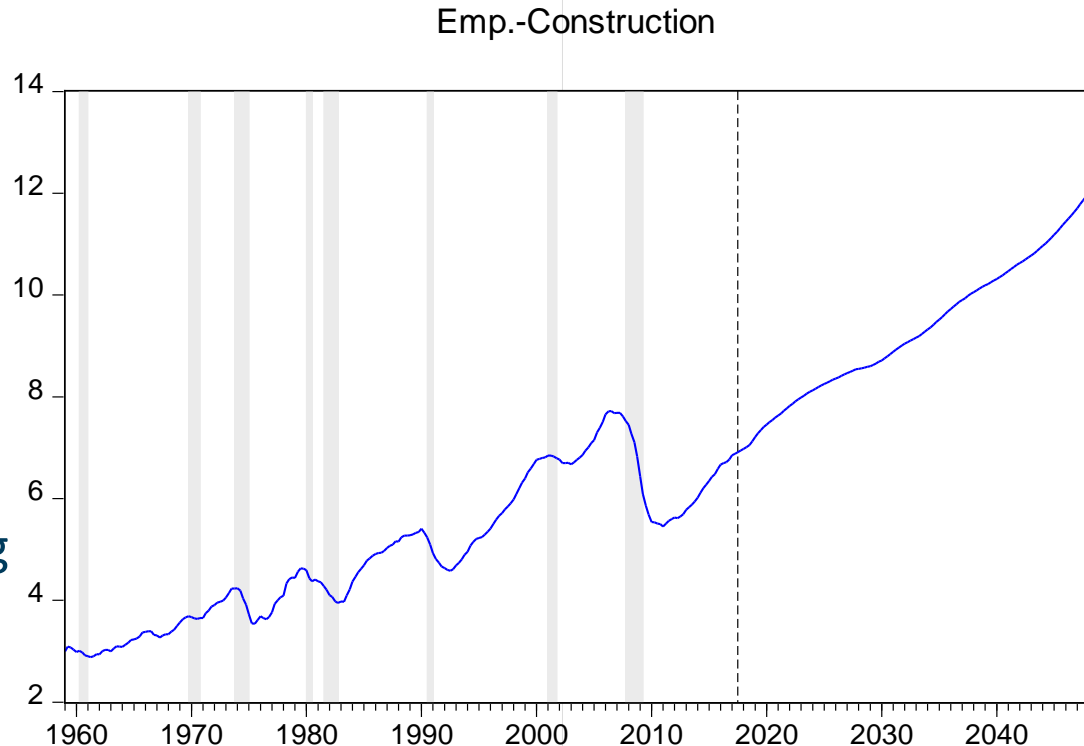


U.S. Construction Jobs

Construction sector
starting to slow

Weakness expected
to be temporary

Construction jobs
continue to rebound,
eventually surpassing
pre-recession peak





Metro Regional Long-term Forecast Outlook

November 2017 peer reviewed
draft

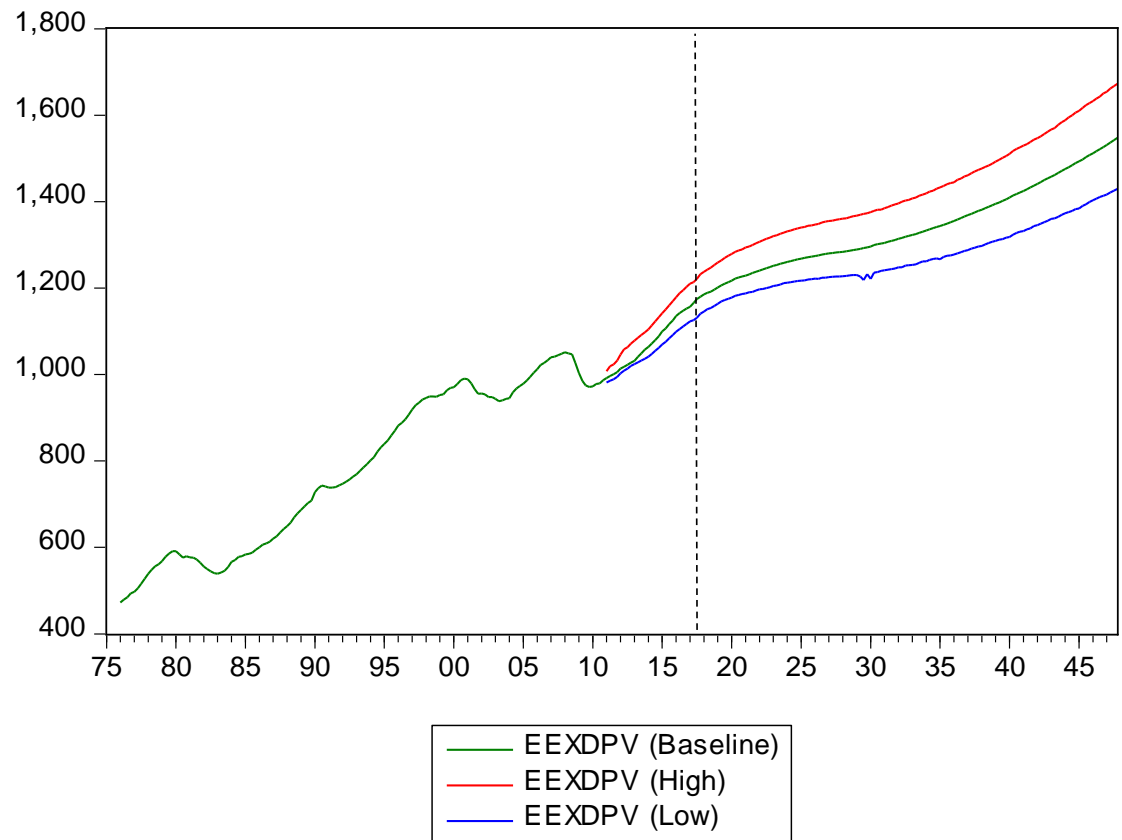
Job Forecast Accounts for Uncertainty

(Employment 2015: 1,111,900 Baseline 2040 Forecast: 1,432,300)

Forecast for MSA nonfarm payroll employment

REM derives possibility of high or low growth from a dynamic forecast that varies inputs across their historic observed range

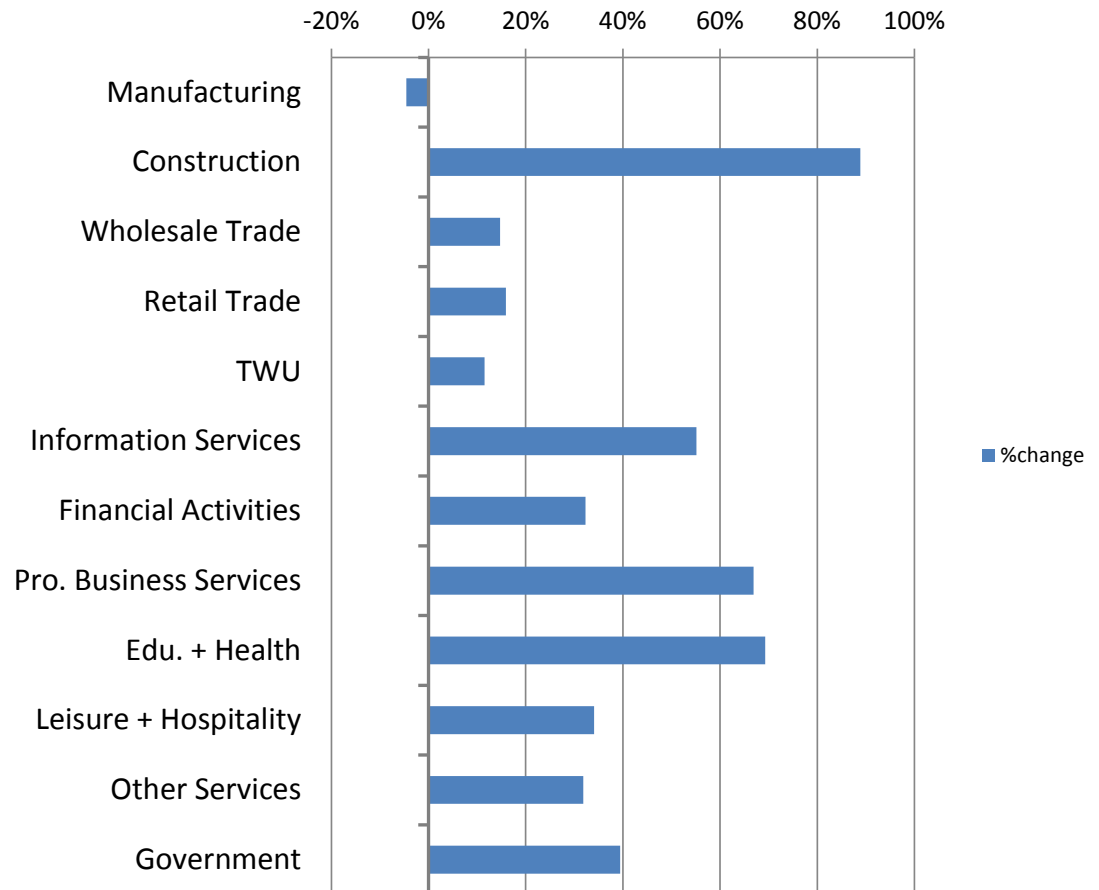
Interval above/below baseline is roughly 2 standard deviations

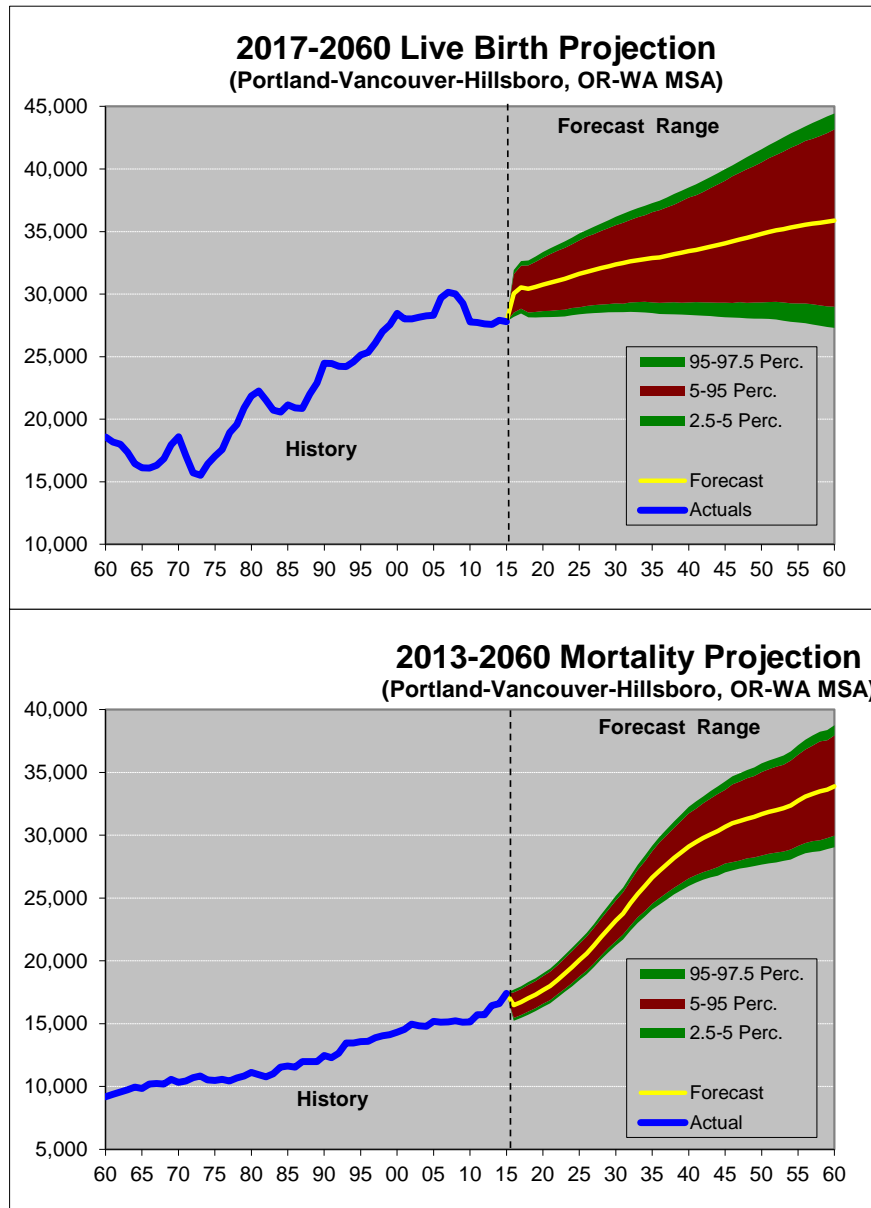


MSA Baseline Employment Projections

Chart shows payroll employment growth divided amongst a dozen major sectors.

Sector-level job growth between 2015 and 2047





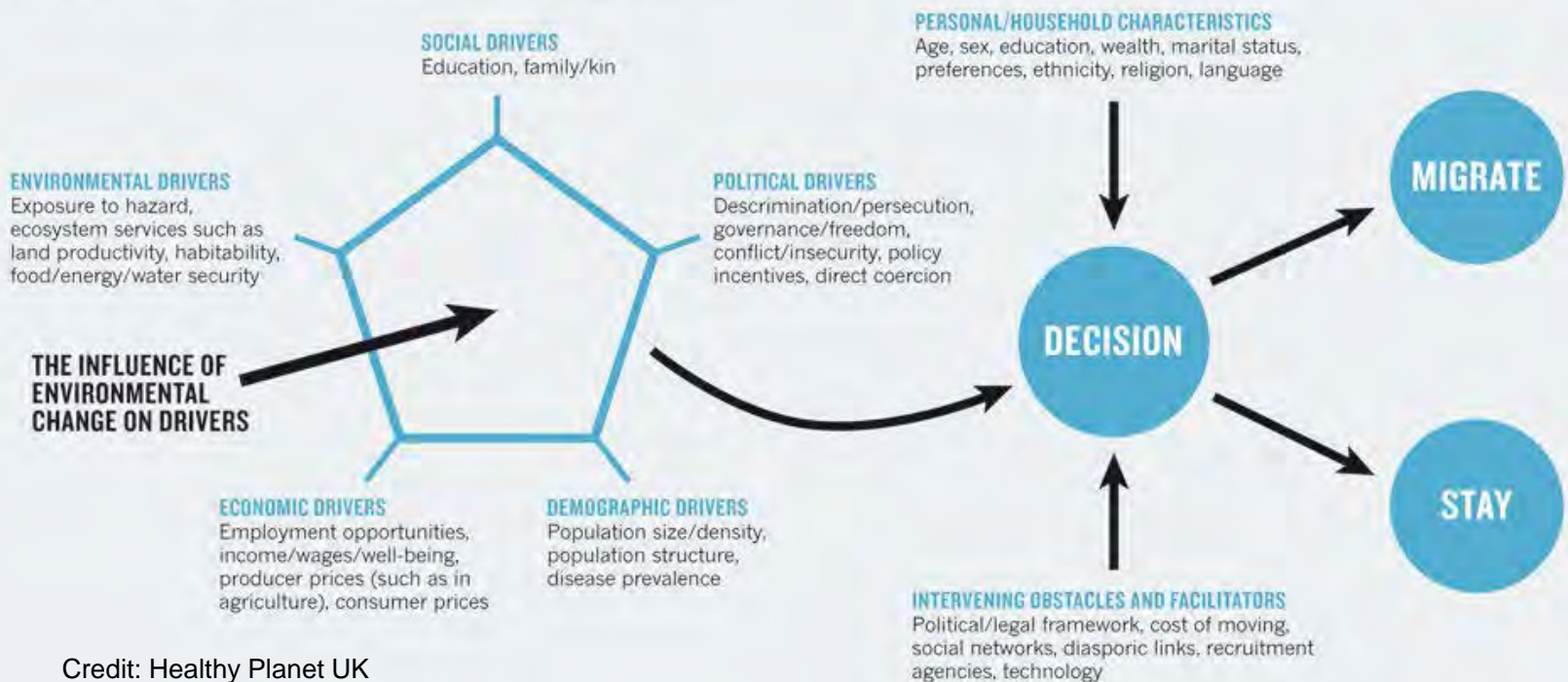
Population
change has
several
components:

Birth,
Mortality,
Migration

Migration Has Many Drivers

THE DRIVERS OF MIGRATION

Many factors influence whether a person or family will migrate. Their effects are closely intertwined, so it makes little sense to consider any of them in isolation.



Credit: Healthy Planet UK

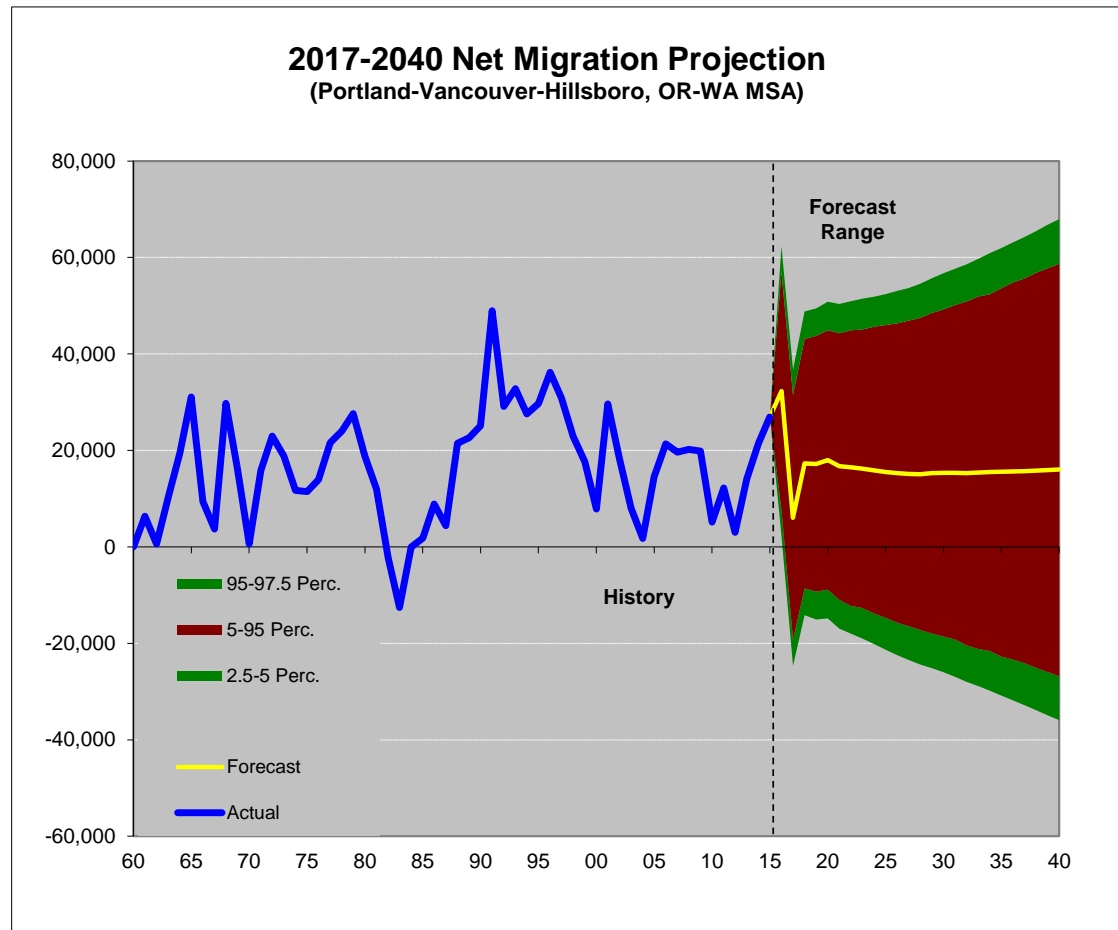
Migration Has Most Uncertainty

Portland MSA

Uncertainty in MSA
net migration
forecast large due
to historical
oscillations

(Uncertainty determined by
dynamic simulation the
model assuming normal
distribution of standard
errors for forecast inputs.)

46

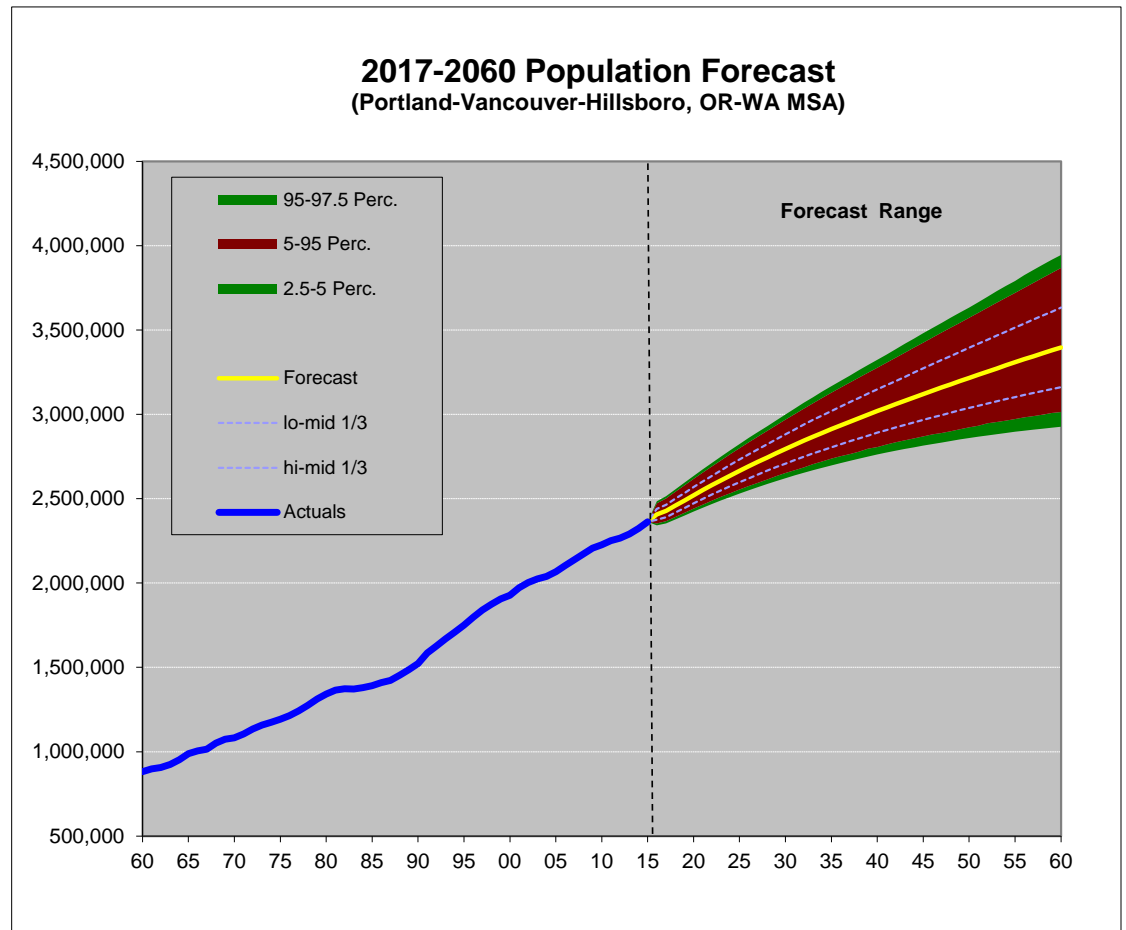


Metro Region Population Forecast

(Population estimate 2015: 2,362,700 Baseline Forecast 2040: 3,046,700)

%APR	Hi	Med	Lo
60-70		2.1	
70-80		2.2	
80-90		1.3	
90-00		2.4	
00-10		1.4	
10-20	0.93	1.25	1.57
20-30	0.83	1.04	1.23
30-40	0.56	0.78	0.95
40-50	0.41	0.63	0.84
50-60	0.31	0.55	0.77

47



Metro Regional Baseline Forecast Summary, 7-County MSA

	2015	2040
Population	2,362,700	3,046,700
Employment	1,111,900	1,432,300

Questions?

Contact: Dennis Yee
(dennis.yee@oregonmetro.gov)



Metro

Arts and events
Garbage and recycling
Land and transportation
Oregon Zoo
Parks and nature

oregonmetro.gov



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes

January 24, 2018

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Steve Callaway

Sam Chase

Betty Dominguez

Amanda Fritz

Mark Gamba

Jeff Gudman

Kathryn Harrington

Gordon Hovies

Larry Morgan

Craig Prosser

Martha Schrader

Don Trotter

Peter Truax

AFFILIATION

City of Hillsboro, Largest City in Washington County

Metro Council

Citizen of Clackamas County

City of Portland

City of Milwaukie, Other Cities in Clackamas County

City of Lake Oswego, Largest City in Clackamas County

Metro Council

Tualatin Fire and Rescue, Special Districts in Washington County

City of Troutdale, Other Cities in Multnomah County

TriMet

Clackamas County

Clackamas County Fire District #1, Special Districts in Clackamas County

City of Forest Grove, Other Cities in Washington County

ALTERNATES PRESENT

Gretchen Buehner

Jennifer Donnelly

John Griffiths

Brenda Perry

AFFILIATION

City of King City, Other Cities in Washington County

Oregon Department of Land Conservation and Development

Tualatin Hills Park & Recreation District, Special Districts in Washington County

City of West Linn, Other Cities in Clackamas County

MEMBERS EXCUSED

Emerald Bogue

Denny Doyle (*Chair*)

AFFILIATION

Port of Portland

City of Beaverton, Second Largest City in Washington County

OTHERS PRESENT: Adam Barber, Zoe Monahan, Emily Klepper, Taylor Steenblock, Chad Eiken

STAFF: Ernest Hayes, Ramona Perrault, Miranda Mishan, Nellie Papsdorf, Kim Ellis, Jes Larson, Andy Shaw, Randy Tucker, Megan Gibb, Clifford Higgins

1. CALL TO ORDER, SELF INTRODUCTIONS, CHAIR COMMUNICATIONS

MPAC Vice Chair Larry Morgan called the meeting to order at 5:07 PM.

Vice Chair Morgan welcomed the newest MPAC members, including Councilor Theresa Kohlhoff from the City of Lake Oswego, new alternate for the Largest City in Clackamas County, Ms. Linda Simmons, new alternate for TriMet, and Mr. Don Trotter, of the Clackamas County Fire District and Ms. Nancy Gibson of the Oak Lodge Water and Sanitary District, new member and alternate for the Special Districts in Clackamas County.

2. CITIZEN COMMUNICATIONS

There were none.

3. COUNCIL UPDATE

Councilor Sam Chase reminded MPAC that Councilor Collette resigned. He explained the reappointment process and highlighted some important dates.

Councilor Chase invited MPAC to the East Council Creek Natural Area open house, and explained that the planning of amenities that might be placed in the area was underway.

Councilor Chase provided important dates for the New Major Neighborhood Grant application process, and noted that applications were open.

4. MPAC MEMBER COMMUNICATION

Mayor Pete Truax highlighted State of the City addresses coming up in Washington County, recounted the dates for each city in Washington County. He invited MPAC members to attend.

Mr. Craig Prosser shared that the TriMet Board of Directors had approved the low income fair ordinance which would start on July 1st. Commissioner Amanda Fritz asked to be reminded of the rules. Mr. Prosser explained that it provided reduced fares for people who qualify, and that individuals with income less than 200% of the poverty level would qualify. Councilor Chase added that if an individual was 200% below poverty level, they could buy a pass for 50% off and a monthly pass for 72% off.

5. CONSENT AGENDA

MOTION: Mayor Gamba moved and Mayor Truax second to approve the consent agenda.

ACTION: With all in favor, the motion passed unanimously.

6. INFORMATION/DISCUSSION ITEMS

6.1 Constitutional Amendment: Housing

Vice Chair Morgan explained the proposed legislation in the 2018 Oregon legislative session that could provide local governments more flexibility to use general obligation bonds to create affordable homes more quickly and efficiently.

Vice Chair Morgan recounted that the legislation would refer a constitutional amendment to Oregon voters in 2018 and that the amendment would allow local governments to use voter-approved general obligation bond funds in partnership with private and nonprofit entities to create or protect affordable housing. He shared that this presentation was to learn more about proposed legislation and discuss a formal endorsement from MPAC.

Vice Chair Morgan introduced Randy Tucker, Metro's Legislative Affairs Manager and Alison McIntosh, from the Oregon Housing Alliance.

Key elements of the presentation included:

Ms. McIntosh explained that the Oregon Housing Alliance was a coalition of stakeholders that advocate at the state legislature for housing stability and homelessness resources. She shared that she wanted to give MPAC an idea of what was going on in Salem around housing, and emphasized that the speaker of the house and other leaders were looking for housing solutions.

Ms. McIntosh explained that Article 11 Section 9 said that jurisdictions could not lend a credit for the benefit of a private party. She provided some background on the history of municipalities using bond funds, and recalled that with this provision, jurisdictions could not blend funding sources.

Ms. McIntosh expressed that the jurisdiction had to own and control the housing that was built with the bonds, which meant either the city or the housing authority. She acknowledged that if they were to change this provision of the constitution, it would mean jurisdictions could build more housing and leverage other resources to build more units. Ms. McIntosh conveyed that this provision in the constitution created barriers for smaller jurisdictions with less staff than others. She explained that they would like to create an exception for affordable housing.

Ms. McIntosh added that there was another provision of the constitution that limited local government's ability to use state bonds that had been successful but it required the state to own and operate the housing. She emphasized that they could do more with fewer limitations, such as preserve existing housing, and build more affordable

housing while avoiding redundancies in the process. Ms. McIntosh recounted the various conversations the Housing Alliance had had with different stakeholders in the state.

Mr. Tucker added that the Metro Council was considering putting out a bond measure later in the year, and that being able to spend it in a wider variety of ways would be beneficial and allow the money to go further. He emphasized that while this amendment wasn't necessary, it would make the money more effective.

Mr. Tucker recalled that the Metro Council had already discussed the amendment and would be considering it. He added that Metro had been involved in drafting the measure and their intent was to provide as clean an exemption as possible from the restriction. Mr. Tucker noted that Speaker Kotek and Representative Kenny-Guyer had been supportive of the amendment.

Member discussion included:

MOTION: Mayor Gamba moved and Councilor Gudman seconded to approve the letter on behalf of MPAC expressing support for House Joint Resolution 201.

- Mayor Pete Truax acknowledged that this would provide another tool for addressing affordable housing issues. He added that voters would have to decide on the bond measure but that he supported the constitutional amendment.
- Councilor Chase relayed support from MPAC Chair Denny Doyle. He conveyed that this was not a new tax or a fee increase, but a measure to reduce government restrictions on how money could be spent.
- Ms. Betty Dominguez shared that she was pleased with these steps that Metro was taking on housing issues.
- Mr. Prosser expressed his support for the amendment, and explained that the U.S. tax code had a provision prohibiting private activity bonds. He explained that it limited the amount of bond issue that could go to the benefit of a private entity, and asked if they would still be able to accomplish their goals with federal restrictions.
- Ms. Alison Kean spoke to the use of private activity bonds for affordable housing by Metro, and added that she would look into this concern.
- Mr. Tucker explained that one of the funding sources for housing was tax credits which could only be used by private entities and that without provisions like this one it was harder to partner with private institutions.
- Councilor Gudman conveyed support for the constitutional amendment, and reminded MPAC that it would give each community greater control over a pressing issue.
- Ms. Dominguez shared that the housing authority had the ability to issue their own bonds to finance projects. She suggested that MPAC allow staff to figure out the details of the bond.

- Commissioner Fritz conveyed the City of Portland's support for the amendment. She raised concerns about the equity of property taxes in Oregon, and noted that Mayor Shane Bemis shared the concern. Commissioner Fritz emphasized the need to continue thinking about property tax equity.
- Mayor Gamba spoke to the need for legislator's awareness on the issue of equity in property taxes, and the interest in learning more about it.
- Mayor Truax noted that the League of Oregon Cities had been bringing this issue to the fore for a long time. He emphasized that tax reform was necessary for justice and equity in the region.
- Mr. Tucker mentioned that Ms. Emerald Bogue had written to convey the Port of Portland's support of the letter.
- Councilor Gudman asked if anyone had heard arguments against the amendment. Mayor Truax shared the concern that Metro did not have the authority to attempt to amend the state constitution, and suggested sharing the letter with the Metropolitan Mayors Consortium.
- Ms. Kean added that there hadn't been much concern expressed from legislators, but the main concern was that Metro were taking the right small, appropriate steps rather than opening up the constitution to misuse.
- Ms. Dominguez recalled that the polling results were in favor of bond issues, and that voters were likely to support a housing bond as well.

ACTION: With all in favor, the motion passed unanimously.

6.2 Housing Trends and Policies around the Region: Tigard

Vice Chair Morgan recounted that MPAC made a recommendation to the Metro Council during the 2015 urban growth management decision in which they suggested ongoing dialogue and reporting about how the region is growing.

Vice Chair Morgan explained that they would be talking about these kinds of topics more throughout the year as they prepared to make a recommendation to the Council on its next urban growth management decision. He shared that representatives from the City of Tigard would provide an overview of some of the housing trends, challenges, opportunities, policies and investments in Tigard.

Vice Chair Morgan introduced Mr. Kenny Asher and Mr. Schuyler Warren from the City of Tigard.

Key elements of the presentation included:

Mr. Asher provided background on the housing situation in Tigard, and acknowledged that there was a significant housing crisis.

Mr. Warren shared the city of Tigard vision statement that guided their work, and explained that they were not just looking at equitable outcomes but also equitable

health outcomes of the affordable community. He highlighted the history of rail in Tigard as well as some history of the city, and explained patterns of development over the years.

Mr. Warren shared that they would specifically be discussing the Tigard Triangle and River Terrace, and explained the planning processes for River Terrace including the residential permits that were issued. Mr. Warren noted that a lot of the housing was market driven, and much of the development was single family, detached or attached units.

Mr. Warren discussed Atwell Off Main, a public-private partnership, and acknowledged that it had been a success, but that there was a lack of housing affordability. He raised concerns that the growth in rent was outpacing inflation and causing a crisis in rental affordability. Mr. Warren compared the prices to median family income to demonstrate the lack of affordability.

Mr. Warren highlighted some local and regional housing assessments and information that was informing their development, including the Tigard Urban Lofts Feasibility Study. He discussed the city's new Lean Code that allowed for more mixed use development, which could allow for the creation of more affordable housing.

Mr. Warren recounted other methods that had been used to create more affordable housing including a low income nonprofit housing tax abatement program, support for Good Neighbor Center and CDBG improvements. He recalled other programs under the consideration by the City of Tigard, and shared development code updates that had been made including providing opportunities for more missing middle housing types.

Member discussion included:

- Vice Chair Morgan asked if the full SDC waiver had been implemented. Mr. Asher explained that it had not but would go before the city council in early March, and that there was significant support. Vice Chair Morgan asked what models the city used in crafting their SDC waiver. Mr. Asher listed Portland, Bend and Eugene as models they had used.
- Commissioner Fritz clarified that rents in Tigard were as high as rents in the City of Portland. Mr. Warren explained that rents in Tigard were higher than rents in the SW Corridor of Portland.
- Mayor Gamba confirmed that they were looking at a flat SDC waiver for affordable housing but not a waiver for naturally affordable housing such as ADU's. Mr. Asher explained that they were making sure that bond financed units would qualify, and that he was not sure that the new units would have the same indices of affordability. He added that their code does not yet allow for ADU's but that they were interested in exploring the possibilities.

- Mayor Gamba inquired about their efforts to increase renter's assistance. Mr. Warren explained that they were considering extending the notification period for no cause evictions. Mr. Asher shared that they were considering a local option levy in May to look at dealing with services and keeping them up to date. He shared that they may also look into emergency rent assistance.
- Ms. Dominguez raised concerns about the 20 year affordability period mentioned in the presentation, and suggested lengthening it. Mr. Asher acknowledged that they were sacrificing beautifully built buildings in favor of more units, and stressed the challenges of balancing livability and affordability.
- Councilor Gretchen Buehner noted that Tigard was one of the few places that didn't have a design commission. She suggested looking at paperwork for the residential PUD plan if they were interested in building cottage clusters.
- Mayor Gamba expressed surprise about the no minimum parking requirement in the City of Tigard's planning. Mr. Asher conveyed that they were insistent on street walk-able street frontage. He added that the Tigard Triangle had 12,000 parking spaces in that district with about 50% utilization.
- Councilor Anthony Martin asked if they could speak to the conflict between the desire for both density and no minimum parking. Mr. Asher explained that they were prescribing to the philosophy of no minimum development, meaning they could not turn the Tigard Triangle into a very livable space in just one generation. He emphasized that that would take a long time, and that they were hoping that with inexpensive development, adaptive reuse would happen more readily over time.
- Councilor Gudman asked MPAC which three housing projects were top priorities. Councilor Fritz highlighted land banking along the Southwest Corridor, and expressed the need to buy that property. Ms. Dominguez suggested that the housing conversation was too premature to ask that kind of question. She expressed the need to pass the housing bond and look to the housing authorities to find the greatest need. Ms. Dominguez emphasized that it was Metro's purview to find funding.
- Commissioner Schrader shared that she was present at the Portland Metro Regional Solutions Center meeting and conveyed that they were the group to prioritize housing projects which would be finalized in 2019.
- Ms. Jennifer Donnelly explained that the Portland Metro Regional Solutions Center did not know how much money they would have but were hoping that they would be funded in April and making a recommendation in August for the money to be available in 2019.
- Commissioner Schrader emphasized the need for communication between MPAC and the Portland Metro Regional Solutions Center.

6.3 Update on Technical Evaluation, Schedule and Engagement for Finalizing the 2018 RTP

Vice Chair Morgan explained that MPAC was receiving an update from staff on the 2018 Regional transportation Plan and what could be expected through the rest of

the year and through the adoption of the plan. He explained that the Regional Transportation Plan responded to both federal and state mandates which required Metro to finish by the end of the year.

Vice Chair Morgan acknowledged that a lot had changed since the adoption of the work plan in 2015. He added that they had accomplished a lot including three Regional Leadership Forums in which they discussed the region's transportation challenges and opportunities, heard what other metropolitan areas are doing to meet their transportation challenges, and developed a better picture of federal and state funding.

Vice Chair Morgan explained that Metro staff had been directed to create a more realistic budget for the financially constrained project list, and that gave MPAC confidence that the outcomes would be accomplished. He reminded MPAC that the budget still required some work from the current funding levels, some of which had already been done with house Bill 2017.

Chair Dirksen spoke to the increasing population of greater Portland area, and emphasized the need to work together to make progress on key outcome such as safety, equity and implementing the Climate Smart Strategy.

Chair Dirksen introduced Ms. Kim Ellis and Mr. Clifford Higgins from Metro.

Key elements of the presentation included:

Ms. Ellis highlighted the challenges to quality of life in the region that were being addressed in the RTP. She discussed the 2018 RTP project priorities and reminded MPAC where these materials could be found online.

Ms. Ellis reminded MPAC of the project timeline and the plan to adopt the RTP in December 2018. She shared some of the topics for upcoming discussions in February and March. Ms. Ellis emphasized some of the key concepts that were being focused on in the RTP including equity and Vision Zero. She added that the discussions in April and May would include the entire draft.

Mr. Higgins described some of the opportunities for public engagement, and recounted the importance of community engagement on the RTP. He shared that making the decision making spectrum tighter as a result of public input would lead to easier decision making in the future.

Mr. Higgins recalled current engagement opportunities that would be taking place in the upcoming months. He reminded MPAC the upcoming regional leadership forum as well as future discussions and decisions that would come to MPAC.

Member discussion included:

- Councilor Buehner raised concerns about engagement in King City and Tualatin, and expressed the need for outreach to those who did not have easy access to the internet. Mr. Higgins explained that they had to rely on partnerships to connect with constituents, and they had a 'soft launch' with the RTP survey in the past two weeks. Councilor Buehner reiterated concerns about constituents who did not have knowledge of the system. Mr. Higgins recounted the process for engaging with communities through the partnership program, and conveyed that there was not always enough resources to cover the whole region, but that they were hoping to have representative voices.
- Ms. Dominguez asked if the yellow sheet received at the Community Leaders Forum was comparable to the online survey. Mr. Higgins confirmed that it was, and Ms. Dominguez asked if it could be an alternative to the survey and if it could be distributed by MPAC members in their communities. Mr. Higgins said that it could, and Councilor Buehner asked for copies as well.
- Mr. Prosser reiterated Councilor Buehner's concerns about creating more accessible information about the RTP and distributing it to community members. He expressed concern about involving community members in the process too late, and emphasized that the earlier engagement starts, the better.
- Councilor Gudman clarified that the state transportation package would apply to upcoming RTP projects. Ms. Ellis confirmed that many of the projects identified in House Bill 2017 were included in the RTP.
- Councilor Martin passed around two documents (Please note: b from the City of Hillsboro, comparing traffic conditions as projected by Google Maps and traffic conditions projected by RTP staff in past years. He suggested that the maps produced by the RTP staff were not adequately portraying the extent of congestion on the west side, and therefore the RTP would not necessarily adequately address issues in jurisdictions such as Hillsboro. Councilor Martin emphasized the need for a multimodal path moving forward.
- Mayor Gamba echoed councilor Martin's concerns, and highlighted the importance of thinking broadly and considering a multimodal solution.
- Mr. Higgins explained that the comparison between the Google Maps projections and the RTP projections was difficult to make because of the communication issue between travel time and Google versus scientific modeling. He agreed that there was a need to better communicate the models.
- Ms. Ellis noted that one map was a policy layer from 2000 and the other was the expected modeling.
- Ms. Dominguez highlighted that this was a 23 year plan, and that it was difficult to project within that time frame. Mr. Higgins added that they had to update every five years so there was frequent opportunity for course correction.
- Councilor Buehner asked if staff were tracking population estimates. Ms. Ellis confirmed that they were, with the help of community partners.

7. **ADJOURN**

MPAC Vice Chair Morgan adjourned the meeting at 7:01 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 JANUARY 24, 2018

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
6.1	Handout	1/24/18	Housing Alliance Letter	012418m-01
6.1	Handout	1/24/18	Support for House Joint Resolution 201	012418m-02
6.1	Handout	1/24/18	House Joint Resolution 201	011018m-03
6.2	PowerPoint	1/24/18	Presentation: Housing Trends Around the Region: Tigard	012418m-04
6.3	PowerPoint	1/24/18	Presentation: RTP Update on Evaluation and Engagement	012418m-05
6.3	Handout	1/24/18	City of Hillsboro Handout: Wednesday Map	012418m-06
6.3	Handout	1/24/18	City of Hillsboro Handout: Performance Excerpts	012418m-07



Metro Policy Advisory Committee (MPAC) agenda

Wednesday, January 24, 2018

5:00 PM

Metro Regional Center, Council chamber

1. **Call To Order, Introductions, Chair Communications (5:00 PM)**
2. **Citizen Communications (5:05 PM)**
3. **Council Update (5:10 PM)**
4. **MPAC Member Communication (5:15 PM)**
5. **Consent Agenda (5:20 PM)**
 - 5.1 Consideration of January 10, 2018 Minutes [18-4958](#)
Attachments: [January 10, 2018 Minutes](#)
6. **Information/Discussion Items**
 - 6.1 Constitutional Amendment: Housing (5:20 PM) [COM](#)
[18-0091](#)

Presenter(s): Randy Tucker, Metro
Alison Macintosh, Oregon Housing Alliance
Attachments: [MPAC Worksheet](#)
 - 6.2 Housing Trends Around the Region: City of Tigard (5:50 PM) [COM](#)
[18-0090](#)

Presenter(s): Kenny Asher, City of Tigard
Schuyler Warren, City of Tigard
Attachments: [MPAC Worksheet](#)
 - 6.3 Update on Technical Evaluation, Schedule and Engagement for Finalizing the 2018 RTP (6:20 PM) [COM](#)
[18-0088](#)

Presenter(s): Kim Ellis, Metro
Clifford Higgins, Metro
Attachments: [MPAC Worksheet](#)
[Memo: 2018 RTP Investment Strategy Development and Refinement](#)
[2018 RTP Update Council and Regional Advisory Committees Briefing](#)
[2018 RTP Public Comment Period](#)

7. Adjourn (7:00 PM)

Upcoming MPAC Meetings:

- *Wednesday, February 14, 2018*
- *Wednesday, February 28, 2018*
- *Wednesday, March 14, 2018*



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

2018 MPAC Work Program

as of 1/17/18

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

<p><u>Wednesday, January 24, 2018</u></p> <ul style="list-style-type: none"> • Constitutional Amendment: Housing – Information/Discussion (TBD, Metro; 30 min) • Housing Trends Around the Region: City of Tigard – Information/Discussion (Kenny Asher, City of Tigard; 30 min) • Update on Technical Evaluation, Schedule and Engagement for Finalizing the 2018 RTP – Information/Discussion (Ellis, Metro; 40 min) 	<p><u>Wednesday, February 14, 2018</u></p> <ul style="list-style-type: none"> • Age Friendly Housing and Visitability (Alan De La Torre, PSU; 30 min) • Regional Housing Measure (Randy Tucker/Jes Larson, Metro; 30 min) • Constitutional Amendment: Housing – Recommendation (TBD, Metro; 15 min) • RTP Evaluation Findings Discussion Guide and Update on Regional Leadership Forum #4 (Ellis; 30 min)
<p><u>Wednesday, February 28, 2018</u></p> <ul style="list-style-type: none"> • Draft RTX Policies – Information/Discussion (Eliot Rose, Metro; 40 min) • <i>Employment Trends Around the Region – Information/Discussion (2 city representatives TBD; 60 min)</i> <p><u>March 2:</u> RTP Regional Leadership Forum #4, OCC (Finalizing Our Shared Plan for the Region)</p>	<p><u>Wednesday, March 14, 2018</u></p> <ul style="list-style-type: none"> • Regional Leadership Forum #4 Takeaways and RTP Investment Priorities – Endorsement Requested (Ellis; 60 min) • Draft Safety Strategy – Information/Discussion (Lake McTighe, Metro; 40 min)
<p><u>Wednesday, March 28, 2018</u></p>	<p><u>Wednesday, April 11, 2018</u></p> <ul style="list-style-type: none"> • Regional Housing Measure: Possible Scenarios – Information/Discussion (TBD; 30 min) • Trends Behind the Regional Population Forecast: Migration and Demographic Change – Information/Discussion (TBD; 60 min)

<p><u>Wednesday, April 25, 2018</u></p> <ul style="list-style-type: none"> • Draft Freight Strategy – Information/Discussion (Tim Collins, Metro; 20 min) • Employment Trends: Changes in How and Where People Work – Information/Discussion (panel TBD; 60 min) 	<p><u>Wednesday, May 9, 2018</u></p> <ul style="list-style-type: none"> • Food Scraps Policy Update – Information/Discussion (Jennifer Erickson, Metro; 20 min) • Regional Transit Strategy – Information/Discussion (Jamie Snook, Metro; 45 min) • Draft RTX Policies and Strategies – Information/Discussion (Eliot Rose, Metro; 40 min)
<p><u>Wednesday, May 23, 2018</u></p> <ul style="list-style-type: none"> • Regional Housing Measure: Draft Measure and Programs – Information/Discussion (TBD; 60 min) • Draft RTP (Focus on Policies and Implementation)– Information/Discussion (Ellis; 45 min) 	<p><u>Wednesday, June 13, 2018</u></p> <ul style="list-style-type: none"> • City Proposals for UGB Expansions – Information/Discussion (Representatives from 2-3 Cities; 90 min) • Regional Housing Measure Ballot Discussion – Recommendation (TBD: 20 min)
<p><u>Wednesday, June 27, 2018</u></p> <ul style="list-style-type: none"> • City Proposals for UGB Expansions – Information/Discussion (Representatives from 2-3 Cities; 90 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)
<p><u>Wednesday, July 25, 2018</u></p> <ul style="list-style-type: none"> • Merits of City Proposals for UGB Expansions – Information/Discussion (TBD; 60 min) 	<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) 	<p><u>Wednesday, October 10, 2018</u></p> <ul style="list-style-type: none"> • MPAC Recommendation to Metro Council on Adoption of 2018 RTP and Strategies for Freight, Transit, and Safety (Ellis; 60 min)

MPAC Worksheet

Agenda Item Title: Housing Trends and Policies Around the Region: Tigard

Presenter: Kenny Asher and Schuyler Warren, Tigard Community Development

Contact for this worksheet/presentation: Ted Reid, ted.reid@oregonmetro.gov

Purpose/Objective

Provide MPAC with an opportunity to hear about and discuss housing trends, policies, challenges, and opportunities around the region.

Action Requested/Outcome

No action required. This agenda item is part of a series to provide MPAC with additional background on housing-related topics. The intent is to inform MPAC's discussion of projects such as the 2018 urban growth management decision, the Equitable Housing Initiative, the 2018 update of the Regional Transportation Plan, and the Southwest Corridor Equitable Development Strategy.

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

When the Metro Council made an urban growth management decision in November 2015, the Council directed staff to provide ongoing opportunities for dialogue about development and growth trends. The [Regional Snapshots](#) program provides ongoing reporting as well as occasional speaker events. A forthcoming Regional Snapshot will be about housing affordability. In 2017, MPAC heard about housing trends in Beaverton, Hillsboro, Milwaukie, Portland, Wilsonville and Clackamas County.

What packet material do you plan to include?

None



Meeting minutes

Meeting: Joint Transportation Policy Alternatives Committee (TPAC) and
Metro Technical Advisory Committee (MTAC) Workshop

Date/time: Wednesday, Jan. 3, 2018 | 9:30 a.m. - noon

Place: Metro Regional Center, Council chamber

Attending

Tom Kloster, Chair
Adam Barber
Jennifer Donnelly
Katherine Kelly
Brendon Haggerty
Chris Damgen
Glenn Koehrsen
Raymond Eck
Darci Rudzinski
Mary Kyle McCurdy
Tom Bouillion
Lynne Muttre
Gerry Mildner
Ramsay Weit
Jessica Berry
Cory Ann Wind
Dan Chandler
Don Odermott
Carol Chesarek
Laura Weigel
Jae Douglas
Laura Terway
Beverly Drottter
Joanna Valencia
Bob Kellett
Emily Lai
Paul Grove
Hannah Day-Kapell
Tom Armstrong
Karen Perl Fox
Nancy Kraushaar
Chris Deffebach
Jon Makler
Eric Hesse
Tyler Bullen

Affiliate

Metro
Multnomah County
DLCD
City of Gresham
Multnomah Co. Health Department
City of Troutdale
TPAC Community Member
Washington Co. Community Member
Angelo Planning
1000 Friends of Oregon
Port of Portland
Community Member
Portland State University
AHS, Housing Affordability
Multnomah County
Oregon Department of Environmental Quality
Clackamas County
City of Hillsboro
Multnomah County
City of Hillsboro
Multnomah County Public Health
City of Oregon City
TPAC Community Member
Multnomah County
Portland Bureau of Transportation
TPAC Community Member
Portland Home Builders Association
Alta Planning and Design
City of Portland
City of Tualatin
City of Wilsonville
Washington County
Oregon Department of Transportation
TriMet
TPAC Community Member

Metro Staff

Ted Leybold, Resource Development Manager	Jamie Snook, Principal Transportation Planner
Ken Lobeck, Funding Programs Lead	Lake McTighe, Senior Transportation Planner
Ted Reid, Principal Regional Planner	Grace Cho, Associate Transportation Planner

Margi Bradway, Deputy Dir. Planning & Dev.
 Eliot Rose, Technology Strategist
 Paulette Copperstone, Program Asst. III

Daniel Daempff, Principal Transportation Planner
 Tim Collins, Senior Transportation Planner
 Marie Miller, TPAC Recorder

1. Call to Order and Introductions

Chair Tom Kloster called the workshop meeting to order at 9:30 a.m., and welcomed everyone. Chair Kloster provided an overview of the function and flow of the planned workshops this year. With interest from attendees, Chair Kloster agreed to have workshop agenda and packet materials sent the week in advance when possible. Introductions were made by TPAC and MTAC members, alternates, staff and guests attending the meeting.

2. Comments From the Chair and Committee Members

- ***Letters of Interest Received from Cities for Urban Growth Boundaries (UGB) expansions (Ted Reid)*** Mr. Reid provided a brief update on the letters of interest that were submitted by cities for the 2018 urban growth management decision. Five cities were heard from: Beaverton, Hillsboro, Wilsonville, King City and Sherwood. Total gross acreage for these proposals was about 2,500 for mostly residential uses, for a total of about 14,000 housing units. More details about the city proposals will be provided once these cities submit full proposals by a May 31 deadline.

MTAC and TPAC members asked several questions. In response, Mr. Reid noted that:

- The number of planned housing units in the proposed expansions was determined by the cities themselves.
 - Some neighborhood commercial uses are contemplated by cities proposing expansions, but the proposals are primarily for residential uses.
 - No new schools are planned in the proposed expansion areas, but the Sherwood proposal is for an area next to a school site (to be built) that was recently added to the UGB.
- ***Upcoming TPAC/MTAC Workshop Topics on Growth Management (Ted Reid)*** Mr. Reid referred to the 2018 Combined TPAC/MTAC Workshop Work Program for planned agenda items related to Urban Growth Management, including updates on the technical work that is being conducted to inform decision making.
 - ***Urbanism Next Conference, March 5-7 (Lake McTighe)***
 - ***Oregon Active Transportation Summit, March 15-16 (Lake McTighe)*** Ms. McTighe announced that two conferences of interest were planned for March 2018. Registration was open, and encouragement was given for participation.
<https://urbanismnext.uoregon.edu/conference/>
<https://www.thestreettrust.org/2018-active-transportation-summit/>

3. Citizen Communications on Agenda Items – None

- 4. **Draft Regional Emerging Technology Strategies RTX** Mr. Rose presented a program on the Emerging Technology Strategy with the goal of refining policy language.

Prior to the workshop a survey was provided with 14 responses given. It was noted a better definition of terms on the survey would have helped people provide input. The responses showed technology is a hot topic, and one in which we are still learning. The majority of respondents are somewhat optimistic about emerging technologies, and are particularly focused on automated, connected, and electric vehicles. Congestion (and pricing it), fiscal stewardship, safety, transportation choices, and equity are areas where partners feel both optimism and concern regarding emerging technologies.

Mr. Rose reported on near-term trends in technology. These include shared AVs on streets and people using transportation network companies (TNCs) more, as well as increased congestion and inequity unless public agencies take a role in ensuring that new technologies complement existing options and meet the needs of historically marginalized communities. Within 20-30 years, most vehicles on the road will be AVs and EVs, which will impact congestion, emissions, economic prosperity, transportation revenues, and safety.

Mr. Rose provided the committee with the Technology Strategy policy framework, starting with principles (apply to public agencies and private transportation companies, outlining a long-term vision for achieving our 11 regional goals), to policies and strategies (apply to public agencies with the focus on key areas where we need to act in the next decade), and actions (apply to Metro with critical steps needed in the next two years to support our policies in the midst of major changes).

A breakout session was held to collect input on draft technology principles. Following the group breakout, comments were given:

- Reducing congestion--should we set goals and expectations?
- Specifically, what defines net increases in jobs in the region?
- Regarding equity issues, definitions are needed for access to technology, participation in transportation and land use issues, and vehicle access
- Accountability extends to private companies
- Safety and security needs to include personal security
- Added bullet for resiliency and redundancy in safety
- The Strategy should be both a stand-alone document and included in the RTP
- What new methods will we have for collecting transportation revenues in the future?
- Are there ways to encourage technology to address equity, or are we boxing ourselves in with current language?
- Better designs are needed for safe transportation facilities
- New bullet, New technology enables accurate pricing to apply support of transportation and land use goals
- Equity language should address displacement
- Collaboration between private companies and public agencies on transportation and land use issues.
- Education needs to be addressed, better retraining for those being displaced.

Mr. Rose concluded the presentation with an overview of key policy areas that emerging technology will address; Transportation choices, Equity, Economic prosperity, Data and Innovation. It was suggested to add a sixth area to cover the human element for opportunity, as well as elements addressing climate change and land use. The survey link will be sent out again to the committee for further input, due to Mr. Rose before March. A short report will be given at the next workshop.

5. Draft Regional Travel Options (RTO) Strategy for Public Comment Dan Kaempff introduced the initial draft 2018 Regional Travel Options Strategy. The collective regional effort with many RTO partners helps to get people to use their vehicles less, and use transit, Active Transportation and carpooling more. Funding from the Regional Flexible Funds Allocation (RFFA) and Oregon Department of Transportation (ODOT) provides \$3.3 million annual to the program.

The draft 2018 RTO Strategy supports and carries out regional policy direction found in the Regional Transportation Plan, Climate Smart Strategy (CCS), and the Regional Flexible Funds Policy. The Strategy

continues the program's goals of reducing auto trips for commute and non-commute purposes, increasing the regional reach of the program by creating additional program partners, ensuring that investments are made with equity as a top consideration, and to develop a regional Safe Routes to School (SRTS) program.

Hannah Day-Kapell of Alta Planning & Design, the contractor working on the RTO Strategy, reported on how data and input was gathered on the program. Reviews, discussions, workshops and peer interviews were held between summer and early fall, 2017. Strategic directions identified were tactical investments in successful programs, more support to begin and grow new efforts, and simplify the funding process with easier use of the grants program.

The Strategy is centered on four goals:

1. Reduce Vehicle Miles Traveled
2. Expand the RTO Program to effectively reach existing and new audiences
3. Implement a Regional Safe Routes to School Program
4. Measure program, evaluate impacts, and continually improve the program

Discussion followed. It was pointed out that the Strategy was focused on setting a direction for the program for the next 10 years, and that a specific funding allocation methodology would be based on policy adopted through the Strategy. Regarding why SRTS was called out specifically as the only program listed, Mr. Kaempff explained that specific policy direction from JPACT and the Metro Council required this.

A question was raised as to how the Strategy addressed the needs of an aging population and the resulting impact on transportation. The Strategy includes elderly as a particular group of residents needing RTO programs. Other questions included how partners with the program were contacted, given presentations and provided opportunity to participate.

It was suggested that reaching goals to increase audiences would be more successful to local schools; that the current strategy doesn't fit for a regional basis. A question was raised on why reducing vehicle miles traveled was a regional goal for RTO. It was suggested that Goal 1 be broadened to address more direct workforce access transit that could help workers find travel options or to reflect other regional livability outcomes.

A map was shown on potential for reducing Vehicle Miles Traveled (VMT). It was suggested to include more geographic scope definition in the areas. Goal 2 for expanding programs to reach existing and new audiences was highlighted with a request to use more common language in outreach. To gain meaningful participation, communities need to understand why this program helps them and how their participation would be beneficial in their communities.

Recommendations for the 2018 Strategy are to reduce the competitive grant program with more local and SRTS implementation funding, with a longer grant cycle of 3 years compared to the current 2 years. It would also increase evaluation, marketing and planning support slightly and support innovation in programs where priorities with the plan center on equity and SRTS.

On page 3 of the 2018 RTO draft, the mode share chart was confusing, as it appears not to match the context of regional shifts in travel modes. More explanation of these numbers needs to be completed. Next steps with the adoption schedule were shared. The committee was asked to review the document and share future comments with Mr. Kaempff.

- 6. Draft Regional Freight Plan Preview** Tim Collins presented information on the updated Regional Freight Strategy currently being drafted. The Table of Contents showed highlighted text that either denotes significant revisions from the 2010 freight plan, or new sections. The Regional Freight Strategy has set six regional freight policies aligned with the RTP. In addition, a seventh policy was added by recommendation of Metro Council, addressing freight policy for safety.

Mr. Collins briefly reviewed the Regional Freight Network Concept and how policies help guide investments in the multimodal regional freight network. A new Regional Freight Network Map has been created showing freight facilities, main freight roadways and intermodal connectors. The freight action plan is tied to implementing each of the seven freight policies. This list has been updated and focused on achievable near-term actions, and a few long-term actions.

The RTP Freight projects are a subset of the 2040 RTP projects submitted in round 1 of the RTP Call for Projects. Projects under “Roads and Bridges” must have a regional freight element. The 2040 RTP Freight Projects and Programs, attachment 3, shows totals for the estimated costs of Financially Constrained and Strategic RTP Freight Projects and Programs. TPAC and MTAC will continue to be updated on the Regional Freight Plan Strategy as more is developed.

7. Adjourn

There being no further business, workshop meeting was adjourned by Chair Kloster at 12:00 p.m.
Meeting minutes submitted by,



Marie Miller
TPAC Recorder

Attachments to the Public Record, TPAC and MTAC Workshop meeting, January 3, 2018

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	1/3/2018	Jan. 3, 2018 Joint TPAC/MTAC Workshop Agenda	010318T-01
2	Work Program	12/28/17	2018 Combined TPAC/MTAC Workshop Work Program	010318T-02
3	Meeting Schedule	1/3/2018	2018 Joint TPAC and MTAC Meeting Schedule	010318T-03
4	Memo	1/3/2018	Staff Report from Eliot Rose, Technology Strategist Re: Emerging Technology Strategy, Policy Development	010318T-04
5	Handout	1/3/2018	Survey on Technology and regional goals and policies	010318T-05
6	Memo	12/22/2017	Staff Report from Dan Kaempff, Principal Transportation Planner Re: Draft 2018 Regional Travel Options Strategy	010318T-06
7	2018 Regional Travel Options Strategy, Draft	12/2017	2018 Regional Travel Options Strategy; Draft for public comment	010318T-07
8	Memo	1/2/2018	Staff Report from Tim Collins, Senior Transportation Planner Re: Overview of technical review draft 2018 Regional Freight Strategy	010318T-08
9	Attachment 1	12/27/2017	Regional Freight Work Group Members	010318T-09
10	Handout	12/29/2017	2018 Regional Freight Strategy, Draft Table of Contents	010318T-10
11	Attachment 2	12/19/2017	Draft Regional Freight Network Map	010318T-11
12	Attachment 3	12/29/2017	2040 RTP Freight Projects and Programs (final draft)	010318T-12
13	Presentation	1/3/2018	Emerging Technology Strategy: Policy Development Workshop	010318T-13
14	Presentation	1/3/2018	2018 Draft Regional Travel Options Strategy	010318T-14
15	Presentation	1/3/2018	Regional Freight Strategy Update	010318T-15



Agenda

Meeting: Combined Transportation Policy Alternatives Committee (TPAC) and Metro Technical Advisory Committee (MTAC) Workshop

Date: Wednesday, January 3, 2018

Time: 9:30 a.m. – noon

Place: Metro Regional Center, Council Chamber

-
- | | | | |
|-----------------|-------------|--|---------------------------|
| 9:30 am | 1. | Call To Order And Introductions | Tom Kloster, Chair |
| 9:35 am | 2. | Comments From The Chair And Committee Members <ul style="list-style-type: none"> • Letters of Interest Received from Cities for Urban Growth Boundaries (UGB) expansions (Reid) • Upcoming MTAC/TPAC Workshop Topics on Growth Management (Reid) • Urbanism Next Conference, March 5-7 (McTighe) • Oregon Active Transportation Summit, March 15-16 (McTighe) | Tom Kloster, Chair |
| 9:50 am | 3. | Citizen Communications On Agenda Items | |
| 9:55 am | 4. # | Draft Regional Emerging Technology Strategies RTX
Purpose: The purpose is to engage members in developing transportation technology policy language. We will use the feedback from this workshop to develop the vision and policies to ensure that new developments in technology for the benefit of our region. The draft policy language will be brought to TPAC and MTAC in January and February. | Eliot Rose, Metro |
| 10:45 am | 5. # | Draft Regional Travel Options (RTO) Strategy for Public Comment
Purpose: Discuss the first draft of the 2018 Regional Travel Options (RTO) Strategy to TPAC and MTAC, and seek input on the updated direction for the RTO program as defined in the Strategy. | Dan Kaempff, Metro |
| 11:30 am | 6. # | Draft Regional Freight Plan Preview
Purpose: Provide an overview of the main changes and timeline in the Regional Freight Plan for technical review. | Tim Collins, Metro |
| 12:00 pm | 7. | Adjourn | Tom Kloster, Metro |

Upcoming TPAC/MTAC Workshop Meetings:

- Wednesday, Feb. 7, 2018
TPAC/MTAC Workshop, 9:30 a.m. – noon
- Wednesday, March 7, 2018
TPAC/MTAC Workshop, 9:30 a.m. - noon

- * Material will be emailed with meeting notice
- # Material will be distributed at the meeting.

For agenda and schedule information, call 503-797-1766. To check on closure/cancellations during inclement weather please call 503-797-1700.

Metro

*600 NE Grand Ave.
Portland, OR 97232-2736
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Minutes

Thursday, December 14, 2017

2:00 PM

Metro Regional Center, Council chamber

Council meeting

1. Call to Order and Roll Call

Council President Tom Hughes called the Metro Council meeting to order at 2:01 p.m.

2. Citizen Communication

Dana Carstensen, City of Hillsboro: Mr. Carstensen expressed concern about the Washington Park and Oregon Zoo railway. He explained that for almost five years, the railway had been in need of repairs. He emphasized the historical importance of the railway to the community and noted that many people had expressed support for seeing the railway continued. He highlighted that the current version of the Washington Park Master Plan proposed removing the railway and asked about public comment opportunities and the lack of outreach.

Councilors thanked Mr. Carstensen for his comments. They explained that the master plan was managed by the City of Portland's Parks and Recreation department and recommended that Mr. Carstensen also contact their staff.

3. Consent Agenda**3.1 Consideration of the Council Meeting Minutes for December 7, 2017****Approval of the Consent Agenda**

A motion was made by Councilor Dirksen, seconded by Councilor Stacey, to adopt items on the consent agenda. The motion passed by the following vote:

Aye: 7 - Council President Hughes, Councilor Chase, Councilor Collette, Councilor Craddick, Councilor Dirksen, Councilor Harrington, and Councilor Stacey

3.2 Resolution No. 17-4849, For the Purpose of Authorizing the Chief Operating Officer to Dedicate a Right of Way to the City of Portland at Whitaker Ponds Nature Park

4. Ordinances (First Reading and Public Hearing)

- 4.1 Ordinance No. 17-1414, For the Purpose of Annexing to the Metro District Boundary Approximately 1.2 Acres Located at 7200 NW Kaiser Road in the North Bethany Area of Washington County

Metro Attorney Alison Kean and Council President Hughes read the requirements on holding a quasi-judicial hearing and Council President Hughes introduced Mr. Tim O'Brien, Metro staff, to provide a brief staff report. Mr. O'Brien provided an overview of the annexation request, explained the criteria required and stated that the request met the criteria for annexation into the Metro District Boundary.

Council Discussion

Councilor Dirksen inquired about FD-20 zoning. Councilor Craddick asked about the percentage of land in the Bethany area that had been brought into the Metro boundary. Mr. O'Brien replied that there was approximately 75 acres left, out of an original 715, which meant that more than 90 percent of the land had been annexed into the boundary.

4.1.1 Public Hearing for Ordinance 17-1414

Council President Hughes opened up a public hearing on Ordinance No. 17-1414 and requested that those wishing to testify come forward to speak. Seeing none, Council President Hughes gaveled out of the public hearing. He noted that second read, Council consideration, and vote on Ordinance No. 17-1414 would take place on Thursday, January 4.

5. Ordinances (Second Reading)

- 5.1 Ordinance No. 17-1408, For the Purpose of Adopting Amendments to Title 14 of the Urban Growth Management Functional Plan to Improve the Regional Growth Management Process

Council President Hughes stated that the first reading and public hearing for Ordinance No. 17-1408 took place on Thursday, December 7. He informed the Metro Council that Mr. Roger Alfred, Metro staff, was available for questions.

Council Discussion

There was none.

A motion was made by Councilor Collette, seconded by Councilor Dirksen, that this item be adopted. The motion passed by the following vote:

Aye: 7 - Council President Hughes, Councilor Chase, Councilor Collette, Councilor Craddick, Councilor Dirksen, Councilor Harrington, and Councilor Stacey

- 5.2 Ordinance No. 17-1415, For the Purpose of Amending Metro Code Chapter 5.04 to Create the Solid Waste Innovation and Investment Program

Council President Hughes stated that the first reading and public hearing for Ordinance No. 17-1415 took place on Thursday, December 7. He informed the Metro Council that Metro staff were available for questions.

Council Discussion

There was none.

A motion was made by Councilor Craddick, seconded by Councilor Stacey, that this item be adopted. The motion passed by the following vote:

Aye: 7 - Council President Hughes, Councilor Chase, Councilor Collette, Councilor Craddick, Councilor Dirksen, Councilor Harrington, and Councilor Stacey

- 5.3 Ordinance No. 17-1416, For the Purpose of Suspending the Requirement to Pay Regional System Fee and Excise Tax on Certain Non-Putrescible Source-Separated Recyclable Materials without a Viable Market and Declaring an Emergency

Council President Hughes stated that the first reading and

public hearing for Ordinance No. 17-1416 took place on Thursday, December 7. He informed the Metro Council that Mr. Matt Korot, Metro staff, was available for questions.

Council Discussion

There was none.

A motion was made by Councilor Dirksen, seconded by Councilor Stacey, that this item be adopted. The motion passed by the following vote:

Aye: 7 - Council President Hughes, Councilor Chase, Councilor Collette, Councilor Craddick, Councilor Dirksen, Councilor Harrington, and Councilor Stacey

6. Chief Operating Officer Communication

Ms. Martha Bennett announced that the Bill Tolbert Award dedication was scheduled for January 25 at the Metro Regional Center. She then introduced a resolution in Councilor Collette's honor, thanking her for her service, leadership, and many contributions to the region. The Metro Council recognized Councilor Collette and shared their appreciation for her work.

7. Councilor Communication

Councilors provided updates on the following meetings or events: the Levee Ready Columbia project, a Regional Solutions Team meeting focused on Main Streets on Halsey, and TriMet's first read of its low-income fares ordinance. Councilor Stacey thanked Councilor Chase for his strong advocacy for the low-income fare program.

8. Adjourn

There being no further business, Council President Hughes adjourned the Metro Council meeting at 2:39 p.m. The Metro Council will convene the next regular council meeting

Council meeting

Minutes

December 14, 2017

on January 4 at 2:00 p.m. at the Metro Regional Center in
the council chamber.

Respectfully submitted,

Nellie Papsdorf, Legislative and Engagement Coordinator



Council meeting agenda

Thursday, December 14, 2017

2:00 PM

Metro Regional Center, Council chamber

1. Call to Order and Roll Call

2. Citizen Communication

3. Consent Agenda

3.1 Consideration of the Council Meeting Minutes for December 7, 2017 **17-4937**

3.2 Resolution No. 17-4849, For the Purpose of Authorizing the Chief Operating Officer to Dedicate a Right of Way to the City of Portland at Whitaker Ponds Nature Park [RES 17-4849](#)

Attachments: [Resolution No. 17-4849](#)
[Exhibit A1 to Resolution No. 17-4849](#)
[Exhibit A2 to Resolution No. 17-4849](#)
[Exhibit B1 to Resolution No. 17-4849](#)
[Exhibit B2 to Resolution No. 17-4849](#)
[Staff Report](#)

4. Ordinances (First Reading and Public Hearing)

4.1 Ordinance No. 17-1414, For the Purpose of Annexing to the Metro District Boundary Approximately 1.2 Acres Located at 7200 NW Kaiser Road in the North Bethany Area of Washington County [ORD 17-1414](#)

Presenter(s): Tim O'Brien, Metro

Attachments: [Ordinance No. 17-1414](#)
[Exhibit A to Ordinance No. 17-1414](#)
[Staff Report](#)
[Attachment 1 to Staff Report](#)

4.1.1 Public Hearing for Ordinance 17-1414

5. Ordinances (Second Reading)

Council meeting**Agenda****December 14, 2017**

- 5.1 Ordinance No. 17-1408, For the Purpose of Adopting Amendments to Title 14 of the Urban Growth Management Functional Plan to Improve the Regional Growth Management Process [ORD 17-1408](#)

Presenter(s): Elissa Gertler, Metro
Roger Alfred, Metro

Attachments: [Ordinance No. 17-1408](#)
[Exhibit A to Ordinance No. 17-1408](#)
[Staff Report](#)
[Attachment 1 to Staff Report](#)

- 5.2 Ordinance No. 17-1415, For the Purpose of Amending Metro Code Chapter 5.04 to Create the Solid Waste Innovation and Investment Program [ORD 17-1415](#)

Presenter(s): Paul Slyman, Metro
Kevin Six, Metro

Attachments: [Ordinance No. 17-1415](#)
[Exhibit A to Ordinance No. 17-1415](#)
[Staff Report](#)
[PPT: Innovation and Investment](#)

- 5.3 Ordinance No. 17-1416, For the Purpose of Suspending the Requirement to Pay Regional System Fee and Excise Tax on Certain Non-Putrescible Source-Separated Recyclable Materials without a Viable Market and Declaring an Emergency [ORD 17-1416](#)

Presenter(s): Matt Korot, Metro

Attachments: [Ordinance No. 17-1416](#)
[Staff Report](#)

6. Chief Operating Officer Communication

7. Councilor Communication

8. Adjourn

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ការការពារសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបណ្តឹងវិសោធន៍សម្រាប់សេចក្តីរើសអើងរបស់ ២ www.oregonmetro.gov/civilrights។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក។

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Oregon City and Gladstone Channel 28 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.	

PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times. Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read. Documents for the record must be submitted to the Regional Engagement and Legislative Coordinator to be included in the meeting record. Documents can be submitted by e-mail, fax or mail or in person to the Regional Engagement and Legislative Coordinator. For additional information about testifying before the Metro Council please go to the Metro web site www.oregonmetro.gov and click on public comment opportunities.

Agenda Item No. 5.1

Ordinance No. 17-1408, For the Purpose of Adopting
Amendments to Title 14 of the Urban Growth Management
Functional Plan to Improve the Regional Growth Management
Process

Ordinances (Second Read)

Metro Council Meeting
Thursday, December 14, 2017
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING)	ORDINANCE NO. 17-1408
AMENDMENTS TO TITLE 14 OF THE)	
URBAN GROWTH MANAGEMENT)	Introduced by Martha J. Bennett, Chief
FUNCTIONAL PLAN TO IMPROVE THE)	Operating Officer, with the concurrence of
REGIONAL GROWTH MANAGEMENT)	Tom Hughes, Council President
PROCESS)	

WHEREAS, Oregon state law requires Metro to periodically determine the capacity of the urban growth boundary (UGB) to accommodate population growth in the region over the next 20 years; and

WHEREAS, the Metro Council made its most recent determination of the UGB's growth capacity in 2015 by adopting Ordinance No. 15-1361; and

WHEREAS, as part of Ordinance No. 15-1361, the Metro Council ordained that Metro would work with its regional partners to explore possible improvements to the region's residential growth management process; and

WHEREAS, in May of 2016 Metro convened an Urban Growth Readiness Task Force consisting of public and private sector representatives to develop recommendations for such improvements; and

WHEREAS, on February 2, 2017 the Metro Council adopted Resolution No. 17-4764, which accepted the following three key concepts adopted by the Task Force for improving the growth management process: (1) clarify expectations for cities proposing modest residential UGB expansions into concept-planned urban reserves; (2) seek greater flexibility for addressing regional housing needs, in part through changes to state law allowing for mid-cycle UGB expansions up to 1000 acres; and (3) seek greater flexibility when choosing among concept-planned urban reserves for UGB expansions; and

WHEREAS, the Task Force also recommended that Metro adopt changes in its decision-making processes to implement the three key concepts by taking an outcomes-based approach to growth management focused on specific UGB expansion proposals made by cities; and

WHEREAS, based on the Task Force directives, Metro and its regional partners successfully advocated for changes to state law via House Bill 2095, which allows Metro to make mid-cycle residential UGB expansions by amending its most recent Urban Growth Report analysis based on specific residential growth proposals brought forward by cities; and

WHEREAS, the Metro Council directed staff to work with the Metro Technical Advisory Committee (MTAC) on proposed amendments to the Urban Growth Management Functional Plan (UGMFP) that would implement the Task Force directives and House Bill 2095; and

WHEREAS, over the course of 10 meetings since July 6, 2016, Metro staff and MTAC prepared and refined proposed amendments to Title 14 of the UGMFP; and

WHEREAS, on September 6, 2017 MTAC voted unanimously to approve the proposed amendments and to forward them to the Metro Policy Advisory Committee (MPAC) for review and approval; and

WHEREAS, MPAC reviewed and discussed the proposed amendments on September 27, 2017, and at its meeting on October 11, 2017 voted unanimously to recommend that the Metro Council approve the proposed amendments with minor revisions; and

WHEREAS, the Metro Council finds that MPAC's recommended amendments to Title 14 of the UGMFP will effectively implement House Bill 2095 and the directive of the Urban Growth Readiness Task Force to create a more flexible and outcomes-based approach for future UGB expansions in the Metro region; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. Chapter 3.07 of the Metro Code is hereby amended as shown on Exhibit A, attached and incorporated into this ordinance.

ADOPTED by the Metro Council this _____ day of November 2017.

Tom Hughes, Council President

Attest:

Approved as to Form:

Nellie Papsdorf, Recording Secretary

Alison R. Kean, Metro Attorney

Exhibit A to Ordinance No. 17-1408

Adding new code sections 3.07.1427 and 3.07.1428 to implement HB 2095:

3.07.1427 Mid-Cycle Amendments - Procedures

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

- (i) The Metro Council is not obligated to take action on proposals submitted by cities or on the recommendation of the COO. If the Council chooses to expand the UGB in accordance with one or more of the proposals, it may add no more than 1000 acres total.
- (j) If the Council elects to amend the UGB under this section, it shall be accomplished by ordinance in the manner prescribed for ordinances in Chapter VII of the Metro Charter. For each mid-cycle amendment, the Council shall establish a schedule of public hearings that allows for consideration of the proposed amendment by MPAC, other relevant advisory committees, and the public.
- (k) Any decision by the Council to amend the UGB under this section must be adopted not more than four years after the date of the Council's adoption of its most recent analysis of the regional buildable land supply under ORS 197.296.
- (l) Notice to the public of a proposed amendment to the UGB under this section shall be provided as prescribed in section 3.07.1465.

3.07.1428 Mid-Cycle Amendments - Criteria

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

total of 1000 acres. Cities proposing mid-cycle UGB amendments shall demonstrate that:

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

Amendments to existing code sections 3.07.1425 and 3.07.1465 (new language underlined):

3.07.1425 Legislative Amendment to the UGB - Criteria

* * * * *

- (c) If the Council determines there is a need to amend the UGB, the Council shall evaluate areas designated urban reserve for possible addition to the UGB and shall determine which areas better meet the need considering the following factors:
- (1) Efficient accommodation of identified land needs;
 - (2) Orderly and economic provision of public facilities and services;
 - (3) Comparative environmental, energy, economic and social consequences;
 - (4) Compatibility of proposed urban uses with nearby agricultural and forest activities occurring on land outside the UGB designated for agriculture or forestry pursuant to a statewide planning goal;
 - (5) Equitable and efficient distribution of housing and employment opportunities throughout the region;
 - (6) Contribution to the purposes of Centers and Corridors;
 - (7) Protection of farmland that is most important for the continuation of commercial agriculture in the region;
 - (8) Avoidance of conflict with regionally significant fish and wildlife habitat; and
 - (9) Clear transition between urban and rural lands, using natural and built features to mark the transition.
- (d) If the Council determines there is a need to amend the UGB for housing, in addition to consideration of the factors listed in subsection (c) of this section, the Council shall also consider the following factors in determining which urban reserve areas better meet the housing need:

- (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;
- (2) Whether the area has been concept planned consistent with section 3.07.1110 of this chapter;
- (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;
- (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; and
- (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.

3.07.1465 Notice Requirements

- (a) For a proposed legislative amendment under section 3.07.1420, the COO shall provide notice of the public hearing in the following manner:
 - (1) In writing to the Department of Land Conservation and Development and local governments of the Metro region at least 35 days before the first public hearing on the proposal; and
 - (2) To the general public at least 35 days before the first public hearing by an advertisement no smaller than 1/8-page in a newspaper of general circulation in the Metro area and by posting notice on the Metro website.

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

(1) In writing at least 35 days before the first public hearing on the proposal to:

(A) The Department of Land Conservation and Development;

(B) The owners of property that is being proposed for addition to the UGB;

(C) The owners of property within 250 feet of property that is being considered for addition to the UGB, or within 500 feet of the property if it is designated for agriculture or forestry pursuant to a statewide planning goal;

(2) In writing at least 30 days before the first public hearing on the proposal to:

(A) The local governments of the Metro area;

(B) A neighborhood association, community planning organization, or other organization for citizen involvement whose geographic area of interest includes or is adjacent to the subject property and which is officially recognized as entitled to participate in land use decisions by the cities and counties whose jurisdictional boundaries include or are adjacent to the site;

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

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

(~~b~~c) For a proposed major amendment under sections 3.07.1430 or 3.07.1435, the COO shall provide notice of the hearing in the following manner:

* * * * *

(~~e~~d) The notice required by subsection (a), and (b), and (c) of this section shall include:

* * * * *

(9) For the owners of property described in subsection
(~~b~~c) (1) (C) of this section, the information required
by ORS 268.393(3).

(~~e~~e) For a proposed minor adjustment under section 3.07.1445,
the COO shall provide notice in the following manner:

* * * * *

(~~e~~f) The notice required by subsection (~~e~~e) of this section
shall include:

* * * * *

STAFF REPORT**IN CONSIDERATION OF ORDINANCE NO. 17-1408 FOR THE PURPOSE OF ADOPTING AMENDMENTS TO TITLE 14 OF THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN TO IMPROVE THE REGIONAL GROWTH MANAGEMENT PROCESS**

Date: October 12, 2017

Prepared by: Ted Reid
ted.reid@oregonmetro.gov

BACKGROUND**An outcomes-based approach to growth management**

When the Metro Council made an urban growth management decision in November 2015, the Council indicated its intent to convene partners to discuss possible improvements to the region's process for managing residential growth. The desire for a new approach springs from lessons learned from past urban growth boundary (UGB) expansions, some of which have been slow to develop because of governance and infrastructure funding challenges. Likewise, the Metro Council, cities, counties, and stakeholders have expressed frustration with past decision processes that were characterized by theoretical debates that felt detached from viable growth options.

The proposed code amendments that the Council is considering in Ordinance No. 17-1408 represent a step towards improving how the region manages residential growth, with the goal of facilitating more transparent discussions of the merits of the actual growth options that may produce needed housing and jobs. These amendments build on past improvements that include:

- The Council has adopted numerous policies, including the 2040 Growth Concept, which emphasize existing urban areas as the region's growth priorities. In the last two decades, market demand for housing in urban areas has increased around the country. With plans in place, the greater Portland region has been uniquely ready to capitalize on that market demand for urban living.
- In 2010 and again in 2017, the Council adopted urban and rural reserves. These designations describe where the region may expand its urban footprint over the next five decades and which areas will be off limits to urbanization. Metro, Clackamas County, and Multnomah County are currently seeking state acknowledgement of these designations. In 2014, the state legislature codified urban and rural reserves in Washington County in state law.
- In 2010, the Council adopted a requirement that a concept plan must be completed by a local jurisdiction before the Council will expand the UGB there. This policy is intended to ensure that issues of governance, infrastructure funding, environmental protection, and planned uses are sorted out by a city before the land is added to the UGB.
- Since 2006, Metro has offered grant funding to assist cities and counties in removing barriers to development ("2040 Planning and Development Grants," formerly known as "Community Planning and Development Grants")
- In 2010, the Council adopted six desired outcomes into the Regional Framework Plan, expressing an intent to have them guide growth management decision making.

Urban Growth Readiness Task Force recommendations

Beginning in the spring of 2016, Metro convened the Urban Growth Readiness Task Force to provide recommendations on how to continue to improve the region's growth management process. The Task Force included mayors, county commissioners, and representatives from 1000 Friends of Oregon, the Home Builders Association of Metropolitan Portland, and the Oregon Department of Land Conservation and Development. Council President Hughes served as Chair and Councilors Collette and Chase also served as liaisons.

The Task Force met five times and made consensus recommendations. Those recommendations can be generally described as:

- The Metro Council should exercise greater flexibility when considering city proposals for residential urban growth boundary (UGB) proposals into concept planned urban reserves.
- The Metro Council should clarify expectations for cities proposing residential UGB expansions into concept planned urban reserves. The Task Force identified topics of interest that cities should address and suggested that Metro staff work with the Metro Technical Advisory Committee (MTAC) to incorporate those topics into proposed code. The Task Force recommended that those expectations should strike a balance between providing flexibility and certainty.

The Metro Council accepted the Task Force's recommendations when it adopted Resolution No. 17-4764. Those recommendations guide the proposed code amendments that the Council is now considering under Ordinance No. 17-1408. The Task Force's recommendations and their relationship to Ordinance No. 17-1408 are further summarized as follows:

Exercise greater flexibility when considering city proposals for residential UGB expansions into concept planned urban reserves:

The general theme of the Task Force's recommendations was that the Council should exercise greater flexibility to respond to city proposals for residential UGB expansions into concept planned urban reserves. This will be achieved through recent changes to state law that facilitate the Metro Council's ability to make "mid-cycle" growth management decisions as well as by exercising flexibility that is already allowed under the law in standard "legislative" growth management decisions that the Council makes at least every six years.

Based on Task Force recommendations, Metro and its partners successfully advocated for changes to state law that facilitate the Metro Council's consideration of city proposals for mid-cycle residential expansions. House Bill 2095, signed into law in 2017, allows Metro to make mid-cycle residential UGB amendments by amending its most recent Urban Growth Report analysis. The law limits each of these mid-cycle expansions to a total of 1,000 acres. The legislation also exempts mid-cycle decisions from the boundary location requirements described in Statewide Planning Goal 14 (Urbanization). In other words, Metro is not obligated to analyze all urban reserves in mid-cycle decisions and may focus only on those that are proposed by cities. The first mid-cycle decision process is anticipated in 2021. Proposed Ordinance No. 17-1408 describes Metro procedures for mid-cycle decisions.

Under state law, the Metro Council must assess regional housing needs at least every six years. Exercising greater flexibility in this standard legislative growth management process (including the 2018 decision) means that decision making will focus on the merits of city proposals for UGB expansions. This new approach recognizes that there is not one correct answer to whether expansions are needed, just different tradeoffs to consider. Informed by peer-reviewed analysis in the 2018 Urban Growth Report, the Council will decide whether city-proposed UGB expansions are warranted to achieve desired outcomes and produce needed housing.

Clarify expectations for cities proposing residential UGB expansions:

The Task Force recommended that, along with exercising greater flexibility in responding to city proposals, the Metro Council should have high standards for cities proposing residential UGB expansions into concept planned urban reserves. Fundamentally, the Task Force indicated that cities should demonstrate that an expansion area is likely to develop as planned and that they are implementing best practices for providing needed housing and achieving desired outcomes in their existing urban areas. The Task Force recommended that Metro should make those expectations clear to cities while also providing enough flexibility to accommodate proposals from cities with differing circumstances.

To advance the Task Force's recommendations, the Metro Council asked staff to work with MTAC to propose amendments to the Metro code that would provide that clarification. Ordinance No. 17-1408 includes amendments to Metro code to achieve that end. As written, these expectations would apply to legislative and mid-cycle UGB amendments. These expectations are similar for both types of decisions, but are somewhat more rigorous for mid-cycle decisions since that process was designed to address more immediate opportunities presented by cities. The expectations for legislative decisions, such as the 2018 growth management decision, are presented as factors that the Council will consider.

MTAC recommendations

MTAC began providing conceptual feedback to the Task Force in July 2016 and began discussing possible code amendments shortly thereafter. In total, MTAC discussed background concepts or proposed code amendments at 10 meetings, including:

July 6, 2016
 July 13, 2016
 August 3, 2016
 September 7, 2016
 October 19, 2016
 December 7, 2016
 February 1, 2017
 April 5, 2017
 August 2, 2017
 September 6, 2017

MTAC's discussions centered on how to achieve an appropriate balance of flexibility and certainty in the proposed code amendments. At its September 6, 2017 meeting, MTAC made a unanimous recommendation to MPAC on proposed code amendments. MTAC's proposed code amendments are intended to provide flexibility to cities and the Metro Council. Recognizing that flexibility also may create ambiguity, MTAC recommended that Metro staff develop administrative guidance that further clarifies how a city might make a compelling residential UGB expansion proposal that meets the intent of the proposed code. That administrative guidance is not intended for formal adoption by the Council. Staff expects that the administrative guidance will be edited for future growth management decisions based on lessons learned in the 2018 decision or to reflect contemporary policy interests. Draft administrative guidance is included as Attachment 1 to this staff report.

Council work session discussion

The Metro Council discussed the proposed code amendments (version recommended by MTAC) at its September 14 work session. The Metro Council suggested one change to the mid-cycle UGB amendment criteria described in proposed code section 3.07.1428(b)2. That criterion references a timeframe during which the proposed housing is likely to be developed. MTAC recommended that this be a 20-year time

horizon. The Metro Council requested that this be changed to 10 years to recognize that mid-cycle decisions are intended to respond to more immediate opportunities to provide needed housing.¹

The Council also discussed an initial draft of administrative guidance at the September 14 work session and suggested a couple of revisions. Staff has made those and a few other minor revisions to provide clarity. Those revisions include:

- Cities should substantiate any assertions that UGB expansions would reduce commute distances.
- Affordable housing is defined in the guidance as 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. This definition was developed in consultation with Metro staff that specialize in housing development and affordability.
- The document provides additional guidance on how cities may demonstrate efforts relating to the region's sixth desired outcome (equity). Metro Planning and Development staff worked with Metro Diversity, Equity and Inclusion staff to make those clarifications.

The administrative guidance is not intended to be formally adopted, however it is included as Attachment 1 to this report for reference. If the Council chooses to adopt code that differs from what is proposed, staff will work to reconcile the administrative code with adopted code. Staff also anticipates that the administrative guidance will be revised in future decisions based on lessons learned in the 2018 growth management decision as well as contemporary policy interests.

MPAC recommendations

The Metro Policy Advisory Committee (MPAC) had an initial discussion of the proposed code amendments at its September 27, 2017 meeting. After MPAC's September 27 discussion, Metro staff became aware of two concerns from local jurisdiction staff regarding the proposed code amendments. Those concerns included:

- A desire for Metro code to reiterate a state law that requires that any mid-cycle UGB expansion must be adjacent to the city proposing the expansion.
- A concern that the cities that are likely to propose residential expansions in the 2018 legislative decision haven't based their housing needs analyses on the current² Metro forecast as would be required under the code recommended by MTAC. The concern was that cities would not be able to revise their analyses in time to make an expansion proposal for the 2018 decision (proposals are due by the end of May 2018).

To address those concerns, Metro staff suggested slight revisions to the proposed code that went to MPAC for a recommendation on October 11, 2017. MPAC members agreed with those proposed changes.

MPAC moved to make one further revision to the proposed code being considered for their recommendation, seeking to clarify that coordinating a city's housing needs analysis with the Metro forecast means coordinating it with an adopted "distributed" forecast. This refers to a forecast that distributes regional growth at smaller geographies. Metro, the counties, and cities periodically undertake a coordinated approach to producing a distributed forecast that the Metro Council considers for adoption.

¹ Legislative UGB amendments, which must be considered by the Council at least every six years, respond to a 20-year time horizon.

² The current forecast is the 2040 Distributed Forecast, which was adopted by the Metro Council in 2016 (Ordinance No. 16-1371) after coordinating with cities and counties.

Typically, Metro and local jurisdictions go through this process within a year or two of the Metro Council making a regional urban growth management decision.

MPAC unanimously recommends that the Council adopt the proposed Title 14 code amendments that are Exhibit A to Ordinance No. 17-1408.

ANALYSIS/INFORMATION

1. Known Opposition

Staff is not aware of any opposition to this ordinance.

2. Legal Antecedents

- Statewide Planning Goals 10 (Housing) and 14 (Urbanization)
- Oregon Administrative Rules, Division 24 (Urban Growth Boundaries)
- Metro Regional Framework Plan, Chapter 1 (Land Use)
- Metro Urban Growth Management Functional Plan
- Council Ordinance No. 10-1238A, which adopted urban and rural reserves and made changes to the Urban Growth Management Functional Plan that require cities to complete concept plans for urban reserves before the area will be included in the UGB. The ordinance also included amendments to the Functional Plan that provide guidance for the contents of concept plans.
- Council Ordinance No. 10-1244, which adopted changes to the Regional Framework Plan, calling for an outcomes-based approach to urban growth management.
- Council Ordinance No. 15-1361, which expressed Council's intent to convene partners to discuss possible improvements to the region's process for managing residential growth.
- Council Resolution No. 17-4764, by which the Council accepted the recommendations of the Urban Growth Readiness Task Force, including its recommendation to clarify expectations for cities proposing residential UGB expansions.

3. Anticipated Effects

Future residential growth management decisions, including the Metro Council's 2018 decision, would be subject to the code requirements proposed in this ordinance. This will mean that cities will need to address these new code provisions when proposing residential UGB expansions. The proposed code amendments would also establish procedures for mid-cycle residential growth management decisions.

4. Budget Impacts

No additional budget impacts are expected as a consequence of Council adoption of this ordinance. Staff anticipates devoting time to assisting cities that wish to propose residential UGB expansion. Likewise, some amount of staff time will be incurred reviewing city proposals. However, staff believes that this can be achieved with existing resources since this effort is anticipated in the 2018 growth management decision work program.

RECOMMENDED ACTION

Staff recommends that Council adopt Ordinance No. 17-1408.

ATTACHMENTS

Attachment 1: Draft administrative guidance for cities proposing residential UGB expansions in the 2018 urban growth management decision.

Attachment 1 to Staff Report for Ordinance No. 17-1408

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 forecast and 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 request from DLCD, and provide to Metro, written state acknowledgement of their housing needs analysis.

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 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.

Attachment 1 to Staff Report for Ordinance No. 17-1408

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.

Attachment 1 to Staff Report for Ordinance No. 17-1408

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.*

Attachment 1 to Staff Report for Ordinance No. 17-1408

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

Attachment 1 to Staff Report for Ordinance No. 17-1408

- 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 from DLCD 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

Metro

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Minutes

Thursday, December 7, 2017

2:00 PM

Metro Regional Center, Council chamber

Council meeting

1. Call to Order and Roll Call

Council President Tom Hughes called the Metro Council meeting to order at 2:00 p.m.

Present: 7 - Council President Tom Hughes, Councilor Sam Chase, Councilor Carlotta Collette, Councilor Shirley Craddick, Councilor Craig Dirksen, Councilor Kathryn Harrington, and Councilor Bob Stacey

2. Citizen Communication

There was none.

3. Presentations**3.1 2017 Sustainability Report**

Council President Hughes called on Mr. Matt Korot and Ms. Jenna Garmon, Metro staff, to present the 2017 Sustainability Report. Mr. Korot explained that the annual report covered fiscal year 2016-2017. He highlighted that sustainability was one of Metro's six core values and that the report was part of an internal initiative to meet five quantitative sustainability goals for the agency. He noted that in 2010, the Council adopted a sustainability plan that mapped out specific strategies and actions to meet these goals. He introduced Ms. Garmon to provide an overview of how the strategies had been implemented thus far.

Ms. Garmon shared how the agency was performing in relation to its five sustainability indicators: reducing carbon, preventing waste, choosing nontoxic, conserving water, and enhancing habitat. She also highlighted strategies the agency was using to achieve these goals, such as installing solar panels at the Oregon Convention Center, buying 71% renewable energy, and using stormwater planters at the zoo. She then provided an overview of Metro's future sustainability efforts, such as: an updated Climate Action Plan for internal operations, advanced energy management and information systems, and a renewable energy strategy.

Ms. Garmon thanked Metro staff, including the Sustainability Steering Committee and Metro's Green Teams, and the Metro Council for supporting the agency's efforts.

Council Discussion

Councilor Collette asked about toxic materials and their reduction. She also inquired about water conservation and leak mitigation efforts at Glendoveer Golf Course. Councilor Craddick thanked staff for their presentation and asked about Metro's herbicide policy in its natural areas and parks. She also asked about goals and strategies for the next year's sustainability efforts.

4. Consent Agenda

Approval of the Consent Agenda

A motion was made by Councilor Chase, seconded by Councilor Collette, to adopt items on the consent agenda. The motion passed by the following vote:

Aye: 7 - Council President Hughes, Councilor Chase, Councilor Collette, Councilor Craddick, Councilor Dirksen, Councilor Harrington, and Councilor Stacey

4.1 Consideration of the Council Meeting Minutes for November 30, 2017

4.2 Resolution No. 17-4857, For the Purpose of Confirming the Council President's Appointment of John Erickson and Reappointment of Deanna Palm, Deidra Krys-Rusoff and Karis Stoudamire-Phillips to the Metropolitan Exposition Recreation Commission

5. Resolutions

5.1 Resolution No. 17-4855, For the Purpose of Metro Council's Acceptance of the Results of the Independent Audit for Financial Activity During Fiscal Year Ending June 30, 2017

Council President Hughes called on Mr. Brian Evans, Metro Auditor, and Mr. Tim Collier, Director of Finance and Regulatory Services, to present Resolution No. 17-4855. Auditor Evans introduced the results of the year's

independent financial audit and thanked the Audit Committee for their contributions. Mr. Jim Lanzarotta and Ms. Ashley Osten, Moss Adams, provided an overview of the audit. Mr. Lanzarotta explained the nature of the services provided as well as the deliverables and the results of the testing that was performed. Ms. Osten discussed the areas of audit emphasis including: internal control environment, management estimates, cash and investments, net pension liability, bond activity, capital assets, revenue recognition, and net position. She highlighted that the audit found no material weakness, significant deficiencies, or issues of non-compliance. She explained that because of this, Moss Adams issued a clean opinion of the agency's financial statements, which signified the highest level of assurance.

Ms. Osten offered several minor recommendations related to account reconciliations, accounts receivable allowance, and unrecorded accounts payable. She suggested that staff create a policy to identify and adjust for receivables that may be outstanding over 120 days. The auditors thanked Metro staff and the Metro Auditor for their help throughout the process. Mr. Tim Collier provided the management response and noted that the results of the audit could be reviewed both in Metro's Comprehensive Annual Financial Report and Popular Financial Report. He invited Mr. Brian Kennedy and Mr. Dan Moeller, Metro staff, up to discuss how they planned to prevent unrecorded invoice incidents in the future, including by providing technical assistance to project partners and creating better processes for tracking down invoices.

Council Discussion

Councilor Craddick asked about the number of unrecorded invoices and thanked staff for sharing how they intended to prevent such oversights in the future. Councilor Chase recognized the importance of solid fiscal management and

its benefits. He thanked Auditor Evans and the Oversight Committee for their helpful insights. Councilors expressed appreciation for the audit and the Popular Annual Financial Report.

A motion was made by Councilor Dirksen, seconded by Councilor Stacey, that this item be adopted. The motion passed by the following vote:

Aye: 7 - Council President Hughes, Councilor Chase, Councilor Collette, Councilor Craddick, Councilor Dirksen, Councilor Harrington, and Councilor Stacey

6. Ordinances (First Reading and Public Hearing)

- 6.1 Ordinance No. 17-1408, For the Purpose of Adopting Amendments to Title 14 of the Urban Growth Management Functional Plan to Improve the Regional Growth Management Process

Council President Hughes called on Deputy Chief Operating Officer Scott Robinson and Mr. Roger Alfred, Metro counsel, to present Ordinance No. 17-1408. He explained that the ordinance was first presented earlier in the year and was returning for final consideration now that the 35-day notice period had been completed. He clarified that there were no content changes since the last time it was presented at Council in November. Mr. Robinson noted that the ordinance would amend Title 14 to clarify expectations for cities proposing residential urban growth boundary (UGB) expansions and establish procedures for mid-cycle residential UGB amendments. He then introduced Mr. Alfred to provide an overview of the proposed code changes.

Mr. Alfred explained that the ordinance grew out of the work of the Urban Growth Readiness Task Force and its recommendations. He provided an overview of the code changes proposed, such as the criteria for city proposals, including requiring cities to have a housing needs analysis completed within the last six years. Mr. Alfred highlighted that the rules were thoroughly considered, debated, and amended before being unanimously recommended for

approval by the task force and Metro staff.

Council Discussion

Councilor Harrington discussed the code language and recommended that future Metro Councils be kept informed about its meaning. Council President Hughes expressed support for the ordinance, noting that it would help better integrate Metro's goals of successfully utilizing the UGB and building viable town centers. Councilor Stacey expressed appreciation for the language, noting that it would further improve the process.

6.1.1 Public Hearing for Ordinance No. 17-1408

Council President Hughes opened up a public hearing on Ordinance No. 17-1408 and requested that those wishing to testify come forward to speak. Seeing none, Council President Hughes gaveled out of the public hearing. He noted that second read, Council consideration, and vote on Ordinance No. 17-1408 would take place on Thursday, December 14.

6.2 Ordinance No. 17-1415, For the Purpose of Amending Metro Code Chapter 5.04 to Create the Solid Waste Innovation and Investment Program

Council President Hughes called on Mr. Paul Slyman, Director of Property and Environmental Services, and Mr. Kevin Six, Metro staff, to present Ordinance No. 17-1415. Mr. Slyman reviewed Metro's solid waste system and the many services it provided. He explained that the region and its programs needed system certainty and noted that the regional government had an opportunity to help bring it about by encouraging new ideas and helping innervate new players to add capacity and build a more resilient system. He informed the Council that in an effort to support these goals, Ordinance No. 17-1415 would help support innovative ideas that could not come to fruition without

some form of public help. He added that in addition to meeting the needs regarding the garbage and recycling system, the ordinance would also be a tool for implementing Metro's Strategic Plan to Advance Racial Equity, Diversity, and Inclusion, as it would help create economic opportunities and jobs, as well as provide career entry and advancement opportunities. He noted that the proposed program complemented Metro's ongoing conversations around the region about ways to improve the garbage and recycling system.

Mr. Kevin Six provided an overview of the ordinance. He explained that it would amend Metro Code Chapter 5.04 to revise the language describing an old unused program and would establish the structure and the creation of the innovation and investment program. He stated that the purpose of the program was to invest resources to create, expand, preserve, and diversify efforts that advance waste prevention, reuse, recycling and energy recovery, consistent with Metro's regional planning, diversity, and diversion goals. He noted that if approved, staff would return to Council for feedback on the program budget, application process, criteria, and guidelines. Mr. Six explained that staff proposed an initial three-year program for for-profit businesses and non-profit organizations to strengthen Metro's solid waste program and diversity, equity, and inclusion work. He noted that staff also recommended a \$3 million/year program, funded from the solid reserve balance so there would be no direct effect to the per-ton fee or excise tax rate. He provided an overview of the grants that would be available, how they could be used, and the proposed draft application process. He explained that staff

expected to begin soliciting grant applications in spring 2018.

Council Discussion

Councilor Harrington asked about the three-year timeframe and the solid waste reserves fund. She also expressed concerns that the program was not related to the update of the Regional Waste Plan. Councilor Craddick inquired about options for future opportunities to develop new, innovative recycling programs.

6.2.1 Public Hearing for Ordinance No. 17-1415

Council President Hughes opened up a public hearing on Ordinance No. 17-1415 and requested that those wishing to testify come forward to speak.

Mr. Eric Wentland, City of Portland: Mr. Wentland, Operations Manager of Greenway Recycling, expressed concerns about the ordinance. He noted that he felt the development of the program had been rushed and there was a lack of transparency and public input. He urged the Metro Council to delay its consideration until proper outreach had been done with the solid waste industry.

Councilor Stacey highlighted that a public process would be performed to develop the program and its criteria if the ordinance was approved.

Mr. Tom Patzkowski, City of Portland: Mr. Patzkowski testified in support of the ordinance. He noted that as an employee of the ReBuilding Center, he was involved in their green workforce development program and supported growth in the industry. He explained that he felt the

ordinance would benefit the public and the region's future as it aligned with the ReBuilding Center's goals to make reuse more popular while creating living wage jobs for targeted communities.

Mr. Stephen Reichard, City of Portland: Mr. Reichard, former Executive Director of the ReBuilding Center, testified in support of the ordinance. He noted that it would support two of Metro's major goals: sustainability and equity. He encouraged the Metro Council to support the ordinance and fund innovative sustainability and diversity programs.

Mr. Nate McCoy, City of Portland: Mr. McCoy, Executive Director of the National Association of Minority Contractors (NAMC) Oregon, spoke in support of the ordinance. He urged the Metro Council to approve the ordinance, noting that it would provide significant community benefits, create opportunities to build equity in Metro's solid waste system, and strengthen industry capacity.

Ms. Amber Omtiveros, City of Vancouver: Ms. Omtiveros testified in support of the ordinance. She explained that the agencies that were most effective in creating positive change were the agencies that provided resources and staff time to implement innovative policies that addressed the region's challenges.

Mr. James Posey, City of Portland: Mr. Posey, of the NAACP, urged the Metro Council to support the ordinance. He provided an overview of his experiences throughout his long tenure with the NAACP, and emphasized that the region's challenges, particularly towards equity, required innovative

solutions.

Mr. Gary Hollands, City of Portland: Mr. Hollands expressed support for the ordinance. He explained that he worked for a company that helped new and experienced truck drivers reach their full potential. He highlighted the severe shortage of truck drivers across the nation and explained that a program such as the one proposed could be a great help to ensuring that the region's solid waste and recycling system had the capacity it needed.

Mr. Alando Simpson, City of Portland: Mr. Simpson urged the Metro Council to support the proposal. He noted that as part of a minority-owned waste company, he felt the proposal would provide a needed opportunity for the region and the public. He explained that the proposal exemplified community leadership and a commitment to both a healthy solid waste system and an equitable region.

Council Discussion

Councilor Chase thanked the public for showing up to testify and provide feedback on the ordinance. Councilor Craddick asked staff to respond to Mr. Wentland's concerns about the ordinance. Mr. Slyman provided an overview of the proposed development process, future outreach, and regulatory approach.

Council President Hughes gaveled out of the public hearing. He noted that second read, Council consideration, and vote on Ordinance No. 17-1415 would take place on Thursday, December 14.

6.3 Ordinance No. 17-1416, For the Purpose of Suspending the Requirement to Pay

Regional System Fee and Excise Tax on Certain Non-Putrescible
Source-Separated Recyclable Materials without a Viable Market and Declaring an
Emergency

Council President Hughes called on Mr. Matt Korot, Metro staff, to present Ordinance No. 17-1416. He explained that the ordinance was a response to the uncertainty in recyclable markets brought on by changes in Chinese government policies for the recyclables that Chinese companies import from Oregon and many other parts of North America. He informed the Council that if the ordinance was enacted, Metro would not assess the regional assessment fee and solid waste excise tax on recyclables that would have to be disposed of because of the absence of recycling markets. Mr. Korot noted that the ordinance was a companion to an administrative rule authorized by the Chief Operating Officer that allowed for the disposal of recyclables when there were no markets for them.

Mr. Korot stated that the ordinance would help Metro be more resilient during a potential crisis in case the situation worsened and would also keep the system functioning during such changes. He noted that the ordinance was limited to six months due to the uncertainty of the situation and a commitment to following through with a more considered process with stakeholders and the public if extended action was needed. He emphasized that he would keep the Metro Council updated as items progressed.

Council Discussion

There was none.

6.3.1 Public Hearing for Ordinance No. 17-1416

Council President Hughes opened up a public hearing on Ordinance No. 17-1416 and requested that those wishing to testify come forward to speak.

Mr. Terrell Garrett, City of Portland: Mr. Garrett expressed concerns about the ordinance. He explained that he felt it was important to forgive fees and taxes when needed in order to respond to emergencies, but emphasized that he felt such actions should be done by commodity, instead of by hauler or facility.

Council President Hughes gavelled out of the public hearing. He noted that second read, Council consideration, and vote on Ordinance No. 17-1416 would take place on Thursday, December 14.

7. Ordinances (Second Reading)

7.1 Ordinance No. 17-1412, For the Purpose of Amending and Readopting Metro Code 7.03 (Investment Policy) for Fiscal Year 2017-2018

Council President Hughes stated that the first reading and public hearing for Ordinance No. 17-1412 took place on Thursday, November 30. He informed the Metro Council that Metro staff was available for questions.

Council Discussion

Councilor Dirksen stated that he would be voting against the ordinance, as he felt it was unnecessary and ill-advised. He explained that he felt it would reduce staff's financial flexibility and could prevent such companies from investing in more environmentally sustainable policies in the future. Councilor Stacey expressed support for the ordinance. Council President Hughes also supported the ordinance, noting that it aligned with Metro's goals financially and

environmentally.

A motion was made by Councilor Stacey, seconded by Councilor Harrington, that this item be adopted. (Please note: Councilor Chase left the meeting before the vote on Ordinance No. 17-1412). The motion passed by the following vote:

Aye: 5 - Council President Hughes, Councilor Collette, Councilor Craddick, Councilor Harrington, and Councilor Stacey

Nay: 1 - Councilor Dirksen

8. Chief Operating Officer Communication

Deputy Chief Operating Officer Scott Robinson provided an update on the following events or items: the Metro Central Community Enhancement grant awards and two upcoming meetings to discuss a potential future housing bond. Mr. Robinson also announced that the Metro Community Giving campaign had reached its goals for both participation and dollars donated. He thanked the staff that led and contributed to the campaign.

9. Councilor Communication

Councilors provided updates on the following meetings or events: the Value Pricing Advisory Committee, the Willamette Falls Legacy Project partners meeting, the Southwest Washington Regional Transportation Council, the Main Streets on Halsey project, and the Emily G. Gottfried Human Rights Awards luncheon.

10. Adjourn

There being no further business, Council President Hughes adjourned the Metro Council meeting at 5:17 p.m. The Metro Council will convene the next regular council meeting on December 14 at 2:00 p.m. at the Metro Regional Center in the council chamber.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Nellie Papsdorf". The signature is fluid and cursive, with a long horizontal stroke at the end.

Nellie Papsdorf, Legislative and Engagement Coordinator



Council meeting agenda

Thursday, December 7, 2017

2:00 PM

Metro Regional Center, Council chamber

1. Call to Order and Roll Call

2. Citizen Communication

3. Presentations

- 3.1 2017 Sustainability Report [17-4930](#)

Presenter(s): Matt Korot, Metro
Jenna Garmon, Metro

Attachments: [FY 2016-17 Sustainability Report](#)
[Sustainability Report Appendices](#)

4. Consent Agenda

- 4.1 Consideration of the Council Meeting Minutes for November 30, 2017 [17-4936](#)

- 4.2 Resolution No. 17-4857, For the Purpose of Confirming the Council President's Appointment of John Erickson and Reappointment of Deanna Palm, Deidra Krys-Rusoff and Karis Stoudamire-Phillips to the Metropolitan Exposition Recreation Commission [RES 17-4857](#)

Attachments: [Resolution No. 17-4857](#)
[Staff Report](#)
[Attachment 1 to Staff Report](#)
[Attachment 2 to Staff Report](#)
[Attachment 3 to Staff Report](#)
[Attachment 4 to Staff Report](#)
[Attachment 5 to Staff Report](#)
[Attachment 6 to Staff Report](#)

5. Resolutions

Council meeting**Agenda****December 7, 2017**

- 5.1 Resolution No. 17-4855, For the Purpose of Metro Council's Acceptance of the Results of the Independent Audit for Financial Activity During Fiscal Year Ending June 30, 2017

[RES 17-4855](#)

Presenter(s): Brian Evans, Metro Auditor
Tim Collier, Metro
Jim Lanzarotta, Moss Adams

Attachments: [Resolution No. 17-4855](#)
[Staff Report](#)
[Final GAGAS Audit Report](#)
[Final GAGAS Internal Control Report](#)
[Final Natural Area Bond Report](#)
[Final OMB Compliance Report](#)
[Final OMS Audit Report](#)
[Final Oregon Zoo Bond Report](#)
[2017 Final Management Comment Letter](#)
[16-17 CAFR](#)
[PPT: Moss Adams Audit Results](#)

6. Ordinances (First Reading and Public Hearing)

- 6.1 Ordinance No. 17-1408, For the Purpose of Adopting Amendments to Title 14 of the Urban Growth Management Functional Plan to Improve the Regional Growth Management Process

[ORD 17-1408](#)

Presenter(s): Elissa Gertler, Metro
Roger Alfred, Metro

Attachments: [Ordinance No. 17-1408](#)
[Exhibit A to Ordinance No. 17-1408](#)
[Staff Report](#)
[Attachment 1 to Staff Report](#)

- 6.1.1 Public Hearing for Ordinance No. 17-1408

Council meeting**Agenda****December 7, 2017**

- 6.2 Ordinance No. 17-1415, For the Purpose of Amending
Metro Code Chapter 5.04 to Create the Solid Waste
Innovation and Investment Program

[ORD 17-1415](#)

Presenter(s): Paul Slyman, Metro
Kevin Six, Metro

Attachments: [Ordinance No. 17-1415](#)
[Exhibit A to Ordinance No. 17-1415](#)
[Staff Report](#)

- 6.2.1 Public Hearing for Ordinance No. 17-1415

- 6.3 Ordinance No. 17-1416, For the Purpose of Suspending
the Requirement to Pay Regional System Fee and Excise
Tax on Certain Non-Putrescible Source-Separated
Recyclable Materials without a Viable Market and
Declaring an Emergency

[ORD 17-1416](#)

Presenter(s): Matt Korot, Metro

Attachments: [Ordinance No. 17-1416](#)
[Staff Report](#)

- 6.3.1 Public Hearing for Ordinance No. 17-1416

7. Ordinances (Second Reading)

- 7.1 Ordinance No. 17-1412, For the Purpose of Amending and
Readopting Metro Code 7.03 (Investment Policy) for Fiscal
Year 2017-2018

[ORD 17-1412](#)

Presenter(s): Tim Collier, Metro

Attachments: [Ordinance No. 17-1412](#)
[Exhibit A to Ordinance No. 17-1412](#)
[Staff Report](#)

8. Chief Operating Officer Communication**9. Councilor Communication****10. Adjourn**

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ការការពារសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបណ្តឹងវិសោធន៍សម្រាប់សេចក្តីរើសអើងរបស់ ២ www.oregonmetro.gov/civilrights។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក។

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Agenda Item No. 6.1

Ordinance No. 17-1408, For the Purpose of Adopting
Amendments to Title 14 of the Urban Growth Management
Functional Plan to Improve the Regional Growth Management
Process

Ordinances (1st Reading and Public Testimony)

Metro Council Meeting
Thursday, December 7, 2017
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING)	ORDINANCE NO. 17-1408
AMENDMENTS TO TITLE 14 OF THE)	
URBAN GROWTH MANAGEMENT)	Introduced by Martha J. Bennett, Chief
FUNCTIONAL PLAN TO IMPROVE THE)	Operating Officer, with the concurrence of
REGIONAL GROWTH MANAGEMENT)	Tom Hughes, Council President
PROCESS)	

WHEREAS, Oregon state law requires Metro to periodically determine the capacity of the urban growth boundary (UGB) to accommodate population growth in the region over the next 20 years; and

WHEREAS, the Metro Council made its most recent determination of the UGB's growth capacity in 2015 by adopting Ordinance No. 15-1361; and

WHEREAS, as part of Ordinance No. 15-1361, the Metro Council ordained that Metro would work with its regional partners to explore possible improvements to the region's residential growth management process; and

WHEREAS, in May of 2016 Metro convened an Urban Growth Readiness Task Force consisting of public and private sector representatives to develop recommendations for such improvements; and

WHEREAS, on February 2, 2017 the Metro Council adopted Resolution No. 17-4764, which accepted the following three key concepts adopted by the Task Force for improving the growth management process: (1) clarify expectations for cities proposing modest residential UGB expansions into concept-planned urban reserves; (2) seek greater flexibility for addressing regional housing needs, in part through changes to state law allowing for mid-cycle UGB expansions up to 1000 acres; and (3) seek greater flexibility when choosing among concept-planned urban reserves for UGB expansions; and

WHEREAS, the Task Force also recommended that Metro adopt changes in its decision-making processes to implement the three key concepts by taking an outcomes-based approach to growth management focused on specific UGB expansion proposals made by cities; and

WHEREAS, based on the Task Force directives, Metro and its regional partners successfully advocated for changes to state law via House Bill 2095, which allows Metro to make mid-cycle residential UGB expansions by amending its most recent Urban Growth Report analysis based on specific residential growth proposals brought forward by cities; and

WHEREAS, the Metro Council directed staff to work with the Metro Technical Advisory Committee (MTAC) on proposed amendments to the Urban Growth Management Functional Plan (UGMFP) that would implement the Task Force directives and House Bill 2095; and

WHEREAS, over the course of 10 meetings since July 6, 2016, Metro staff and MTAC prepared and refined proposed amendments to Title 14 of the UGMFP; and

WHEREAS, on September 6, 2017 MTAC voted unanimously to approve the proposed amendments and to forward them to the Metro Policy Advisory Committee (MPAC) for review and approval; and

WHEREAS, MPAC reviewed and discussed the proposed amendments on September 27, 2017, and at its meeting on October 11, 2017 voted unanimously to recommend that the Metro Council approve the proposed amendments with minor revisions; and

WHEREAS, the Metro Council finds that MPAC's recommended amendments to Title 14 of the UGMFP will effectively implement House Bill 2095 and the directive of the Urban Growth Readiness Task Force to create a more flexible and outcomes-based approach for future UGB expansions in the Metro region; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. Chapter 3.07 of the Metro Code is hereby amended as shown on Exhibit A, attached and incorporated into this ordinance.

ADOPTED by the Metro Council this _____ day of November 2017.

Tom Hughes, Council President

Attest:

Approved as to Form:

Nellie Papsdorf, Recording Secretary

Alison R. Kean, Metro Attorney

Exhibit A to Ordinance No. 17-1408

Adding new code sections 3.07.1427 and 3.07.1428 to implement HB 2095:

3.07.1427 Mid-Cycle Amendments - Procedures

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

- (i) The Metro Council is not obligated to take action on proposals submitted by cities or on the recommendation of the COO. If the Council chooses to expand the UGB in accordance with one or more of the proposals, it may add no more than 1000 acres total.
- (j) If the Council elects to amend the UGB under this section, it shall be accomplished by ordinance in the manner prescribed for ordinances in Chapter VII of the Metro Charter. For each mid-cycle amendment, the Council shall establish a schedule of public hearings that allows for consideration of the proposed amendment by MPAC, other relevant advisory committees, and the public.
- (k) Any decision by the Council to amend the UGB under this section must be adopted not more than four years after the date of the Council's adoption of its most recent analysis of the regional buildable land supply under ORS 197.296.
- (l) Notice to the public of a proposed amendment to the UGB under this section shall be provided as prescribed in section 3.07.1465.

3.07.1428 Mid-Cycle Amendments - Criteria

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

total of 1000 acres. Cities proposing mid-cycle UGB amendments shall demonstrate that:

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

Amendments to existing code sections 3.07.1425 and 3.07.1465 (new language underlined):

3.07.1425 Legislative Amendment to the UGB - Criteria

* * * * *

- (c) If the Council determines there is a need to amend the UGB, the Council shall evaluate areas designated urban reserve for possible addition to the UGB and shall determine which areas better meet the need considering the following factors:
- (1) Efficient accommodation of identified land needs;
 - (2) Orderly and economic provision of public facilities and services;
 - (3) Comparative environmental, energy, economic and social consequences;
 - (4) Compatibility of proposed urban uses with nearby agricultural and forest activities occurring on land outside the UGB designated for agriculture or forestry pursuant to a statewide planning goal;
 - (5) Equitable and efficient distribution of housing and employment opportunities throughout the region;
 - (6) Contribution to the purposes of Centers and Corridors;
 - (7) Protection of farmland that is most important for the continuation of commercial agriculture in the region;
 - (8) Avoidance of conflict with regionally significant fish and wildlife habitat; and
 - (9) Clear transition between urban and rural lands, using natural and built features to mark the transition.
- (d) If the Council determines there is a need to amend the UGB for housing, in addition to consideration of the factors listed in subsection (c) of this section, the Council shall also consider the following factors in determining which urban reserve areas better meet the housing need:

- (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;
- (2) Whether the area has been concept planned consistent with section 3.07.1110 of this chapter;
- (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;
- (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; and
- (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.

3.07.1465 Notice Requirements

- (a) For a proposed legislative amendment under section 3.07.1420, the COO shall provide notice of the public hearing in the following manner:
 - (1) In writing to the Department of Land Conservation and Development and local governments of the Metro region at least 35 days before the first public hearing on the proposal; and
 - (2) To the general public at least 35 days before the first public hearing by an advertisement no smaller than 1/8-page in a newspaper of general circulation in the Metro area and by posting notice on the Metro website.

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

(1) In writing at least 35 days before the first public hearing on the proposal to:

(A) The Department of Land Conservation and Development;

(B) The owners of property that is being proposed for addition to the UGB;

(C) The owners of property within 250 feet of property that is being considered for addition to the UGB, or within 500 feet of the property if it is designated for agriculture or forestry pursuant to a statewide planning goal;

(2) In writing at least 30 days before the first public hearing on the proposal to:

(A) The local governments of the Metro area;

(B) A neighborhood association, community planning organization, or other organization for citizen involvement whose geographic area of interest includes or is adjacent to the subject property and which is officially recognized as entitled to participate in land use decisions by the cities and counties whose jurisdictional boundaries include or are adjacent to the site;

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

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

(~~b~~c) For a proposed major amendment under sections 3.07.1430 or 3.07.1435, the COO shall provide notice of the hearing in the following manner:

* * * * *

(~~e~~d) The notice required by subsection (a), and (b), and (c) of this section shall include:

* * * * *

(9) For the owners of property described in subsection
(~~b~~c) (1) (C) of this section, the information required
by ORS 268.393(3).

(~~e~~e) For a proposed minor adjustment under section 3.07.1445,
the COO shall provide notice in the following manner:

* * * * *

(~~e~~f) The notice required by subsection (~~e~~e) of this section
shall include:

* * * * *

STAFF REPORT**IN CONSIDERATION OF ORDINANCE NO. 17-1408 FOR THE PURPOSE OF ADOPTING AMENDMENTS TO TITLE 14 OF THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN TO IMPROVE THE REGIONAL GROWTH MANAGEMENT PROCESS**

Date: October 12, 2017

Prepared by: Ted Reid
ted.reid@oregonmetro.gov

BACKGROUND**An outcomes-based approach to growth management**

When the Metro Council made an urban growth management decision in November 2015, the Council indicated its intent to convene partners to discuss possible improvements to the region's process for managing residential growth. The desire for a new approach springs from lessons learned from past urban growth boundary (UGB) expansions, some of which have been slow to develop because of governance and infrastructure funding challenges. Likewise, the Metro Council, cities, counties, and stakeholders have expressed frustration with past decision processes that were characterized by theoretical debates that felt detached from viable growth options.

The proposed code amendments that the Council is considering in Ordinance No. 17-1408 represent a step towards improving how the region manages residential growth, with the goal of facilitating more transparent discussions of the merits of the actual growth options that may produce needed housing and jobs. These amendments build on past improvements that include:

- The Council has adopted numerous policies, including the 2040 Growth Concept, which emphasize existing urban areas as the region's growth priorities. In the last two decades, market demand for housing in urban areas has increased around the country. With plans in place, the greater Portland region has been uniquely ready to capitalize on that market demand for urban living.
- In 2010 and again in 2017, the Council adopted urban and rural reserves. These designations describe where the region may expand its urban footprint over the next five decades and which areas will be off limits to urbanization. Metro, Clackamas County, and Multnomah County are currently seeking state acknowledgement of these designations. In 2014, the state legislature codified urban and rural reserves in Washington County in state law.
- In 2010, the Council adopted a requirement that a concept plan must be completed by a local jurisdiction before the Council will expand the UGB there. This policy is intended to ensure that issues of governance, infrastructure funding, environmental protection, and planned uses are sorted out by a city before the land is added to the UGB.
- Since 2006, Metro has offered grant funding to assist cities and counties in removing barriers to development ("2040 Planning and Development Grants," formerly known as "Community Planning and Development Grants")
- In 2010, the Council adopted six desired outcomes into the Regional Framework Plan, expressing an intent to have them guide growth management decision making.

Urban Growth Readiness Task Force recommendations

Beginning in the spring of 2016, Metro convened the Urban Growth Readiness Task Force to provide recommendations on how to continue to improve the region's growth management process. The Task Force included mayors, county commissioners, and representatives from 1000 Friends of Oregon, the Home Builders Association of Metropolitan Portland, and the Oregon Department of Land Conservation and Development. Council President Hughes served as Chair and Councilors Collette and Chase also served as liaisons.

The Task Force met five times and made consensus recommendations. Those recommendations can be generally described as:

- The Metro Council should exercise greater flexibility when considering city proposals for residential urban growth boundary (UGB) proposals into concept planned urban reserves.
- The Metro Council should clarify expectations for cities proposing residential UGB expansions into concept planned urban reserves. The Task Force identified topics of interest that cities should address and suggested that Metro staff work with the Metro Technical Advisory Committee (MTAC) to incorporate those topics into proposed code. The Task Force recommended that those expectations should strike a balance between providing flexibility and certainty.

The Metro Council accepted the Task Force's recommendations when it adopted Resolution No. 17-4764. Those recommendations guide the proposed code amendments that the Council is now considering under Ordinance No. 17-1408. The Task Force's recommendations and their relationship to Ordinance No. 17-1408 are further summarized as follows:

Exercise greater flexibility when considering city proposals for residential UGB expansions into concept planned urban reserves:

The general theme of the Task Force's recommendations was that the Council should exercise greater flexibility to respond to city proposals for residential UGB expansions into concept planned urban reserves. This will be achieved through recent changes to state law that facilitate the Metro Council's ability to make "mid-cycle" growth management decisions as well as by exercising flexibility that is already allowed under the law in standard "legislative" growth management decisions that the Council makes at least every six years.

Based on Task Force recommendations, Metro and its partners successfully advocated for changes to state law that facilitate the Metro Council's consideration of city proposals for mid-cycle residential expansions. House Bill 2095, signed into law in 2017, allows Metro to make mid-cycle residential UGB amendments by amending its most recent Urban Growth Report analysis. The law limits each of these mid-cycle expansions to a total of 1,000 acres. The legislation also exempts mid-cycle decisions from the boundary location requirements described in Statewide Planning Goal 14 (Urbanization). In other words, Metro is not obligated to analyze all urban reserves in mid-cycle decisions and may focus only on those that are proposed by cities. The first mid-cycle decision process is anticipated in 2021. Proposed Ordinance No. 17-1408 describes Metro procedures for mid-cycle decisions.

Under state law, the Metro Council must assess regional housing needs at least every six years. Exercising greater flexibility in this standard legislative growth management process (including the 2018 decision) means that decision making will focus on the merits of city proposals for UGB expansions. This new approach recognizes that there is not one correct answer to whether expansions are needed, just different tradeoffs to consider. Informed by peer-reviewed analysis in the 2018 Urban Growth Report, the Council will decide whether city-proposed UGB expansions are warranted to achieve desired outcomes and produce needed housing.

Clarify expectations for cities proposing residential UGB expansions:

The Task Force recommended that, along with exercising greater flexibility in responding to city proposals, the Metro Council should have high standards for cities proposing residential UGB expansions into concept planned urban reserves. Fundamentally, the Task Force indicated that cities should demonstrate that an expansion area is likely to develop as planned and that they are implementing best practices for providing needed housing and achieving desired outcomes in their existing urban areas. The Task Force recommended that Metro should make those expectations clear to cities while also providing enough flexibility to accommodate proposals from cities with differing circumstances.

To advance the Task Force's recommendations, the Metro Council asked staff to work with MTAC to propose amendments to the Metro code that would provide that clarification. Ordinance No. 17-1408 includes amendments to Metro code to achieve that end. As written, these expectations would apply to legislative and mid-cycle UGB amendments. These expectations are similar for both types of decisions, but are somewhat more rigorous for mid-cycle decisions since that process was designed to address more immediate opportunities presented by cities. The expectations for legislative decisions, such as the 2018 growth management decision, are presented as factors that the Council will consider.

MTAC recommendations

MTAC began providing conceptual feedback to the Task Force in July 2016 and began discussing possible code amendments shortly thereafter. In total, MTAC discussed background concepts or proposed code amendments at 10 meetings, including:

July 6, 2016
 July 13, 2016
 August 3, 2016
 September 7, 2016
 October 19, 2016
 December 7, 2016
 February 1, 2017
 April 5, 2017
 August 2, 2017
 September 6, 2017

MTAC's discussions centered on how to achieve an appropriate balance of flexibility and certainty in the proposed code amendments. At its September 6, 2017 meeting, MTAC made a unanimous recommendation to MPAC on proposed code amendments. MTAC's proposed code amendments are intended to provide flexibility to cities and the Metro Council. Recognizing that flexibility also may create ambiguity, MTAC recommended that Metro staff develop administrative guidance that further clarifies how a city might make a compelling residential UGB expansion proposal that meets the intent of the proposed code. That administrative guidance is not intended for formal adoption by the Council. Staff expects that the administrative guidance will be edited for future growth management decisions based on lessons learned in the 2018 decision or to reflect contemporary policy interests. Draft administrative guidance is included as Attachment 1 to this staff report.

Council work session discussion

The Metro Council discussed the proposed code amendments (version recommended by MTAC) at its September 14 work session. The Metro Council suggested one change to the mid-cycle UGB amendment criteria described in proposed code section 3.07.1428(b)2. That criterion references a timeframe during which the proposed housing is likely to be developed. MTAC recommended that this be a 20-year time

horizon. The Metro Council requested that this be changed to 10 years to recognize that mid-cycle decisions are intended to respond to more immediate opportunities to provide needed housing.¹

The Council also discussed an initial draft of administrative guidance at the September 14 work session and suggested a couple of revisions. Staff has made those and a few other minor revisions to provide clarity. Those revisions include:

- Cities should substantiate any assertions that UGB expansions would reduce commute distances.
- Affordable housing is defined in the guidance as 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. This definition was developed in consultation with Metro staff that specialize in housing development and affordability.
- The document provides additional guidance on how cities may demonstrate efforts relating to the region's sixth desired outcome (equity). Metro Planning and Development staff worked with Metro Diversity, Equity and Inclusion staff to make those clarifications.

The administrative guidance is not intended to be formally adopted, however it is included as Attachment 1 to this report for reference. If the Council chooses to adopt code that differs from what is proposed, staff will work to reconcile the administrative code with adopted code. Staff also anticipates that the administrative guidance will be revised in future decisions based on lessons learned in the 2018 growth management decision as well as contemporary policy interests.

MPAC recommendations

The Metro Policy Advisory Committee (MPAC) had an initial discussion of the proposed code amendments at its September 27, 2017 meeting. After MPAC's September 27 discussion, Metro staff became aware of two concerns from local jurisdiction staff regarding the proposed code amendments. Those concerns included:

- A desire for Metro code to reiterate a state law that requires that any mid-cycle UGB expansion must be adjacent to the city proposing the expansion.
- A concern that the cities that are likely to propose residential expansions in the 2018 legislative decision haven't based their housing needs analyses on the current² Metro forecast as would be required under the code recommended by MTAC. The concern was that cities would not be able to revise their analyses in time to make an expansion proposal for the 2018 decision (proposals are due by the end of May 2018).

To address those concerns, Metro staff suggested slight revisions to the proposed code that went to MPAC for a recommendation on October 11, 2017. MPAC members agreed with those proposed changes.

MPAC moved to make one further revision to the proposed code being considered for their recommendation, seeking to clarify that coordinating a city's housing needs analysis with the Metro forecast means coordinating it with an adopted "distributed" forecast. This refers to a forecast that distributes regional growth at smaller geographies. Metro, the counties, and cities periodically undertake a coordinated approach to producing a distributed forecast that the Metro Council considers for adoption.

¹ Legislative UGB amendments, which must be considered by the Council at least every six years, respond to a 20-year time horizon.

² The current forecast is the 2040 Distributed Forecast, which was adopted by the Metro Council in 2016 (Ordinance No. 16-1371) after coordinating with cities and counties.

Typically, Metro and local jurisdictions go through this process within a year or two of the Metro Council making a regional urban growth management decision.

MPAC unanimously recommends that the Council adopt the proposed Title 14 code amendments that are Exhibit A to Ordinance No. 17-1408.

ANALYSIS/INFORMATION

1. Known Opposition

Staff is not aware of any opposition to this ordinance.

2. Legal Antecedents

- Statewide Planning Goals 10 (Housing) and 14 (Urbanization)
- Oregon Administrative Rules, Division 24 (Urban Growth Boundaries)
- Metro Regional Framework Plan, Chapter 1 (Land Use)
- Metro Urban Growth Management Functional Plan
- Council Ordinance No. 10-1238A, which adopted urban and rural reserves and made changes to the Urban Growth Management Functional Plan that require cities to complete concept plans for urban reserves before the area will be included in the UGB. The ordinance also included amendments to the Functional Plan that provide guidance for the contents of concept plans.
- Council Ordinance No. 10-1244, which adopted changes to the Regional Framework Plan, calling for an outcomes-based approach to urban growth management.
- Council Ordinance No. 15-1361, which expressed Council's intent to convene partners to discuss possible improvements to the region's process for managing residential growth.
- Council Resolution No. 17-4764, by which the Council accepted the recommendations of the Urban Growth Readiness Task Force, including its recommendation to clarify expectations for cities proposing residential UGB expansions.

3. Anticipated Effects

Future residential growth management decisions, including the Metro Council's 2018 decision, would be subject to the code requirements proposed in this ordinance. This will mean that cities will need to address these new code provisions when proposing residential UGB expansions. The proposed code amendments would also establish procedures for mid-cycle residential growth management decisions.

4. Budget Impacts

No additional budget impacts are expected as a consequence of Council adoption of this ordinance. Staff anticipates devoting time to assisting cities that wish to propose residential UGB expansion. Likewise, some amount of staff time will be incurred reviewing city proposals. However, staff believes that this can be achieved with existing resources since this effort is anticipated in the 2018 growth management decision work program.

RECOMMENDED ACTION

Staff recommends that Council adopt Ordinance No. 17-1408.

ATTACHMENTS

Attachment 1: Draft administrative guidance for cities proposing residential UGB expansions in the 2018 urban growth management decision.

Attachment 1 to Staff Report for Ordinance No. 17-1408

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 forecast and 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 request from DLCD, and provide to Metro, written state acknowledgement of their housing needs analysis.

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 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.

Attachment 1 to Staff Report for Ordinance No. 17-1408

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.

Attachment 1 to Staff Report for Ordinance No. 17-1408

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.*

Attachment 1 to Staff Report for Ordinance No. 17-1408

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

Attachment 1 to Staff Report for Ordinance No. 17-1408

- 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 from DLCD 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



Council meeting agenda

Thursday, October 26, 2017

2:00 PM

Metro Regional Center, Council chamber

1. Call to Order and Roll Call

2. Citizen Communication

3. Consent Agenda

- 3.1 Consideration of the Council Meeting Minutes for October 19, 2017 [17-4918](#)

- 3.2 Resolution No. 17-4834, For the Purpose of Authorizing the Chief Operating Officer to Issue a New Non-System License to Albertsons Companies LLC for Transport of Commercial Food Waste for Processing at the Divert, Inc. Facility Located in Albany, Oregon [RES 17-4834](#)

Attachments: [Resolution No. 17-4834](#)
[Exhibit A to Resolution No. 17-4834](#)
[Staff Report](#)

- 3.3 Resolution No. 17-4835, For the Purpose of Authorizing the Chief Operating Officer to Issue a New Non-System License to Fred Meyer for Transport of Commercial Food Waste for Processing at the Divert, Inc. Facility Located in Albany, Oregon [RES 17-4835](#)

Attachments: [Resolution No. 17-4835](#)
[Exhibit A to Resolution No. 17-4835](#)
[Staff Report](#)

4. Resolutions

Council meeting**Agenda****October 26, 2017**

- 4.1 Resolution No. 17-4846, For the Purpose of Approving [RES 17-4846](#)
Fiscal Year 2017-18 Funding for Planning and
Development Grants Funded with Construction Excise Tax

Presenter(s): Martha Bennett, Metro
Elissa Gertler, Metro
Ed McNamara, 2040 Planning and Development Grants
Steering Committee

Attachments: [Resolution No. 17-4846](#)
[Exhibit A to Resolution No. 17-4846](#)
[Addendum 1 to Exhibit A](#)
[Staff Report](#)
[Attach 1 to Staff Report](#)

5. Presentations

- 5.1 Elephant Lands Construction Management by General [17-4838](#)
Contractor Outcomes

Presenter(s): Gabriele Schuster, Oregon Zoo
Jim Mitchell, Oregon Zoo
Heidi Rahn, Oregon Zoo

Attachments: [Memo](#)
[Post-Construction CM/GC Evaluation](#)

6. Ordinances (First Reading and Public Hearing)

- 6.1 Ordinance No. 17-1408, For the Purpose of Adopting [ORD 17-1408](#)
Amendments to Title 14 of the Urban Growth
Management Functional Plan to Improve the Regional
Growth Management Process

Presenter(s): Ted Reid, Metro

Attachments: [Ordinance No. 17-1408](#)
[Exhibit A to Ordinance No. 17-1408](#)
[Staff Report](#)
[Attachment 1 to Staff Report](#)

- 6.1.1 Public Hearing for Ordinance No. 17-1408

7. Ordinances (Second Reading)

Council meeting	Agenda	October 26, 2017
7.1	Ordinance No. 17-1410, For the Purpose of Amending Metro Code Chapter 5.00 to Add Certain Definitions Presenter(s): Paul Slyman, Metro Dan Blue, Metro Attachments: Ordinance No. 17-1410 Exhibit A to Ordinance No. 17-1410 Staff Report Attachment 1 to Staff Report	ORD 17-1410
7.2	Ordinance No. 17-1411, For the Purpose of Amending Metro Code Chapter 5.01 to Establish Licensing Requirements for Certain Facilities that Receive and Process Source-Separated Recyclable Materials and Make Housekeeping Changes Presenter(s): Paul Slyman, Metro Dan Blue, Metro Attachments: Ordinance No. 17-1411 Exhibit A to Ordinance No. 17-1411 Staff Report Attachment 1 to Staff Report	ORD 17-1411
8.	Chief Operating Officer Communication	
9.	Councilor Communication	
10.	Adjourn	



Metro Policy Advisory Committee (MPAC) agenda

Wednesday, October 25, 2017 **5:00 PM** **Metro Regional Center, Council chamber**

1. **Call To Order, Introductions, Chair Communications (5:00 PM)**
2. **Citizen Communications (5:10 PM)**
3. **Council Update (5:15 PM)**
4. **MPAC Member Communication (5:20 PM)**
5. **Consent Agenda (5:25 PM)**
 - MTAC Nominations [COM](#)
[17-0065](#)
 - Attachments: [Memo: MTAC Nominations](#)
 - Consideration of October 11, 2017 Minutes [17-4915](#)
 - Attachments: [October 11, 2017 Minutes](#)
6. **Information/Discussion Items**
 - Regional Transportation Technology Strategy (5:30 PM) [COM](#)
[17-0063](#)
 - Presenter(s): Eliot Rose, Metro
 - Attachments: [MPAC Worksheet](#)
[PowerPoint](#)
 - Housing Trends and Policies Around the Region: [COM](#)
 - Wilsonville and Beaverton (6:00 PM) [17-0064](#)
 - Presenter(s): Chris Neamtzu, City of Wilsonville
Anna Slatinsky and Cadence Petros, City of Beaverton
 - Attachments: [MPAC Worksheet](#)
8. **Adjourn (7:00 PM)**

Upcoming MPAC Meetings:

- *Wednesday, November 8, 2017*
- *Wednesday, December 13, 2017*
- *Wednesday, January 10, 2018*



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

2017/2018 MPAC Work Program

As of 10/18/17

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

<p><u>Wednesday, October 11, 2017</u></p> <ul style="list-style-type: none"> • Expectations for cities proposing residential urban growth boundary expansions – Recommendation (Ted Reid, Metro; 30 min) • Housing Trends and Policies Around the Region: Milwaukie and Clackamas County (2/4) – Information/Discussion (Alma Flores, City of Milwaukie & TBD, Clackamas County; 60 min) 	<p><u>Wednesday, October 25, 2017</u></p> <ul style="list-style-type: none"> • Regional Transportation Technology Strategy (Eliot Rose, Metro; 40 min) • Housing Trends and Policies Around the Region: Wilsonville and Beaverton (3/4) – Information/Discussion (Chris Neamtzu, City of Wilsonville/Anna Slatinsky and Cadence Petros, City of Beaverton; 60 min)
<p><u>Wednesday, November 8, 2017</u></p> <ul style="list-style-type: none"> • Greater Portland Pulse Housing Data Hub (Liza Morehead and Sheila Martin, PSU Institute of Portland Metropolitan Studies; 45 min) • Metro's Housing Data Resources (Jeff Frkonja; 30 min) • City of Portland/PCRI Pathway 1000 Initiative Project Update – Information/Discussion (TBD; 45 min) <p><u>November 14 – 17: Association of Oregon Counties Annual Conference, Eugene, OR</u></p>	<p><u>Wednesday, November 22, 2017</u> – cancelled</p>
<p><u>Wednesday, December 13, 2017</u></p> <ul style="list-style-type: none"> • 2018 RTP: Project Update – Information/Discussion (Kim Ellis, Metro; 15 min) • <i>Anti-Displacement Strategies: Panel Discussion (multiple; 60 min)</i> • <i>MPAC in 2018</i> 	<p><u>Wednesday, December 27, 2017</u> – cancelled</p>

<u>Wednesday, January 10, 2018</u>	<u>Wednesday, January 24, 2018</u> <ul style="list-style-type: none"> • 2018 RTP Engagement and Regional Leadership Forum #4 – Information/Discussion (Cliff Higgins, Metro; 15 min) • Draft RTP Findings and Policy Update – Information/Discussion (Kim Ellis, Metro; 25 min)
<u>Wednesday, February 14, 2018</u>	<u>Wednesday, February 28, 2018</u> <ul style="list-style-type: none"> • Draft RTP Policies – Information/Discussion (Kim Ellis, Metro; 25 min) • Draft RTX Policies and Strategies – Information/Discussion (Eliot Rose, Metro; 20 min)
<u>Wednesday, March 14, 2018</u> <ul style="list-style-type: none"> • Draft Freight Strategy – Information/Discussion (Tim Collins, Metro; 20 min) • Draft Safety Strategy – Information/Discussion (Lake McTighe, Metro; 20 min) 	<u>Wednesday, March 28, 2018</u>
<u>Wednesday, April 11, 2018</u>	<u>Wednesday, April 25, 2018</u>
<u>Wednesday, May 9, 2018</u>	<u>Wednesday, May 23, 2018</u> <ul style="list-style-type: none"> • Draft RTX – Information/Discussion (Eliot Rose, Metro; 20 min)

Upcoming events:

- February 2018: RTP Regional Leadership Forum #4 (Finalizing Our Shared Plan for the Region)

Parking lot:

- Presentation on health & land use featuring local projects from around the region
- Greater Portland, Inc. update
- “Unsettling Profiles” presentation by Coalition of Communities of Color
- System development charges (SDCs)
- City of Portland inclusionary housing
- Economic Value Atlas
- Transportation Resiliency
- Self-driving cars
- Ridership Analysis (TriMet)

MPAC Worksheet

Agenda Item Title: Housing trends and policies around the region: Wilsonville and Beaverton

Presenter: Chris Neamtzu, City of Wilsonville

Anna Slatinsky and Cadence Petros, City of Beaverton

Contact for this worksheet/presentation: Ted Reid, ted.reid@oregonmetro.gov

Purpose/Objective

Provide MPAC with an opportunity to hear about and discuss housing trends, policies, challenges, and opportunities around the region.

Action Requested/Outcome

No action required. This agenda item is part of a series to provide MPAC with additional background on housing-related topics. The intent is to inform MPAC's discussion of projects such as the 2018 urban growth management decision, the Equitable Housing Initiative, the 2018 update of the Regional Transportation Plan, and the Southwest Corridor Equitable Development Strategy.

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

When the Metro Council made an urban growth management decision in November 2015, the Council directed staff to provide ongoing opportunities for dialogue about development and growth trends. The [Regional Snapshots](#) program provides ongoing reporting as well as occasional speaker events. A forthcoming fall 2017 Regional Snapshot will be about housing. Over the coming weeks, MPAC will also have opportunities to hear about and discuss housing trends in several communities, including (tentative).

September 27: Portland and Hillsboro

October 11: Milwaukie and Clackamas County

October 25: Wilsonville and Beaverton

Early 2018: Tigard

What packet material do you plan to include?

None

Materials following this page were distributed at the meeting.



Housing in the City of Wilsonville

October 25, 2017
MPAC Meeting

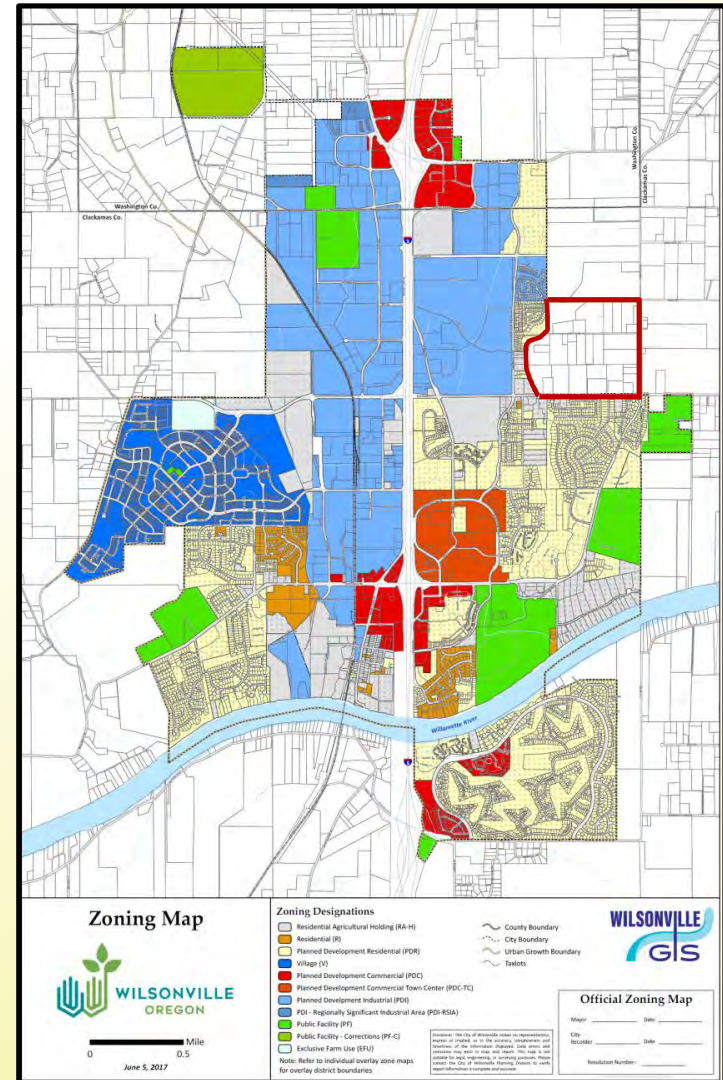
Mayor Tim Knapp
Chris Neamtzu, AICP
Planning Director



2016 Population: 23,740

Number of companies: >800

Number of jobs: >20,000

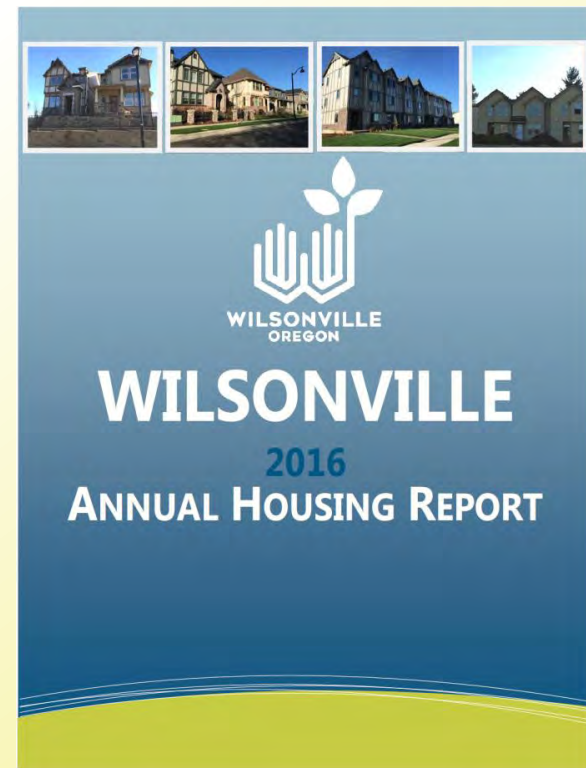




Annual Housing Report

Builds upon the 2014 Statewide
Planning Goal 10 Housing Needs
Analysis

- tracks permits and entitlements
- recent record breaking numbers
- share of buildable lands
- shift in housing prices and affordability

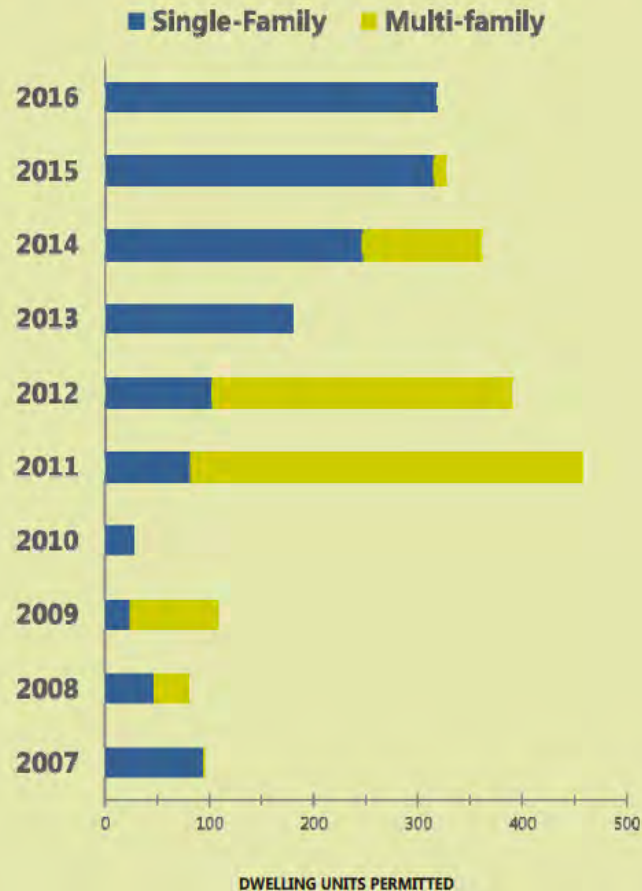




"I believe that our community benefits when we are better able to accommodate a range of housing options desired by residents at different times of their lives: as singles, couples, families and retirees."

— Mayor Tim Knapp

10-YEAR DEVELOPMENT





A SNAPSHOT OF 2016

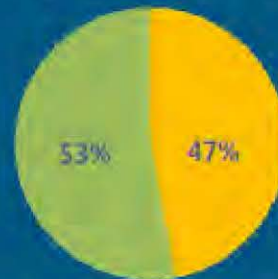
.....▶ **317** HOUSEHOLDS
PERMITTED

317 SINGLE-FAMILY **0** MULTI-FAMILY

100%

\$76,347,022 ◀.....
TOTAL VALUE OF CONSTRUCTION COSTS

CITYWIDE HOUSEHOLD INVENTORY



MULTI-FAMILY



SINGLE FAMILY





TRENDS AND TIMELINE

	POPULATION / GROWTH <small>Sources: US Census and PSU (People)</small>	HOUSEHOLD GROWTH (HOMES)	AVERAGE SELLING PRICE OF HOME <small>Source: Zillow.com</small>
2016	↑ 3.8% 23,740	↑ 3.1% 317	↑ 1.7% \$391,000
2015	↑ 4.0% 22,870	↑ 3.3% 326	↑ 8.2% \$384,500
2014	↑ 2.3% 21,980	↑ 3.8% 360	↑ 11% \$355,400
2013	↑ 4.3% 21,484	↑ 1.9% 180	↑ 8.3% \$320,000
2012	↑ 5.1% 20,604	↑ 4.3% 389	↑ 0% \$296,000
2011	↑ 0.3% 19,597	↑ 5.3% 457	↓ -8% \$296,000
2010	↑ 1.1% 19,540	↑ 0.3% 28	↓ -6% \$321,000
2009	↑ 1.6% 19,327	↑ 1.3% 108	↓ -9% \$343,000
2008	↑ 1.6% 19,020	↑ 1.0% 80	↓ -7% \$379,000
2007	↑ 4.3% 18,725	↑ 1.2% 95	↑ 3% \$406,000





\$391,000

AVERAGE SELLING PRICE

SOURCES: ZILLOW.COM, REALTOR.COM

=

A MORTGAGE PAYMENT OF **38%**
OF THE AVERAGE FAMILY'S INCOME

3.6%

in 2016

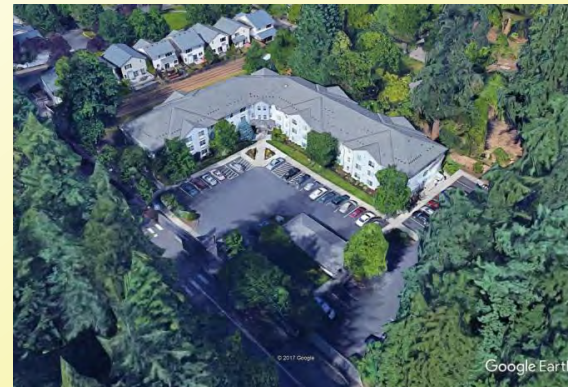




Housing Policies

Property tax exemption

- Long-standing policy benefitting affordable housing projects that meet federal guidelines (60% of median or below)
- 5 multi-family properties with a total of 366 dwelling units
- Assessed value of exempt properties >\$20M
- Over \$288,000 in rental savings for tenants/per year
- Total amount of foregone property tax to city is >\$51K/year





Housing Policies

Accessory Dwelling Unit (ADU's) SDC waiver

- In 2010, Council elected to waive all SDC's associated with ADU's
- Policy was intended to encourage the creation of this housing type
- To date, there are 6 ADU's constructed in the City
- None have been constructed in Villebois





Housing Policies

Mobile Home Park Closure Ordinance (2007)

- Requires reimbursement to home owners who are subject to displacement as part of a Mobile Home Park closure
- \$750,000 seeded the compensation fund
- City in partnership with NW Housing Alternatives constructed Creekside Woods (84 senior units)

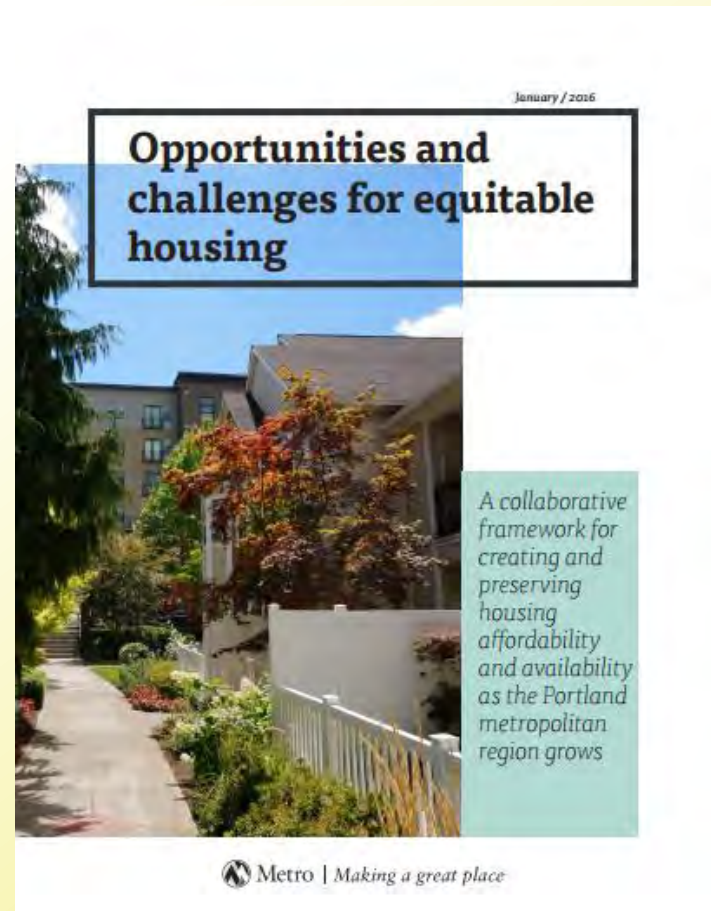




Housing Policies

Equitable Housing Strategic Plan

- Assess affordability of housing market and city demographics
- Determine gaps in housing supply vs. need
- Adopt / implement programs and policies to address gap

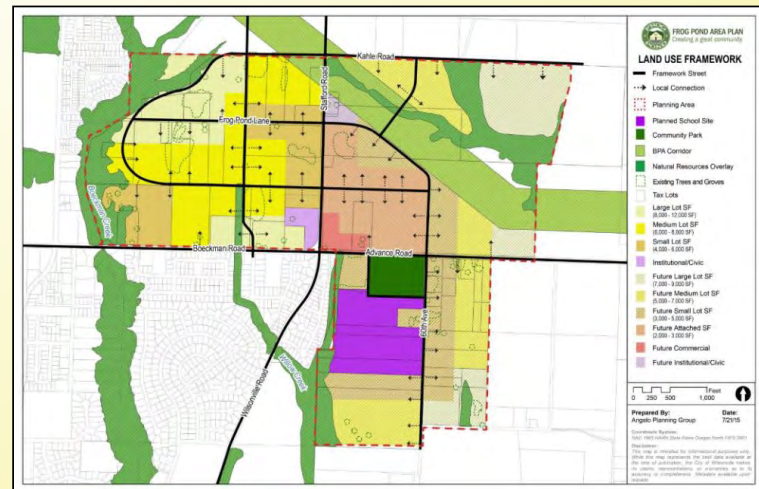




Frog Pond

Infrastructure Supplemental Fee

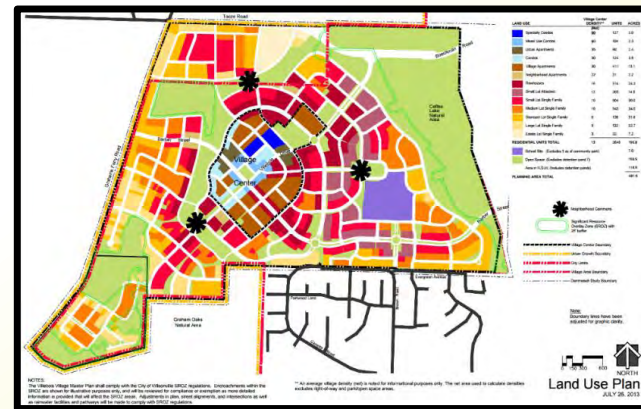
- Concept plan adopted in November, 2015
- Master Plan for the West Neighborhood adopted in July, 2017
- Infrastructure Funding Plan adopted in August, 2017
- Fee covers public construction of Boeckman and Stafford Roads, sewer, water and neighborhood park
- \$15,814/door supplemental fee





- 500 acres
- Significant public-private partnership
- \$70M in off-site infrastructure, \$70M in on-site improvements
- 2,600 homes at buildout
- Mental health housing
- Over 70% complete
- 95% of entitlements granted
- Diverse housing types at a variety of price points

Villebois





Villebois





Villebois





8-Plex





8-Plex





Detached row homes





Modern detached rows





4-Plex





3-unit condominium





Vertical mixed use





Multi-family





Duplex





Duplex



Carriage Homes





Single-family





Single-family

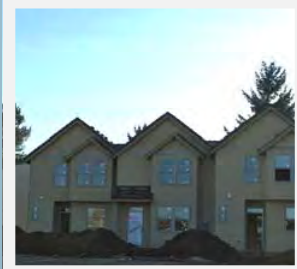




Questions?

Mayor Tim Knapp
Chris Neamtzu, Planning Director





WILSONVILLE
OREGON

WILSONVILLE

2016

ANNUAL HOUSING REPORT

ORIGINAL PUBLICATION: MARCH 2017

The City of Wilsonville Building Permit Database was the primary source for the data and information presented in this report.

Staff of the City of Wilsonville prepared this report, with special acknowledgement to:

CHRIS NEAMTZU, PLANNING DIRECTOR
MIRANDA BATESCHELL, LONG-RANGE PLANNING MANAGER
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CHARLIE TSO, ASSISTANT PLANNER
TAMI BERGERON, ADMINISTRATIVE ASSISTANT
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SUSAN ROTHENBERGER, GIS & MAPPING TECHNICIAN



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Although an effort is made to assure the accuracy and completeness of the information provided in this annual report, the City of Wilsonville makes no expressed or implied warranty as to the accuracy, adequacy, completeness, legality, reliability or usefulness of the report's information. The City of Wilsonville provides this information and all report services on an "as is" basis. While there may be changes to the City of Wilsonville's information on topics covered in this annual report, these changes may or may not be made available until after this report publication.

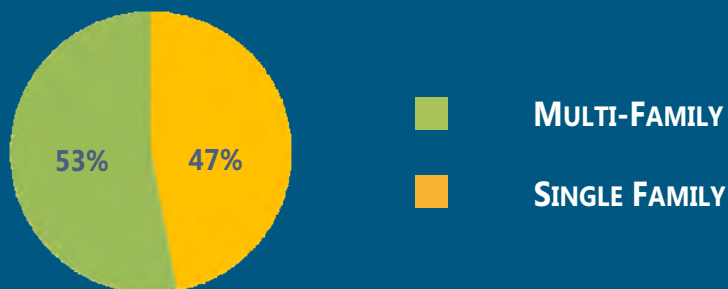
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TOTAL VALUE OF CONSTRUCTION COSTS

CITYWIDE HOUSEHOLD INVENTORY



.....▶ HOUSEHOLD GROWTH



8% POPULATION GROWTH (2014-2016)

"When you look at the numbers across the board, with the exception of multi-family housing, all three other categories seemed to nearly peak in 2016, giving us the highest total valuation for one year since incorporation of the city in 1969. While this is an extremely strong picture of growth and cause to celebrate success, we anticipate next year's building activity will cool slightly, bringing a more moderate level of growth."

— NANCY KRAUSHAAR
COMMUNITY DEVELOPMENT DIRECTOR

HOUSING ACTIVITY IN THE

In 2016 the City of Wilsonville continued to experience record-breaking residential development. During the past calendar year, a total of 317 new single-family homes were permitted; conversely, Wilsonville saw no multi-family residential permits issued in 2016. While the overall total of units did not surpass the 2015 total, it did exceed 2015's record single-family count of 312 permits. Additionally, 2016 saw the highest average home selling price since 2007; in 2016 the average home price was \$391,000—4% more than 2015. All together the new residential permits totaled to a construction value of \$76.3 million.

The areas in which housing was developed over the past year are more varied than years past, in that Wilsonville has experienced an increase of infill development (the development of vacant land enclosed by existing construction) as larger subdivisions are beginning to build out. Specifically, there has been an increase in independent developer projects around Canyon Creek Road, as well as Old Town. The strong focus in single-family residential development was anticipated, as 100% of the approved residential plans in 2015 were single-family. Moreover, the 2014 housing study identified a need for more detached-single family housing in the City. The impact of 2016's development has generated an increase in the percentage of single-family residences citywide. Currently, single-family homes represent 47% of the total housing supply, up from 45% in 2015. Looking forward, Wilsonville can anticipate a more balanced development pattern between single-family and multi-family residential, as 48% of the units in approved plans for housing in 2016 were single-family, while 52% were multi-family.

In 2016, the total number of new residential units permitted in Wilsonville is nearly 27% greater than the 10-year average of 244 units per year. This household growth represents an increase of 3.1% in 2016, following a growth rate of 3.3% in 2015. This growth pattern has slightly decreased a 10-year average household growth rate to 2.5% from 2.8% in both 2015 and 2014. Overall, Wilsonville's 2.5% average household growth rate continues to remain significantly above the 1.8% household growth assumed by the regional forecast.



158 HOMES

WERE APPROVED BY THE DEVELOPMENT REVIEW BOARD IN 2016
CONSTRUCTION ANTICIPATED 2017-2019

76 SINGLE-FAMILY

48%

82 MULTI-FAMILY

52%

CITY OF WILSONVILLE

Major residential construction continues to surge due to the improvements to the economy post-recession, as well as sustained migration to Oregon and the Portland Metropolitan region. Wilsonville maintains a growing economy, a large employment base, and high-quality of life that draws many households each year. The majority of new homes continue to be in Villebois by homebuilders such as Legend Homes, Polygon Northwest, and Lennar. Other areas in the City, such as Canyon Creek Road, Charbonneau, and Ash Meadows, have also seen an increase of development, contributing to the infill development Wilsonville has seen in 2016.

Wilsonville's residential growth has also resulted in home prices gaining in value; the average sale price rose 3.6% since 2015 from \$377,000 to \$391,000. This percentage increase has thus put Wilsonville's average home sale price about 18% above the affordability target¹ for the average Wilsonville family². Currently, approximately 27% of homeowners in Wilsonville spend over 30% of their income on housing, while approximately 42% of renters spend over 30% of their income on housing (American Community Survey 2011-2015). With a continued increase in home values, the City's commitment to providing a range of housing options remains critical to housing affordability.

While housing plan approvals in 2016 indicate a slowdown in residential growth, development overall is anticipated to remain strong and offer more diverse housing options in the coming year. In total, 158 new residential unit approvals were seen during the 2016 calendar year, 76 of which will be single-family and 82 will be multi-family. The projects include the development of Charbonneau's driving range and a mix of condominiums and detached single-family throughout Villebois. Details on 2016's approved plans and issued residential permits are included in the following pages.

¹ Housing affordability is commonly defined as 33% or less of household income being spent on rent or mortgage expenses. Mortgage calculation assumes 20% down payment and 30-year term at a fixed rate of 3.8%. A mortgage payment of \$1,565 meets the affordability index and represents a home sale price of \$317,000.

² Based on the median household income reported by the 2015 U.S. Census: \$56,516.

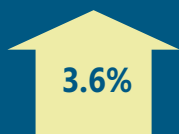
\$391,000

AVERAGE SELLING PRICE

SOURCES: ZILLOW.COM, REALTOR.COM

=

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in 2016

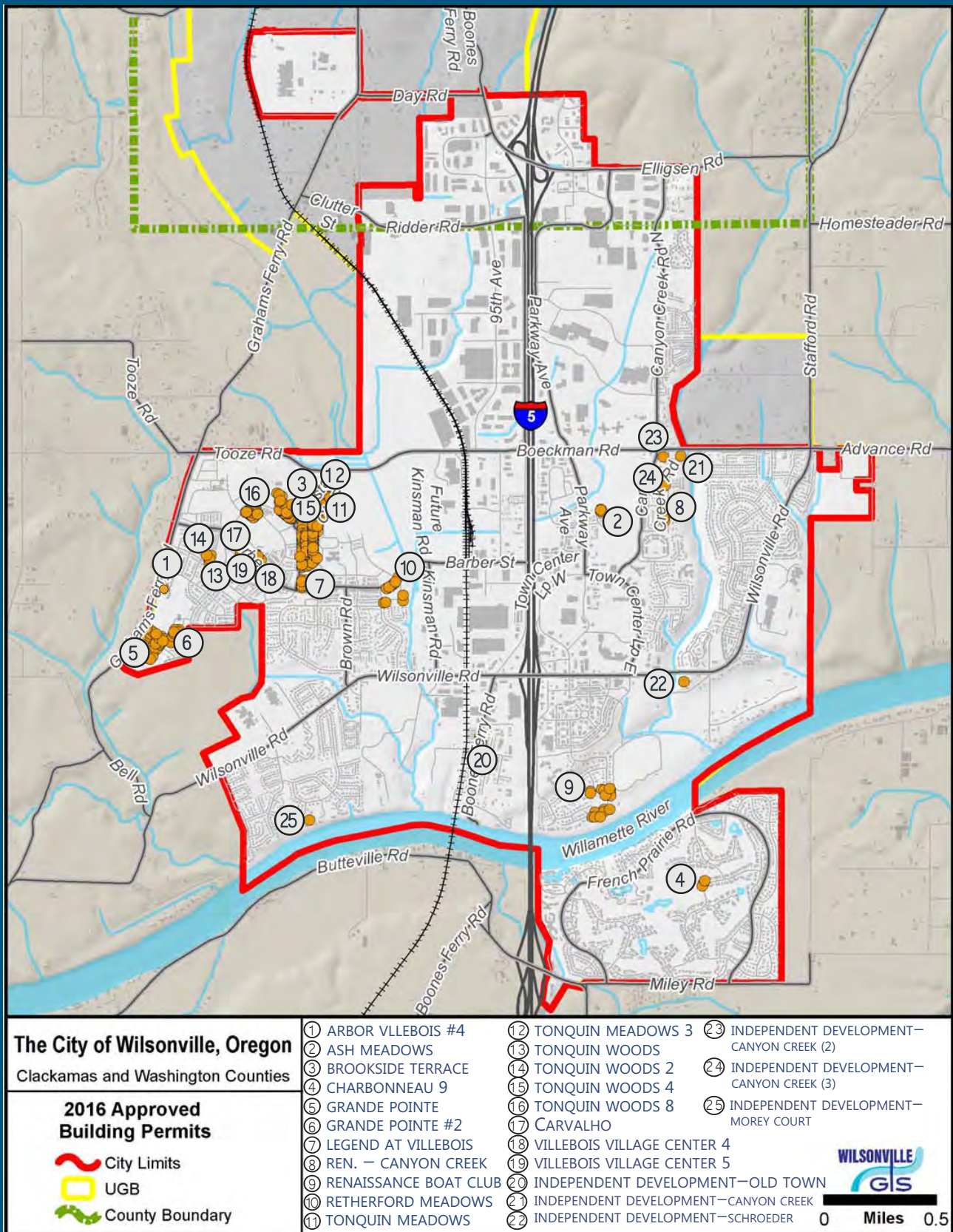


RESIDENTIAL PERMITS ISSUED



“Wilsonville continues to be a very popular place to live, work and play. In 2016 homebuilders applied for a record-setting 317 building permits for new single-family dwellings. When coupled with numerous commercial projects and tenant improvement permits, the City saw the highest level permit activity in over 10 years with a total project value of over \$143 Million. It’s exciting to be a positive part of our growing community by making sure homes and businesses are built safe, and as we work to fulfill the planned vision set by community members.”

— Dan Carlson
Wilsonville Building Official



1

ISSUED BUILDING PERMITS

ARBOR VILLEBOIS 4



aerial photo dated Summer 2016

APPROVED: SUMMER 2016



PHOTO TAKEN MARCH 2017

SITE CHARACTERISTICS

NUMBER OF HOMES: 1 OF 172

LOT SIZE: 7,500 SF (AVG 7,500 SF)

NET ACRES FOR HOUSING: 0.17

NET DENSITY: 5.81 UNITS PER ACRE

CONSTRUCTION BY: LENNAR NW INC.

CONSTRUCTION VALUE: \$313,158

HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS SOUTH

ZONING: VILLAGE

2

ISSUED BUILDING PERMITS

ASH MEADOWS



aerial photo dated Summer 2016

APPROVED: SUMMER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 4 OF 81

LOT SIZE: 1,267 SF (AVG 1,267 SF)

NET ACRES FOR HOUSING: 0.12

NET DENSITY: 34.38 UNITS PER ACRE

CONSTRUCTION BY: BC CUSTOM CONSTRUCTION

CONSTRUCTION VALUE: \$595,078

HOUSING TYPE: SINGLE FAMILY

LOCATION: ASH MEADOWS, SOUTH OF MAXINE LANE

ZONING: PDR-5



PHOTO TAKEN MARCH 2017

3

ISSUED BUILDING PERMITS

BROOKSIDE TERRACE



aerial photo dated Summer 2016

APPROVED: SUMMER—FALL 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 37 OF 50

LOT SIZE: 767—2,395 SF (AVG 1,135 SF)

NET ACRES FOR HOUSING: 0.96

NET DENSITY: 38.38 UNITS PER ACRE

CONSTRUCTION BY: POLYGON

CONSTRUCTION VALUE: \$6,343,132

HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS CENTRAL

ZONING: VILLAGE



PHOTOS TAKEN MARCH 2017

4

ISSUED BUILDING PERMITS

CHARBONNEAU 9



aerial photo dated Summer 2016

APPROVED: FALL 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 3 OF 3

LOT SIZE: 6,200—10,850 (AVG 8,267 SF)

NET ACRES FOR HOUSING: 0.57

NET DENSITY: 5.27 UNITS PER ACRE

CONSTRUCTION BY: PAHLISCH HOMES INC

CONSTRUCTION VALUE: \$778,426

HOUSING TYPE: SINGLE FAMILY

LOCATION: CHARBONNEAU

ZONING: PDR-3



PHOTOS TAKEN MARCH 2017

5 ISSUED BUILDING PERMITS GRANDE POINTE



aerial photo dated Summer 2016

APPROVED: SPRING—SUMMER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 31 OF 56

LOT SIZE: 3,639—5,971 SF (AVG 4,664 SF)

NET ACRES FOR HOUSING: 3.32

NET DENSITY: 9.64 PER ACRE

CONSTRUCTION BY: POLYGON

CONSTRUCTION VALUE: \$11,341,768

HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS SOUTH

ZONING: VILLAGE

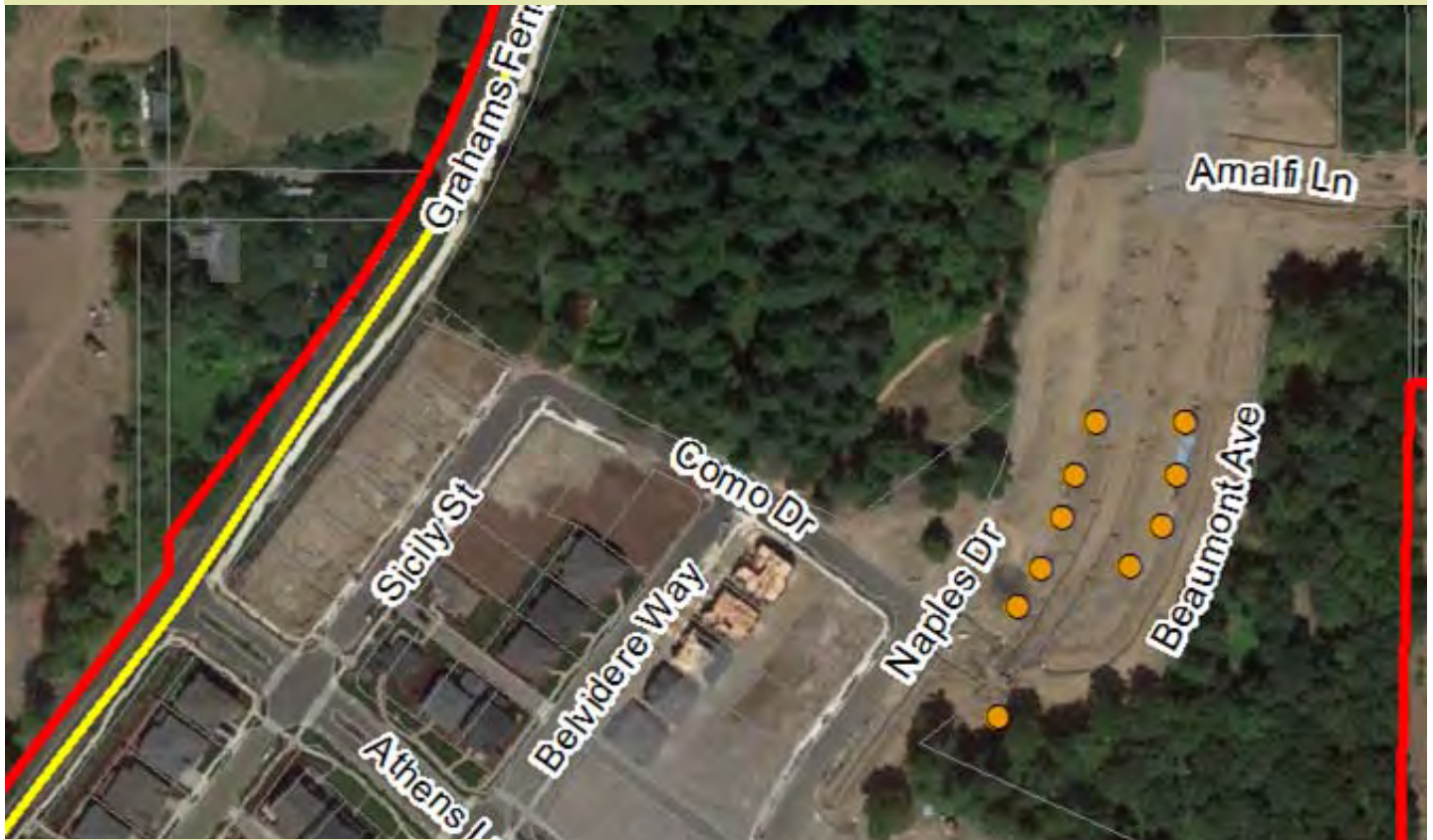


PHOTOS TAKEN MARCH 2017

6

ISSUED BUILDING PERMITS

GRANDE POINTE 2



aerial photo dated Summer 2016

APPROVED: FALL 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 10 OF 44

LOT SIZE: 3,750—4,587 SF (AVG 4,030 SF)

NET ACRES FOR HOUSING: 0.93

NET DENSITY: 10.81 UNITS PER ACRE

CONSTRUCTION BY: POLYGON

CONSTRUCTION VALUE: \$2,872,992

HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS SOUTH

ZONING: VILLAGE



PHOTOS TAKEN MARCH 2017

7

ISSUED BUILDING PERMITS

LEGEND AT VILLEBOIS



aerial photo dated Summer 2016

APPROVED: WINTER-SPRING 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 10 OF 88

LOT SIZE: 3,423—4,054 SF (AVG 4,058 SF)

NET ACRES FOR HOUSING: 0.84

NET DENSITY: 11.93 UNITS PER ACRE

CONSTRUCTION BY: LEGEND HOMES

CONSTRUCTION VALUE: \$3,070,919

HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS EAST

ZONING: VILLAGE

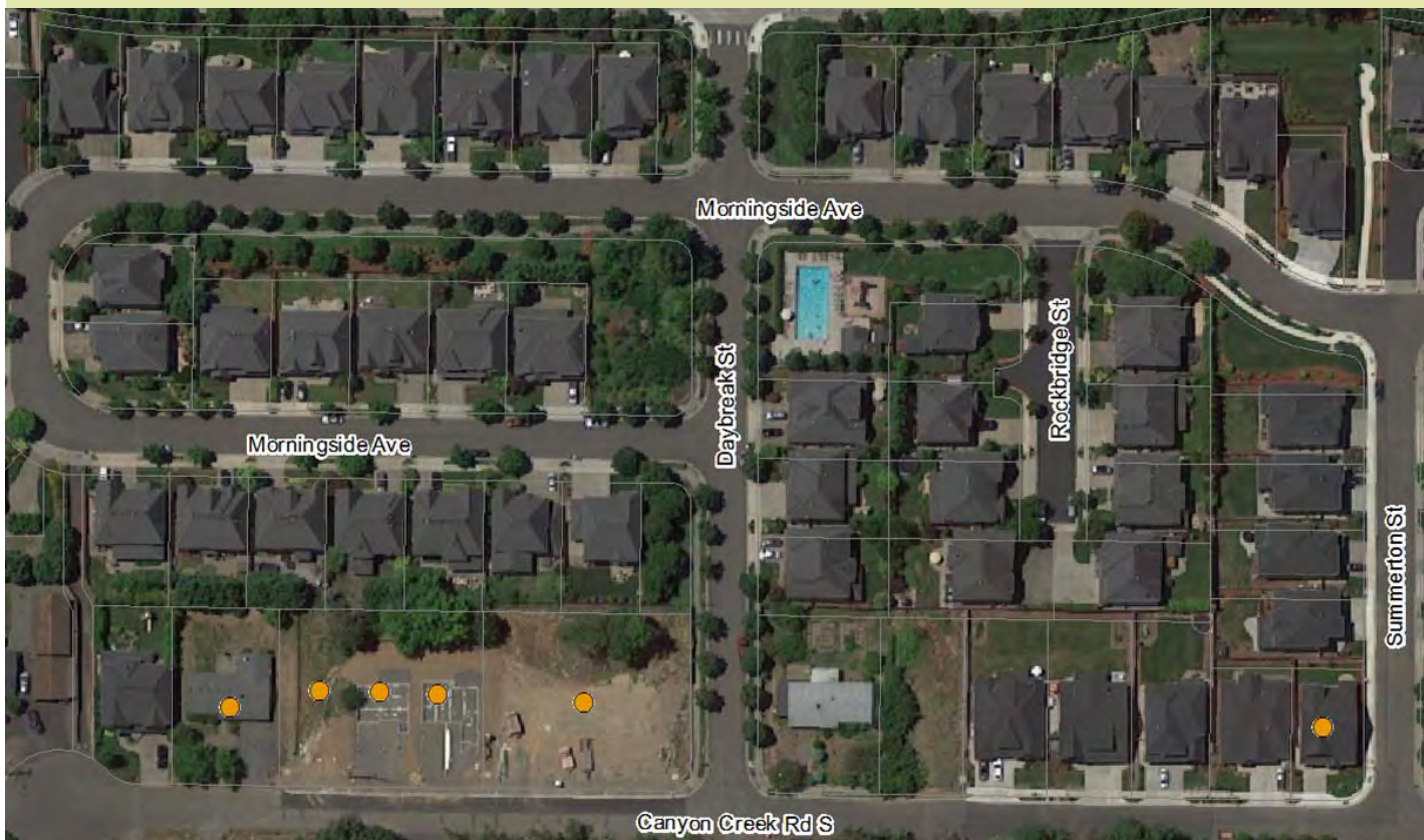


PHOTOS TAKEN MARCH 2017

8

ISSUED BUILDING PERMITS

CANYON CREEK ROAD—RENAISSANCE



aerial photo dated Summer 2016

APPROVED: FALL—WINTER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 6 OF 6

LOT SIZE: 5,470—10,890 SF (AVG 7,228 SF)

NET ACRES FOR HOUSING: 1.00

NET DENSITY: 6.03 UNITS PER ACRE

CONSTRUCTION BY: RENAISSANCE HOMES

CONSTRUCTION VALUE: \$2,231,819

HOUSING TYPE: SINGLE FAMILY

LOCATION: SOUTH OF DAYBREAK ST, ALONG CANYON CREEK ROAD SOUTH

ZONING: PDR-3



PHOTO TAKEN MARCH 2017

9

ISSUED BUILDING PERMITS

RENAISSANCE BOAT CLUB



aerial photo dated Summer 2016

APPROVED: SPRING—SUMMER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 16 OF 33

LOT SIZE: 5,000— 6,634 SF (AVG 5,893 SF)

NET ACRES FOR HOUSING: 2.16

NET DENSITY: 7.39 UNITS PER ACRE

CONSTRUCTION BY: RENAISSANCE CUSTOM HOMES

CONSTRUCTION VALUE: \$6,387,485

HOUSING TYPE: SINGLE FAMILY

LOCATION: WEST OF MEMORIAL PARK, ON THE RIVER

ZONING: PDR-4

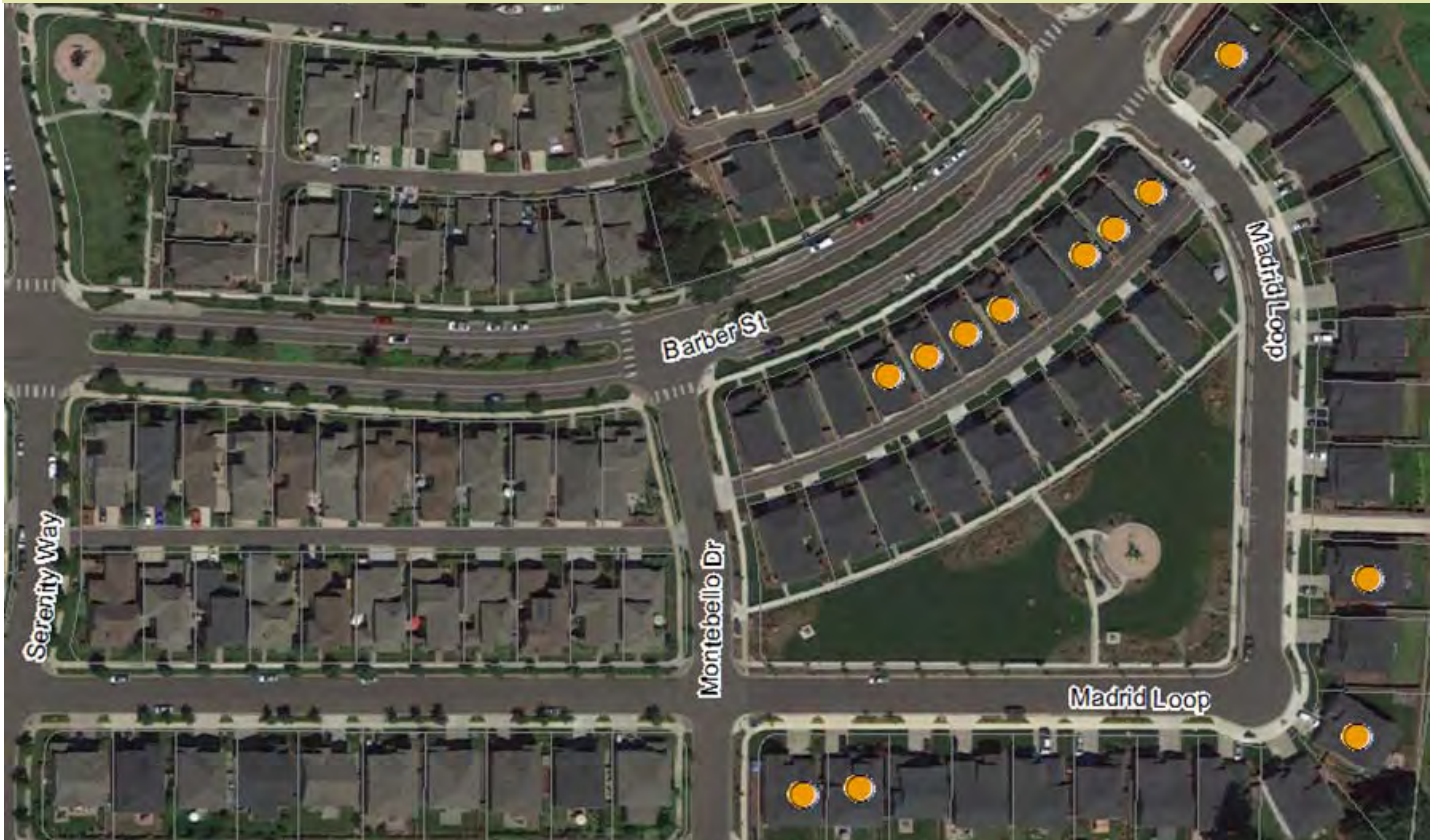


PHOTOS TAKEN MARCH 2017

10

ISSUED BUILDING PERMITS

RETFERFORD MEADOWS



aerial photo dated Summer 2016

APPROVED: SPRING 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 12 OF 88

LOT SIZE: 2,590—8,765 SF (AVG 4,263 SF)

NET ACRES FOR HOUSING: 1.17

NET DENSITY: 10.22 UNITS PER ACRE

CONSTRUCTION BY: LENNAR NW

CONSTRUCTION VALUE: \$3,054,249

HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS EAST

ZONING: VILLAGE



PHOTOS TAKEN MARCH 2017

ISSUED BUILDING PERMITS

11

TONQUIN MEADOWS



aerial photo dated Summer 2016

APPROVED: SPRING-SUMMER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 68 OF 205 (PHASE I)

LOT SIZE: 920— 3,354 SF (AVG 2,042 SF)

NET ACRES FOR HOUSING: 3.19

NET DENSITY: 21.33 UNITS PER ACRE

CONSTRUCTION BY: POLYGON

CONSTRUCTION VALUE: \$14,733,708

HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS EAST

ZONING: VILLAGE

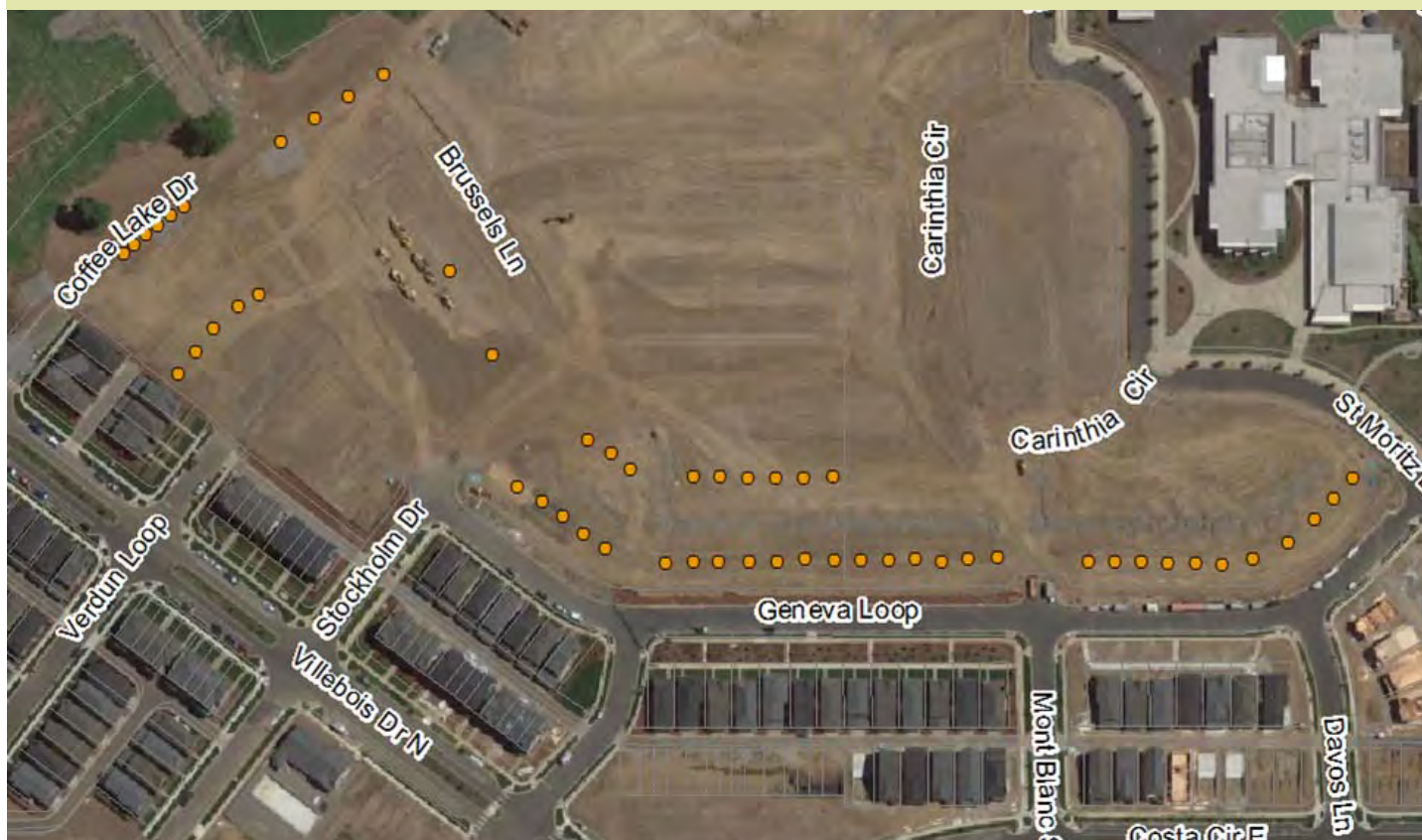


PHOTO TAKEN MARCH 2017

12

ISSUED BUILDING PERMITS

TONQUIN MEADOWS 3



aerial photo dated Summer 2016

APPROVED: WINTER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 55 OF 98

LOT SIZE: 2,190—3,365 SF (AVG 2,427 SF)

NET ACRES FOR HOUSING: 3.06

NET DENSITY: 17.95 UNITS PER ACRE

CONSTRUCTION BY: POLYGON

CONSTRUCTION VALUE: \$11,201,192

HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS EAST

ZONING: VILLAGE



PHOTOS TAKEN MARCH 2017

13 ISSUED BUILDING PERMITS TONQUIN WOODS



aerial photo dated Summer 2016

APPROVED: WINTER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 4 OF 27

LOT SIZE: 1,950—2,944 SF (AVG 2,412 SF)

NET ACRES FOR HOUSING: 0.22

NET DENSITY: 18.06 UNITS PER ACRE

CONSTRUCTION BY: POLYGON

CONSTRUCTION VALUE: \$749,122

HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS SOUTH

ZONING: VILLAGE



PHOTOS TAKEN MARCH 2017

14

ISSUED BUILDING PERMITS

TONQUIN WOODS 2



aerial photo dated Summer 2016

APPROVED: WINTER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 1 OF 27

LOT SIZE: 2,299 SF

NET ACRES FOR HOUSING: 0.05

NET DENSITY: 18.95 UNITS PER ACRE

CONSTRUCTION BY: POLYGON

CONSTRUCTION VALUE: \$175,243

HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS SOUTH

ZONING: VILLAGE



PHOTOS TAKEN MARCH 2017

15

ISSUED BUILDING PERMITS

TONQUIN WOODS 4



aerial photo dated Summer 2016

APPROVED: WINTER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 5 OF 87

LOT SIZE: 2,333— 2,819 SF (AVG 2,503 SF)

NET ACRES FOR HOUSING: 0.29

NET DENSITY: 17.40 UNITS PER ACRE

CONSTRUCTION BY: POLYGON

CONSTRUCTION VALUE: \$1,324,103

HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS NORTH

ZONING: VILLAGE



PHOTOS TAKEN MARCH 2017

16

ISSUED BUILDING PERMITS

TONQUIN WOODS 8



aerial photo dated Summer 2016

APPROVED: SPRING 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 31 OF 31

LOT SIZE: 767— 1,801 SF (AVG 1,096 SF)

NET ACRES FOR HOUSING: 0.78

NET DENSITY: 39.75 UNITS PER ACRE

CONSTRUCTION BY: POLYGON

CONSTRUCTION VALUE: \$5,617,896

HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS CENTRAL

ZONING: VILLAGE



PHOTOS TAKEN MARCH 2017

17

ISSUED BUILDING PERMITS

CARVALHO



aerial photo dated Summer 2016

APPROVED: WINTER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 1 OF 3

LOT SIZE: 3,342 SF

NET ACRES FOR HOUSING: 0.08

NET DENSITY: 13.03 UNITS PER ACRE

CONSTRUCTION BY: PNW LAND DEVELOPMENT

CONSTRUCTION VALUE: \$83,984

HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS CENTRAL

ZONING: VILLAGE

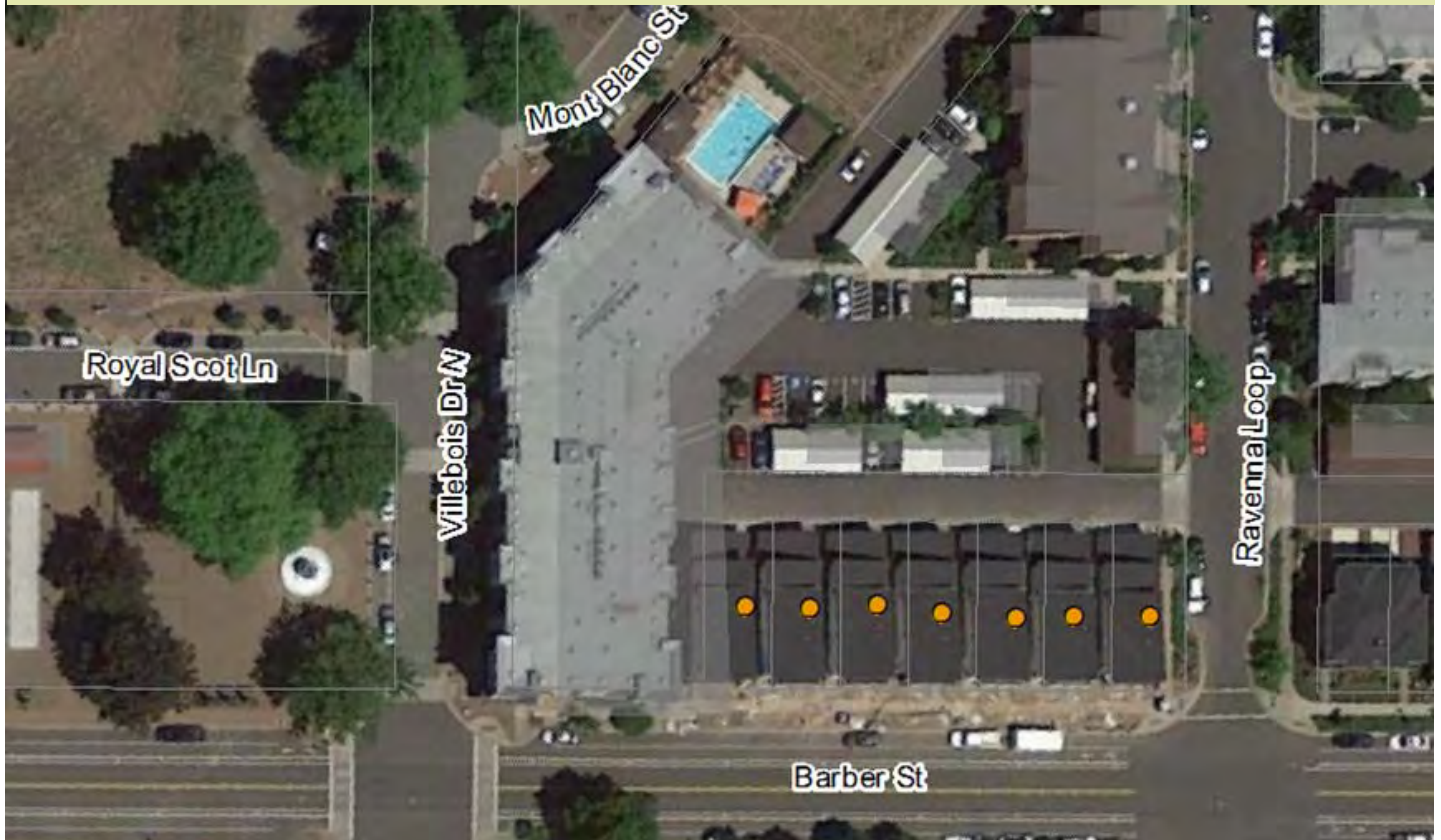


PHOTOS TAKEN MARCH 2017

18

ISSUED BUILDING PERMITS

VILLEBOIS VILLAGE CENTER 4



aerial photo dated Summer 2016

APPROVED: WINTER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 7 OF 7

LOT SIZE: 1,974— 2,140 SF (AVG 2,002 SF)

NET ACRES FOR HOUSING: 0.32

NET DENSITY: 21.76 UNITS PER ACRE

CONSTRUCTION BY: JT ROTH CONSTRUCTION

CONSTRUCTION VALUE: \$2,095,281

HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS CENTRAL

ZONING: VILLAGE



PHOTOS TAKEN MARCH 2017

19

ISSUED BUILDING PERMITS

VILLEBOIS VILLAGE CENTER 5



aerial photo dated Summer 2016

APPROVED: SUMMER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 4 OF 11

LOT SIZE: 1,974— 2,763 SF (AVG 2,356 SF)

NET ACRES FOR HOUSING: 0.22

NET DENSITY: 18.49 UNITS PER ACRE

CONSTRUCTION BY: JT ROTH CONSTRUCTION

CONSTRUCTION VALUE: \$1,182,174

HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS CENTRAL

ZONING: VILLEBOIS



PHOTOS TAKEN MARCH 2017

20

ISSUED BUILDING PERMITS

INDEPENDENT DEVELOPMENT—OLD TOWN



aerial photo dated Summer 2016

APPROVED: SPRING 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 4 TOTAL (2 SINGLE FAM. / 2 ADUs)

LOT SIZE: 5,113 SF

NET ACRES FOR HOUSING: 0.20

NET DENSITY: 20 UNITS PER ACRE

CONSTRUCTION BY: INDEPENDENT BUILDER

CONSTRUCTION VALUE: \$705,917

HOUSING TYPE: SINGLE FAMILY / ACCESSORY DWELLINGS

LOCATION: OLD TOWN

ZONING: RA-H



PHOTO TAKEN MARCH 2017

21

ISSUED BUILDING PERMITS

INDEPENDENT DEVELOPMENT—CANYON CREEK RD S



aerial photo dated Summer 2016

APPROVED: SUMMER 2016



PHOTO TAKEN MARCH 2017

SITE CHARACTERISTICS

NUMBER OF HOMES: 1 OF 1

LOT SIZE: 54,014 SF

NET ACRES FOR HOUSING: 1.24

NET DENSITY: 0.81 UNITS PER ACRE

CONSTRUCTION BY: INDEPENDENT BUILDER

CONSTRUCTION VALUE: NOT SUBMITTED

STATE LAW DOES NOT REQUIRE MANUFACTURED HOMES TO SUBMIT VALUE

HOUSING TYPE: SINGLE FAMILY

LOCATION: CANYON CREEK ROAD SOUTH

ZONING: RA-H

22

ISSUED BUILDING PERMITS

INDEPENDENT DEVELOPMENT—SCHROEDER WAY



aerial photo dated Summer 2016

APPROVED: SUMMER 2016



PHOTO TAKEN MARCH 2017

SITE CHARACTERISTICS

NUMBER OF HOMES: 1 OF 1

LOT SIZE: 31,363 SF

NET ACRES FOR HOUSING: 0.72

NET DENSITY: 1.39 UNITS PER ACRE

CONSTRUCTION BY: INDEPENDENT BUILDER

CONSTRUCTION VALUE: \$610,226

HOUSING TYPE: SINGLE FAMILY

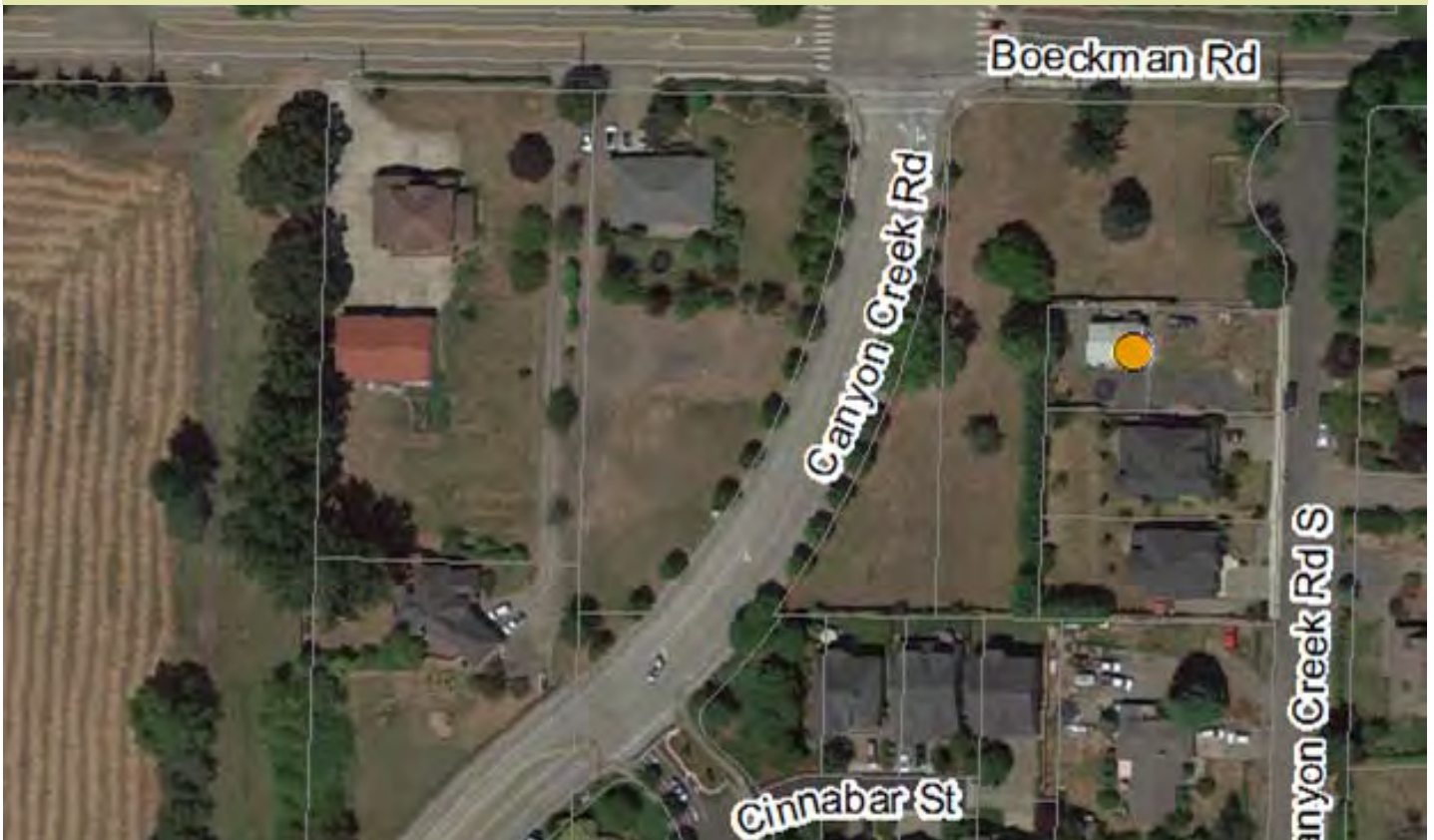
LOCATION: SCHROEDER WAY

ZONING: RA-H

23

ISSUED BUILDING PERMITS

INDEPENDENT DEVELOPMENT—CANYON CREEK RD (2)



aerial photo dated Summer 2016

APPROVED: SUMMER 2016



PHOTO TAKEN MARCH 2017

SITE CHARACTERISTICS

NUMBER OF HOMES: 1 OF 1

LOT SIZE: 9,900

NET ACRES FOR HOUSING: 0.23

NET DENSITY: 4.40 UNITS PER ACRE

CONSTRUCTION BY: INDEPENDENT BUILDER

CONSTRUCTION VALUE: \$233,999.96

HOUSING TYPE: SINGLE FAMILY

LOCATION: CANYON CREEK ROAD S

ZONING: RESIDENTIAL

24

ISSUED BUILDING PERMITS

INDEPENDENT DEVELOPMENT—CANYON CREEK RD(3)



aerial photo dated Summer 2016

APPROVED: SPRING 2016



PHOTO TAKEN MARCH 2017

SITE CHARACTERISTICS

NUMBER OF HOMES: 1 OF 1

LOT SIZE: 7,841 SF (AVG 7,841 SF)

NET ACRES FOR HOUSING: 0.18

NET DENSITY: 5.56 UNITS PER ACRE

CONSTRUCTION BY: INDEPENDENT BUILDER

CONSTRUCTION VALUE: \$362,830

HOUSING TYPE: SINGLE FAMILY

LOCATION: CANYON CREEK ROAD S

ZONING: RA-H

25

ISSUED BUILDING PERMITS

INDEPENDENT DEVELOPMENT—MOREY COURT



aerial photo dated Summer 2016

APPROVED: SUMMER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 1 OF 1

LOT SIZE: 42,062 SF (AVG 42,062 SF)

NET ACRES FOR HOUSING: 0.97

NET DENSITY: 3.11 UNITS PER ACRE

CONSTRUCTION BY: INDEPENDENT BUILDER

CONSTRUCTION VALUE: \$586,118

HOUSING TYPE: SINGLE FAMILY

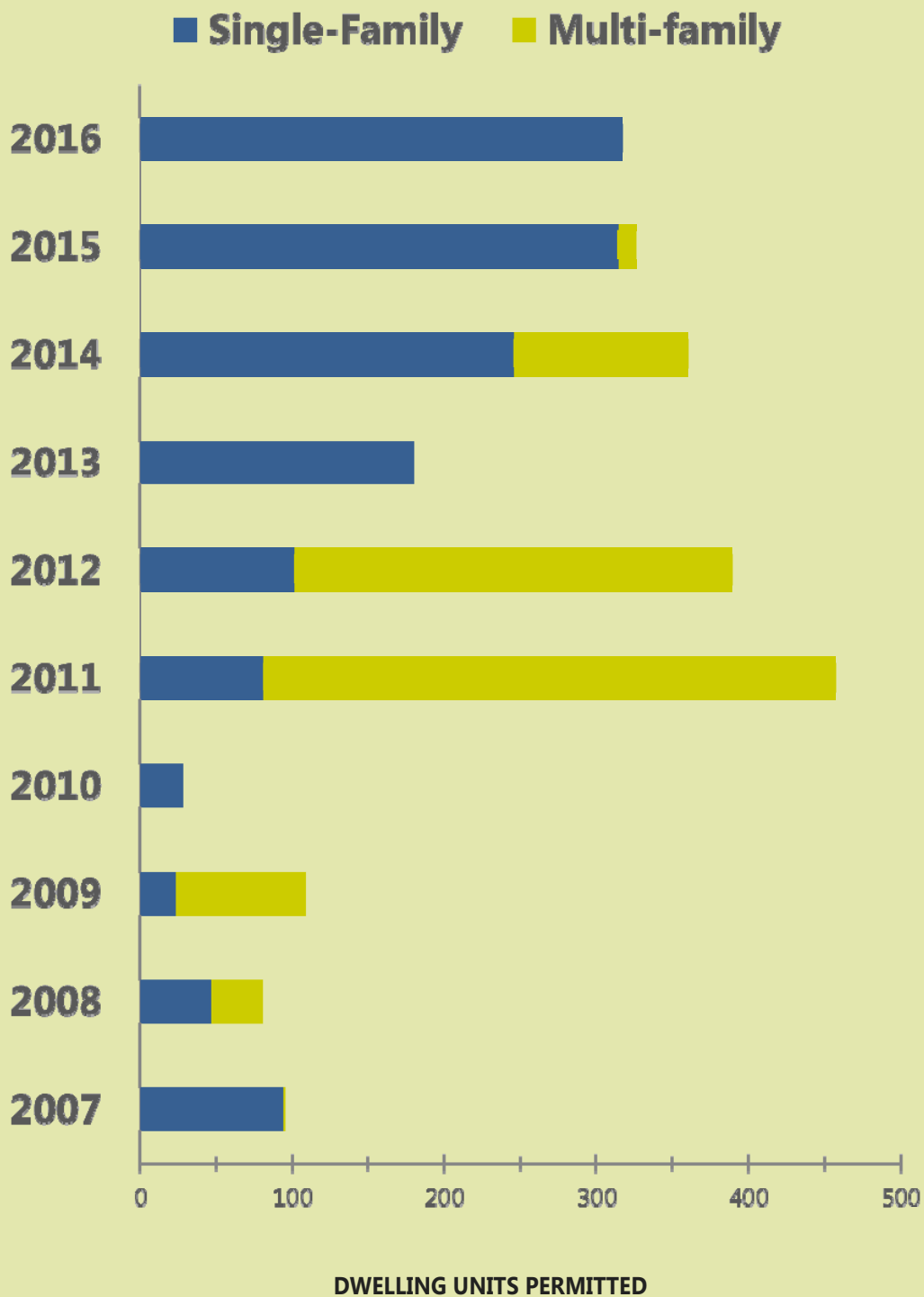
LOCATION: MOREY COURT, ADJACENT TO THE RIVER

ZONING: PDR-2



PHOTO TAKEN MARCH 2017

10-YEAR DEVELOPMENT



TRENDS AND TIMELINE

	POPULATION / GROWTH <small>Sources: US Census and PSU (People)</small>		HOUSEHOLD GROWTH <small>(HOMES)</small>		AVERAGE SELLING PRICE OF HOME <small>Source: Zillow.com</small>	
2016	↑ 3.8%	23,740	↑ 3.1%	317	↑ 1.7%	\$391,000
2015	↑ 4.0%	22,870	↑ 3.3%	326	↑ 8.2%	\$384,500
2014	↑ 2.3%	21,980	↑ 3.8%	360	↑ 11%	\$355,400
2013	↑ 4.3%	21,484	↑ 1.9%	180	↑ 8.3%	\$320,000
2012	↑ 5.1%	20,604	↑ 4.3%	389	↑ 0%	\$296,000
2011	↑ 0.3%	19,597	↑ 5.3%	457	↓ -8%	\$296,000
2010	↑ 1.1%	19,540	↑ 0.3%	28	↓ -6%	\$321,000
2009	↑ 1.6%	19,327	↑ 1.3%	108	↓ -9%	\$343,000
2008	↑ 1.6%	19,020	↑ 1.0%	80	↓ -7%	\$379,000
2007	↑ 4.3%	18,725	↑ 1.2%	95	↑ 3%	\$406,000



RESIDENTIAL PERMITS ISSUED



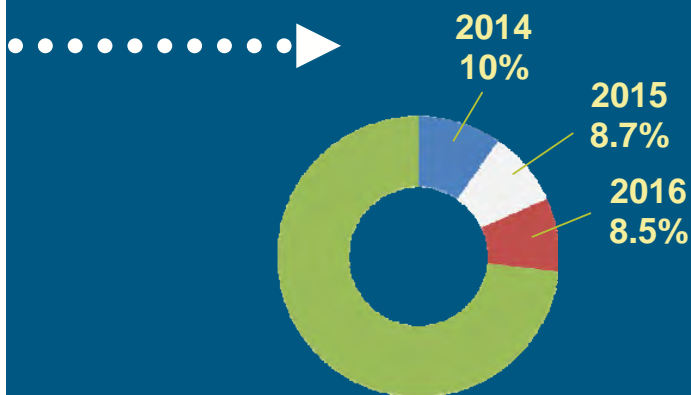
While all housing permits issued this past year were entirely single-family, the development offered a range of lot sizes, from 767 – 54,014 square feet, with homes ranging in size, design, and cost to provide for a variety of rental and ownership opportunities. This development trend was anticipated after a 2014 housing study identified a need for additional single-family detached housing within the city, 100% of all planned residential units approved in 2015 being single-family, and long range plans for single-family residential development.

The 317 residential building permits issued in 2016 represent 8.5% of the 20-year Metro Household Growth Forecast, compared to 8.7% in 2015 and 10% in 2014. Metro's official estimate forecasts Wilsonville will add 3,749 households between 2014 and 2034, which represents an average growth rate of 1.8%.

However, actual construction activity in 2016 displays a substantially higher growth rate of 3.1% - the City's annual growth rate has remained approximately 2.7% for the past ten years. If development continues at this pace, household growth will surpass the regional forecast by 2024, and the City will be looking beyond its current buildable land inventory for residential development.

METRO HOUSEHOLD GROWTH FORECAST

2014 - 2034



8.5%

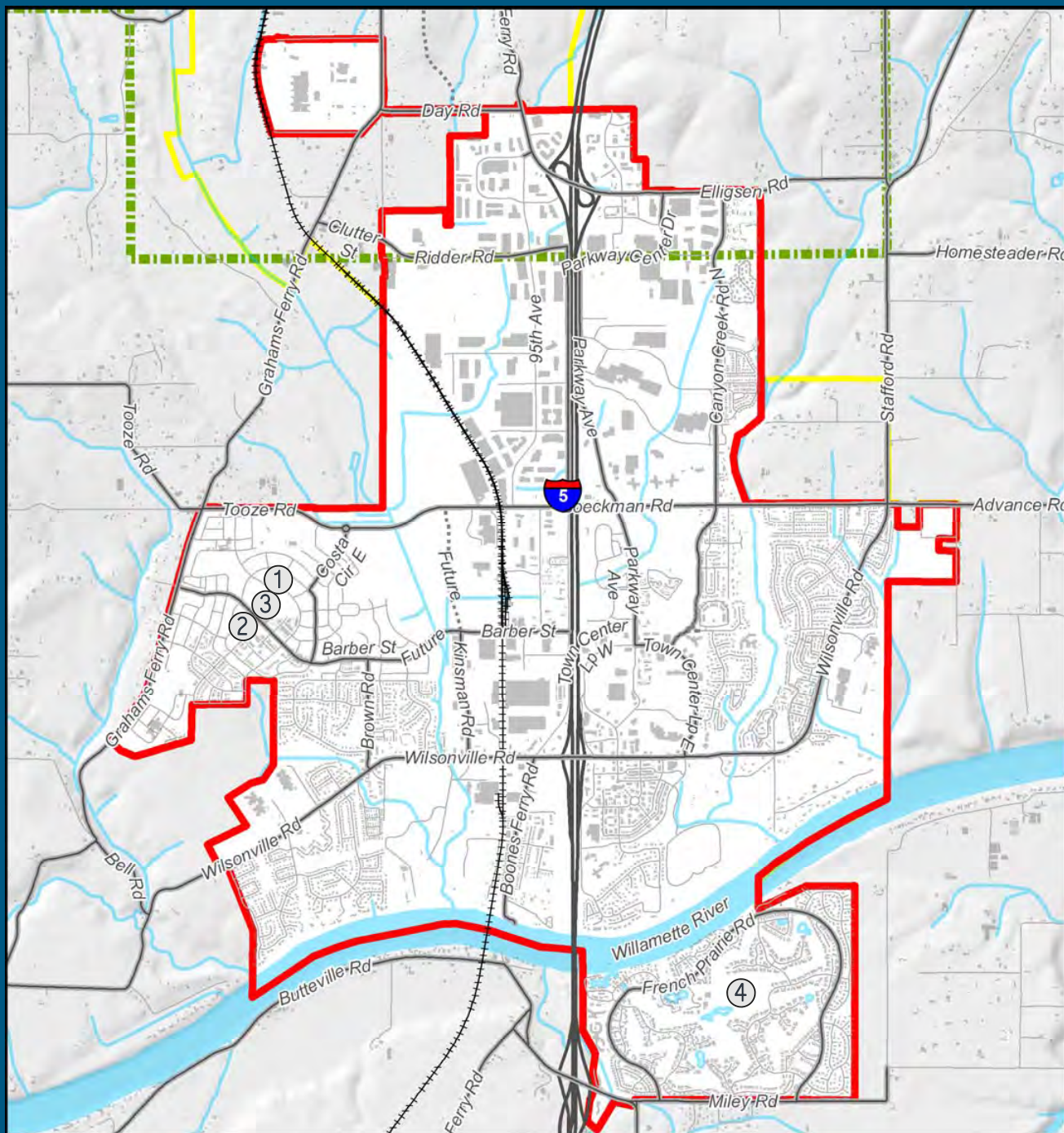
OF FORECASTED HOUSEHOLDS
WERE PERMITTED FOR
CONSTRUCTION LAST YEAR

HOUSING PLANS APPROVED






“It’s exciting to see the long-range plans of the community come alive as housing develops throughout Wilsonville. Particularly Villebois, where the City adopted a Concept Plan in 2003 and now, we see a lively, beautiful neighborhood. For the past several years, we’ve seen record-setting single-family housing development, and we’ve planned for continued single-family housing demand through the Frog Pond Area Plan. In the past year, the City approved plans for a diversity of housing types – row homes, condominiums, and detached single-family homes on varying lot sizes – which will help us to continue to provide a range of housing choices to current and future residents.”

— MIRANDA BATESCHELL, MANAGE OF LONG RANGE PLANNING



The City of Wilsonville, Oregon
Clackamas and Washington Counties

**2016 Approved
Housing Plans**

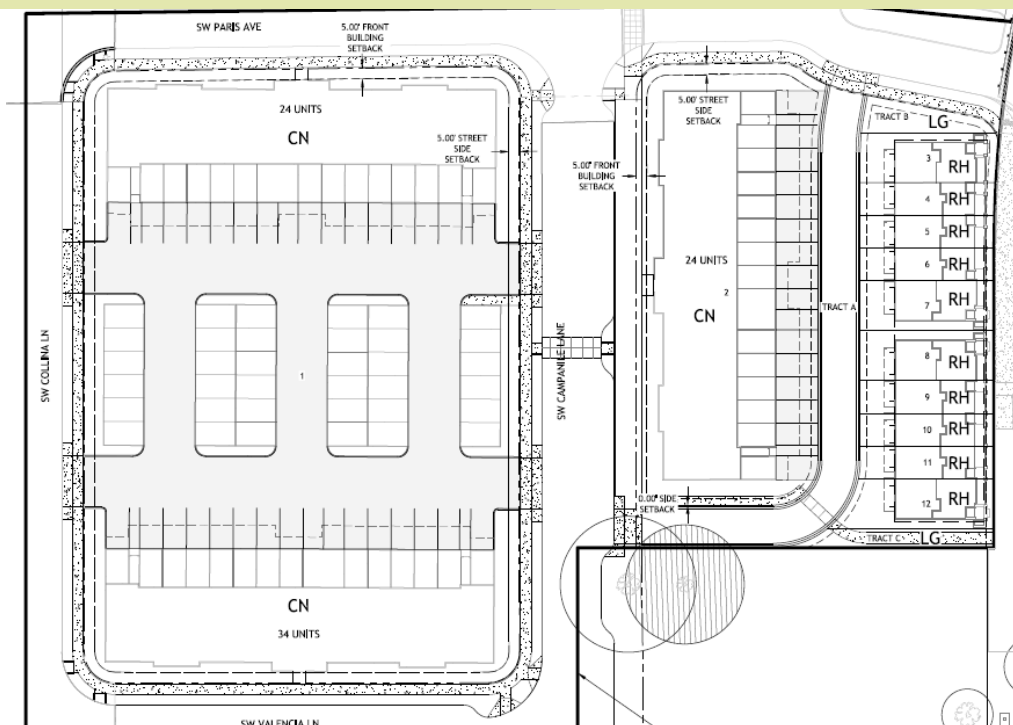
-  City Limits
-  County Boundary
-  UGB

- ① MOUNT BLANC No. 2
- ② BERKSHIRE DETACHED ROWHOMES
- ③ BERKSHIRE No. 2
- ④ CHARBONNEAU DRIVING RANGE



0 0.5

1 APPROVED PLAN MONT BLANC NO.2



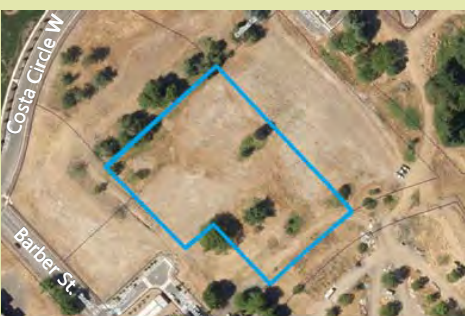
ACRES:
3.2 GROSS

NUMBER OF HOMES:
92

AVERAGE LOT SIZE:
1,189 SF—ROWHOME
1,058 SF—CONDOMINIUM

NET DENSITY:
52 UNITS PER ACRE

APPLICANT:
POLYGON NORTHWEST



APPROVED: JULY 25, 2016

LAND DEDICATIONS

HOUSING: 1.75 ACRES (55%)

OPEN SPACE: 0.04 ACRES* (1%)

LANDSCAPING: 0.25 ACRES (8%)

ALLEYS: 0.14 ACRES (4%)

PUBLIC STREETS: 1 ACRES (32%)

HOUSING TYPES:

10 ROWHOMES

82 CONDOMINIUM UNITS

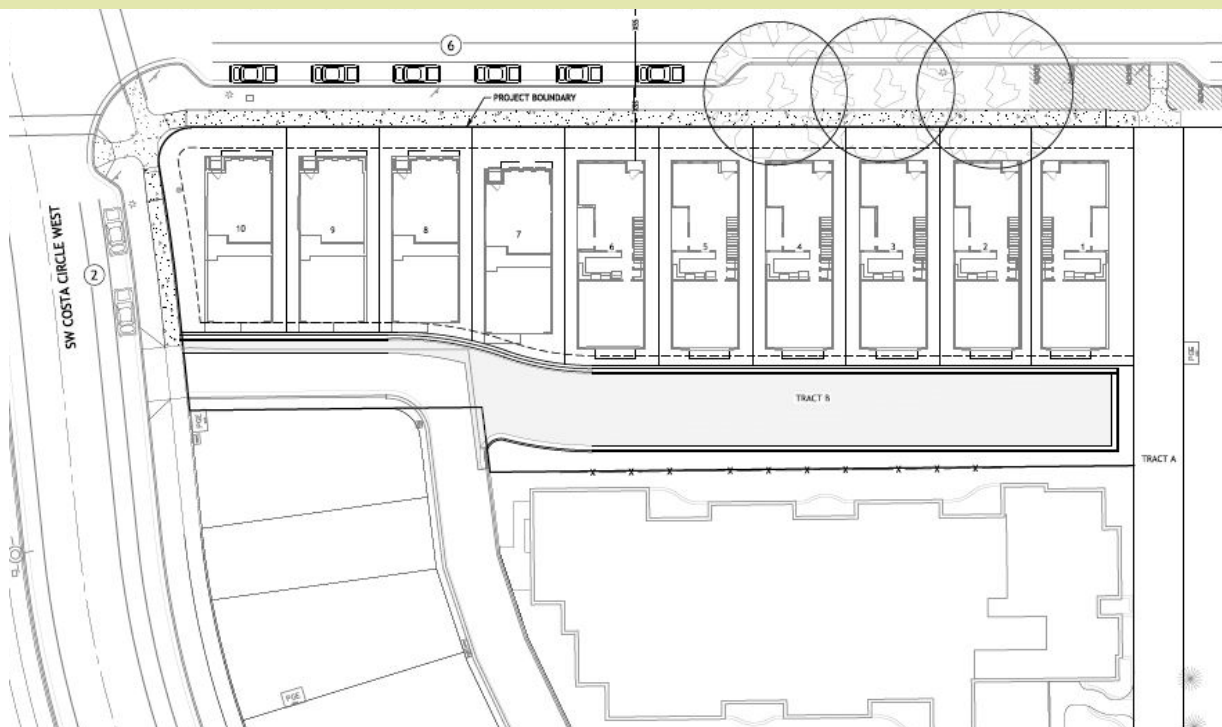
LOCATION: VILLEBOIS CENTRAL

*ADDITIONAL OPEN SPACE PROVIDED OFF-SITE THROUGH CENTRAL VILLEBOIS AREA PLAN

2

APPROVED PLAN

BERKSHIRE DETACHED ROWHOMES



ACRES:
0.74 GROSS

NUMBER OF HOMES:
10

AVERAGE LOT SIZE:
2,057 SF

NET DENSITY:
21 UNITS PER ACRE

APPLICANT:
RCS—VILLEBOIS LLC

APPROVED: SEPTEMBER 12, 2016

LAND DEDICATIONS

HOUSING: 0.47 ACRES (63%)

OPEN SPACE: 0.07 ACRES (10%)

ALLEYS: 0.20 ACRES (27%)

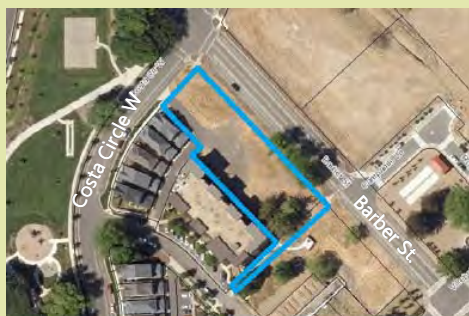
PUBLIC STREETS: 0 ACRES (0%)

HOUSING TYPES:

10 SINGLE FAMILY HOMES

LOCATION: VILLEBOIS CENTRAL

*ADDITIONAL OPEN SPACE PROVIDED OFF-SITE THROUGH CENTRAL VILLEBOIS
AREA PLAN



3

APPROVED PLAN

BERKSHIRE No. 2



ACRES:
1.29 GROSS

NUMBER OF HOMES:
16

AVERAGE LOT SIZE:
2,422 SF

NET DENSITY:
18 UNITS PER ACRE

APPLICANT:
RCS—VILLEBOIS LLC

APPROVED: SEPTEMBER 16, 2016

LAND DEDICATIONS

HOUSING: 0.89 ACRES (69%)

OPEN SPACE: 0.03 ACRES (2%)

LANDSCAPING: 0 ACRES (0%)

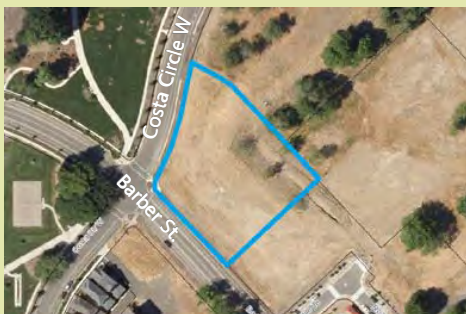
ALLEYS: 0.17 ACRES (13%)

PUBLIC STREETS: 0.20 ACRES (16%)

HOUSING TYPES:
16 SINGLE FAMILY HOMES

LOCATION: VILLEBOIS CENTRAL

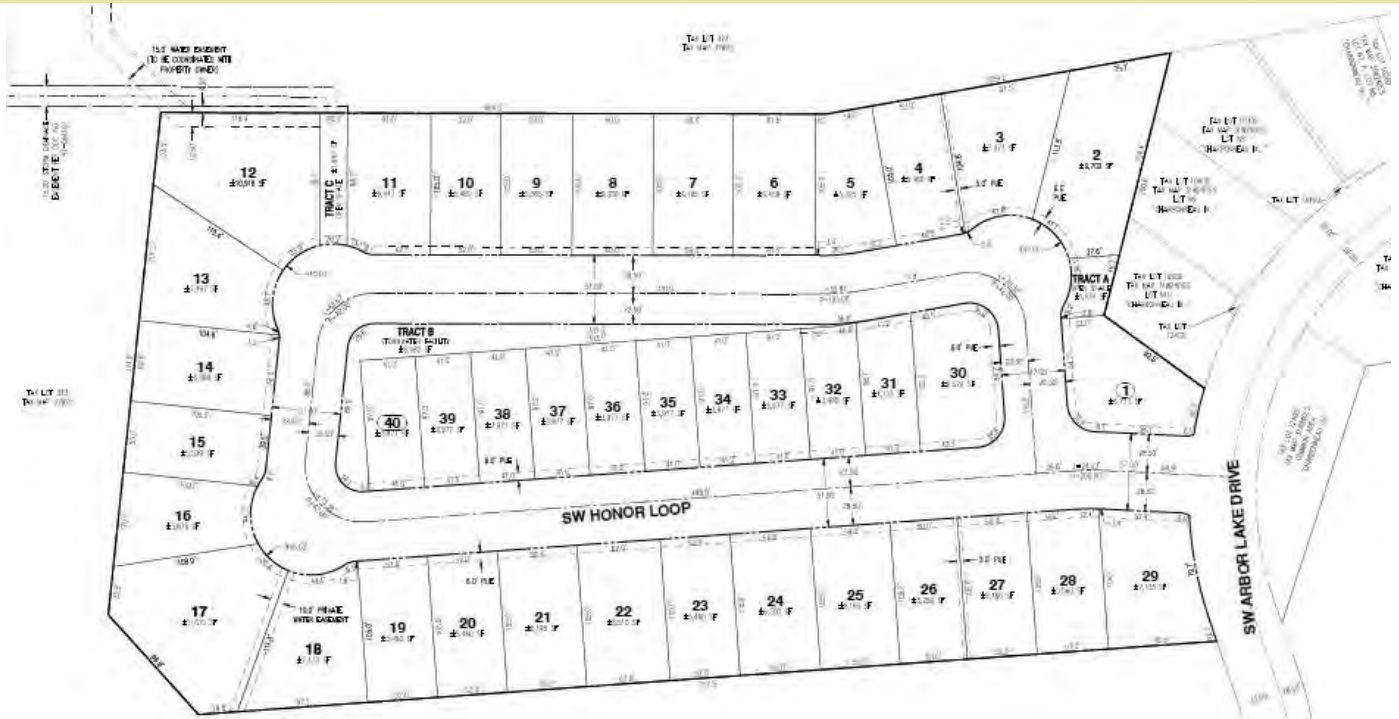
*ADDITIONAL OPEN SPACE PROVIDED OFF-SITE THROUGH CENTRAL VILLEBOIS AREA PLAN



4

APPROVED PLAN

CHARBONNEAU DRIVING RANGE



ACRES:
7.5 GROSS

NUMBER OF HOMES:
40

AVERAGE LOT SIZE:
5,928 SF

NET DENSITY:
7.4 UNITS PER ACRE

APPLICANT:
PAHLISCH HOMES INC.



APPROVED: NOVEMBER 14, 2016

LAND DEDICATIONS

HOUSING: 5.4 ACRES (72%)

OPEN SPACE: 0.24 ACRES (3%)

ALLEYS: 0 ACRES (0%)

PUBLIC STREETS: 1.86 ACRES (25%)

HOUSING TYPES:

40 SINGLE FAMILY HOMES

LOCATION: CHARBONNEAU

LOOKING FORWARD

The City of Wilsonville continues to experience remarkable growth, keeping it among the fastest growing cities in the state of Oregon. Within the past five years alone Wilsonville has seen an increase of nearly 20% in population (4% in 2016), and an increase of over 16% in households (3% in 2016), which surpasses regional expectations almost twofold. With Villebois approaching build-out and after significant infrastructure projects have been completed across the city, residential development has slightly slowed, although remains strong, especially in the context of the region.

Looking forward to 2017, residential development is expected to marginally decrease, as the City approved plans for 158 new residential units, in contrast to the 235 and 305 approved in 2015 and 2014, respectively; this represents a decrease of approximately 40% with respect to the residential units approved between 2014 and 2015. Additionally, this decrease is anticipated while land developers prepare to submit for development in the Frog Pond Area. Over the past three years combined, the City has approved residential development on 91.8 acres or 19.3% of the City's 20-year residential land inventory (477 acres). With construction of these projects throughout the upcoming years, the importance of the Frog Pond Area Plan and additional housing opportunities in the City are key to utilizing the buildable land supply efficiently and balancing the diverse housing needs of the community.

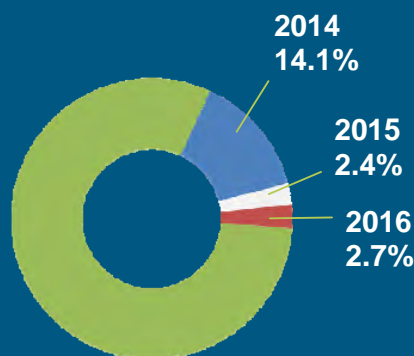
Wilsonville continues to draw new residents and employers with its great amenities, close-knit community feel, proximity to regional attractions, and thriving business/industry centers. Looking forward, it remains integral to the health and sustainability of the City and region as a whole to provide a diversity of housing options that will accommodate the new renter and homeowner households attracted to Wilsonville.

*OUR PROACTIVE
FORWARD LOOKING
PLANNING TENDS TO USE
CAREFUL LAND USE
PLANNING TO BUILD
NEIGHBORHOODS AND
COMMERCIAL CENTERS
AND EMPLOYMENT AREAS
THAT ARE STRONG, HIGH
QUALITY, AMENITY RICH,
INTERCONNECTED, ALL OF
THESE THINGS HELP
CREATE THE KIND OF
COMMUNITY WE WANT
TO LIVE IN.*

– MAYOR TIM KNAPP

RESIDENTIAL BUILDABLE LAND IN THE CITY

2014–2034



19.3% (91.8 OF 477 ACRES)

OF 20-YEAR LAND INVENTORY WAS DEDICATED BY
PLANS APPROVED OVER LAST THREE YEARS
CONSTRUCTION ANTICIPATED 2015-2018



29799 Town Center Loop East
Wilsonville, OR 97070
503-682-1011 Phone
503-682-1015 Fax Administration
503-682-7075 Fax Community Development
www.ci.wilsonville.or.us



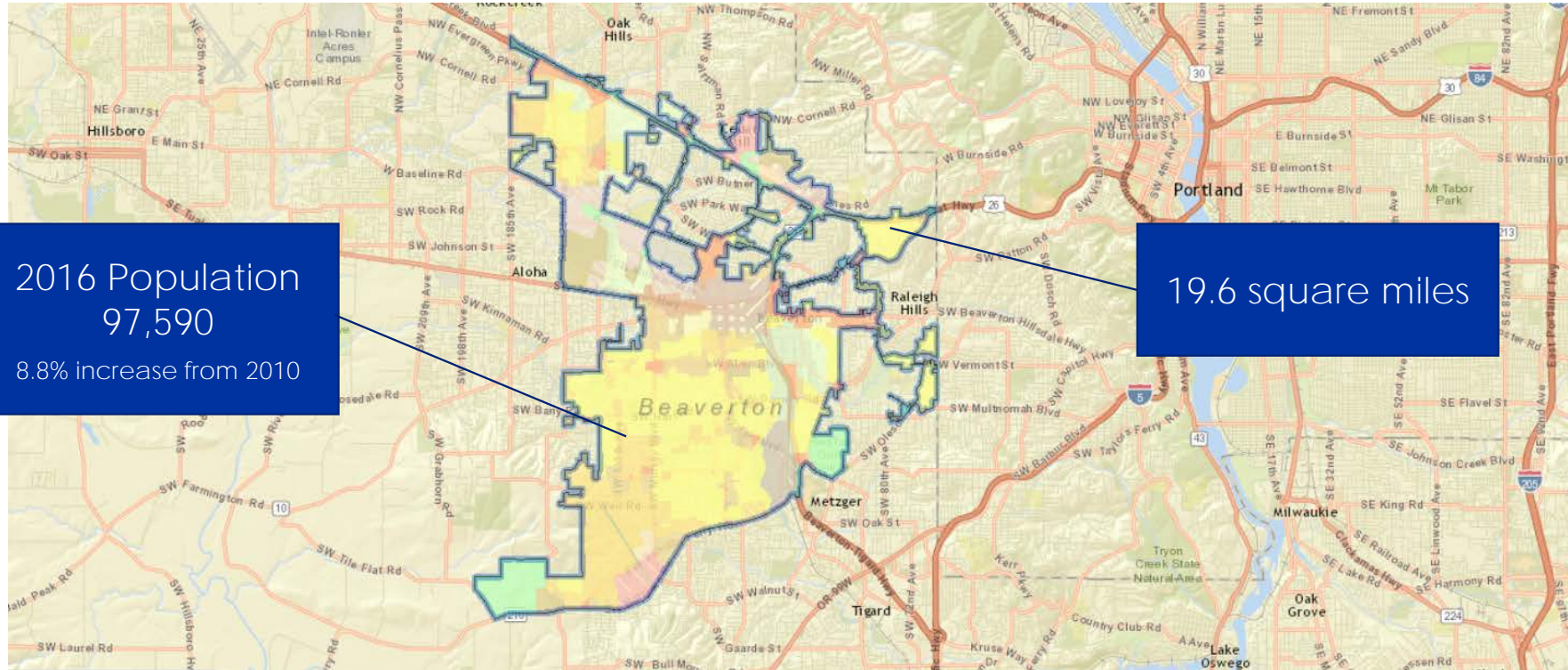
Housing in Beaverton

Metro Policy Advisory Committee

Cadence Petros | Development Division Manager | cpetros@beavertonoregon.gov
Anna Slatinsky | Planning Division Manager | aslatinsky@beavertonoregon.gov



Where in the world is Beaverton?



Beaverton Demographics

Population	97,590
Median Household Income	\$57,608
Poverty Rate 2010	10%
Poverty Rate 2015	15%
Median Home Price	\$353,000 (Trulia Real Estate Trends)
Average Household Size	2.5 persons
Living in Same House 1+ Year	79%
Number of Businesses	8,503
Average Commute Time	24.2 minutes
Education Levels	44.6% Bachelor's degree or higher
Disability (under 65)	7.3%

Beaverton Demographics

WE ARE A MULTI-CULTURAL COMMUNITY

The largest racial/ethnic groups are

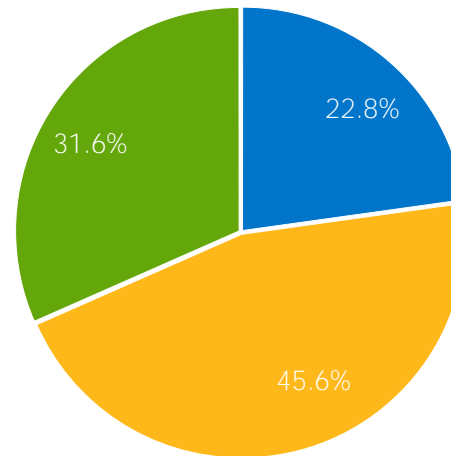
Hispanic (16%)

Asian (11%)

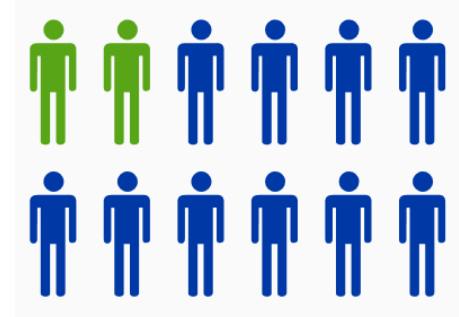
and White (67%)

Since 1990,
our Hispanic population has
grown 500%,
and our Asian population has
almost doubled.

Age Breakdown



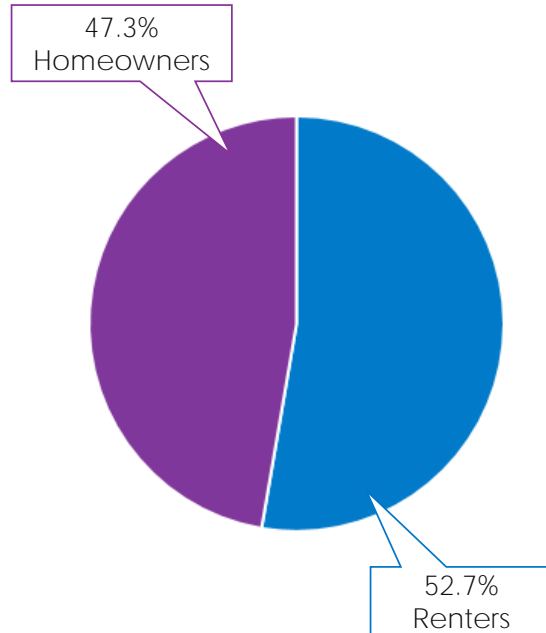
■ Under 18 ■ 25-54 ■ 55+



21% of Beaverton
residents were born
outside of the U.S.

28% speak a
language other than
English at home

Beaverton Demographics



\$57,608

Area Median Income

\$1,197

Median Monthly Rent



About 1 in 4 families spend more than 50% of their income on housing costs

47.2% of all renters are cost-burdened

95.7% of 60 percent AMI renters are cost-burdened

Housing Development

DEMAND

Estimated by 2035 = 12,295 units

- 233 new rentals per year
 - 133 regulated affordable units per year
- 381 new single-family homes per year



PRODUCTION

FY 2015-2016

- 165 rentals
 - 47 affordable
 - 118 market-rate

FY 2016-2017

- 155 rental units
 - 24 affordable units
 - 131 market-rate units

South Cooper Mountain

Production Counts

- 960 units approved
- 1,130 units currently under review
- Applications for over 1,000 additional units likely this year
- 35-45% multifamily

Affordability Challenges for Greenfield Development

- Utility extension
- Large parcels of expensive land
- Poor transit service
- Auto-oriented location
 - Parking burden



Homelessness

- Not new Beaverton, but has been largely invisible
- Today, we see camping on streets in cars and trailers
- Beaverton School District statistics show increasingly high numbers of homeless students and families



Beaverton Valley Times photo: Jaime Valdez

Policy Guidance

Beaverton Community Vision Goals

- Expand housing stock & access for all income levels
- Act to reduce homelessness & poverty
- Promote Diversity

Comprehensive Plan – Housing Element

- Mix of housing for mix of incomes throughout the city
- Expected need to increase 25% by 2035

Housing Five-Year Action Plan

- Current year budget
- Four-year forecast
- Funding priorities



Initiatives, Programs, Opportunities

Programs

- Vertical Housing Development Zones
- Property Acquisition
- CDBG
- Severe Weather Shelter
- Nonprofit Affordable Housing Tax Exemption
- Housing Development Gap Financing
 - Representative Projects: The Rise, La Scala, Barcelona, Bridge Meadows

Initiatives

- Metro Equitable Housing Grant
 - Preserving naturally occurring affordable housing
- Downtown Design and Development Readiness Project
 - Urban Design Framework
 - Code changes to facilitate infill development

When doing a lot isn't enough...

- Fundamental resource problem



Challenges

- Housing demand exceeds production
- Low vacancy rates
 - 1% in sales market/homeownership
 - 2.8% in rental market
- Pressure on naturally occurring affordable housing
- Land availability
- Cost of development
 - SDC's
 - Parking
 - Infrastructure



We're all in this together

Regional Collaboration

- Metro Grants, Regional Fair Housing Collaborative
- Washington County: Thrives, Coalition of Housing Advocates, Housing & Supportive Services Network, Planning Directors
- Informal networks: SW Corridor, NOAH

Housing affordability is a regional issue that can only be solved by working together to develop innovative solutions and increase funding



Thanks for listening.

Cadence Petros | Development Division Manager | cpetros@beavertonoregon.gov
Anna Slatinsky | Planning Division Manager | aslatinsky@beavertonoregon.gov





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Willamette Valley Office • PO Box 51252 • Eugene OR 97405 • (541) 520-3763
Central Oregon Office • 155 NW Irving Ave • Bend OR 97703 • (541) 797-6761

October 25, 2017

Metro Council
600 NE Grand Ave.
Portland, OR 97232

Re: Ordinance No. 17-1408

Dear Council President Hughes and Council Members:

1000 Friends of Oregon participated in MTAC meetings leading to the recommended Ordinance and Metro Code changes before you. We are generally supportive of these, as we were of HB 2095, which enables Metro to make smaller, mid-cycle expansions of the urban growth boundary (UGB) for residential purposes.

We say “generally,” because we would have preferred stronger language regarding the compliance with Goal 10, Housing that an applying city must demonstrate to justify a UGB expansion.

For both the mid-cycle and regular UGB expansions, the proposed Code changes state that the relevant city must demonstrate it has an acknowledged housing needs analysis (3.07.1428((b)(1) and 3.07.1425(d)(1)), which we support. However, rather than requiring an applying city to show it is in compliance with that HNA or will be in compliance upon the UGB expansion, the Code requires demonstrating that a city has implemented “best practices for preserving and increasing the supply and diversity of housing.” While we certainly support this requirement, and it reflects necessary actions a city must take, we would prefer that it go an additional step and require a demonstration that whatever measures the city has adopted are, in fact, resulting in housing outcomes that achieve its HNA and complies with Goal 10.

We applaud Metro’s guidance to local governments on how to comply with the Code changes and, in particular, we support the guidance on how to show compliance with Metro’s Six Desired Outcomes. As demonstrated by many academic reports, surveys, and evaluations of programs and laws in other states, as well as some of Metro’s own work, such as its Climate Smart Communities Strategy, none of these outcomes will be met unless diverse and affordable housing is provided in every community.

Finally, 1000 Friends writes to note that local jurisdictions and Metro have legal obligations to comply with Goal 10, in addition to complying with the Metro Code, particularly at legislative reviews and expansions of the Metro urban growth boundary.

Thank you for consideration of our comments.

A handwritten signature in cursive script that reads "Mary Kyle McCurdy".

Mary Kyle McCurdy
Deputy Director



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes

October 11th, 2017

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Emerald Bogue
Steve Callaway
Sam Chase
Carlotta Collette
Betty Dominguez
Amanda Fritz
Mark Gamba (*Chair*)
Jeff Gudman
Kathryn Harrington
Jerry Hinton
Gordon Hovies
Nathan Phelan
Craig Prosser
Peter Truax
Martha Schrader

ALTERNATES PRESENT

Gretchen Buehner
Carrie McLaren

MEMBERS EXCUSED

Betty Dominguez
Andy Duyck
Larry Morgan

AFFILIATION

Port of Portland
City of Hillsboro, Largest City in Washington County
Metro Council
Metro Council
Citizens of Washington County
City of Portland
City of Milwaukie, Other Cities in Clackamas County
City of Lake Oswego, Largest City in Clackamas County
Metro Council
City of Gresham
Tualatin Fire and Rescue, Special Districts in Washington County
Special Districts in Multnomah County
TriMet
City of Forest Grove, Other Cities in Washington County
Clackamas County

AFFILIATION

City of King City, Other Cities in Washington County
Oregon Department of Land Conservation and Development

AFFILIATION

Citizens of Clackamas County
Washington County
City of Troutdale, Other Cities in Multnomah County

OTHERS PRESENT: Adam Barber, Zoe Monahan, Ken Gibson, Jennifer Donnelly, Peggy Sheehan, Mary McNelly

STAFF: Ted Reid, Emily Lieb, Ramona Perrault, Nellie Papsdorf, Miranda Mishan, Elissa Gertler, Roger Alfred, Ernest Hayes

1. CALL TO ORDER. SELF INTRODUCTIONS. CHAIR COMMUNICATIONS

MPAC Chair Mark Gamba called the meeting to order at 5:10 pm. He announced that the committee would hear action items before information/discussion items.

Chair Gamba reminded members about the 2017 Build Small Summit in November at Portland State University. He noted that discounted registration was available to Metro jurisdictional staff and elected officials.

2. CITIZEN COMMUNICATIONS

There was none.

3. COUNCIL UPDATE

Councilor Kathryn Harrington discussed updates listed on Metro's October Hotsheet. She highlighted the Let's Talk Trash leadership forum and extended an invitation to committee members. Councilor Harrington reminded committee members of the Salmon Homecoming event coming up at Oxbow Park.

4. MPAC MEMBER COMMUNICATION

Mr. Craig Prosser reminded MPAC members that TriMet was conducting a study on ridership. He provided an update on the study's findings so far.

5. CONSENT AGENDA

- **Consideration of September 27, 2017 Minutes**

MOTION: Mayor Jeff Gudman moved and Ms. Gretchen Buehner seconded to adopt the consent agenda.

ACTION: With all in favor, the motion passed.

6. ACTION ITEMS

6.1 Expectations for Cities Proposing Residential Urban Growth Boundary Expansions

Metro's Planning Director Ms. Elissa Gertler explained that there had been a lot of work on the part of MTAC to bring this information to the table. She introduced Mr. Ted Reid from Metro's Planning and Development Department and Mr. Roger Alfred, from the Office of Metro Attorney.

Key elements of the presentation included:

Mr. Reid provided background and recounted past direction on the Metro Urban Growth Boundary code. He highlighted the main goal of the item, which was to have an outcomes based approach grounded in an agreement on urban and rural reserves Mr. Reid added that they would give thought to the expansions before they happened.

Mr. Reid discussed the two categories for expansions created by the UGB Expansion Readiness Taskforce. He explained that the taskforce recommendations went to the council and were accepted. Mr. Reid noted that feedback had been received from two local jurisdictions, and that staff from Metro and those jurisdictions had been working together to address concerns.

Mr. Alfred provided details of the amendments to the Metro code and how they would apply in practice. He explained that some of the changes made to the amendments were made after letters from local jurisdictions were sent.

Mr. Alfred recounted that other changes had happened since the last MPAC meeting. He highlighted the legislative criteria for the Metro code and explained how these amendments adhered to the legislative criteria.

Member discussion included:

- Councilor Harrington asked for clarity of phrasing on a change on page five of the list of amendments. Mr. Reid explained that MTAC recommended that there should be administrative guidance to clarify some of the less clear points. He explained that her question would be explained by this guidance. Councilor Harrington recommended just making the language more clear. Mr. Alfred commented that he thought it worked better as it was.
- Ms. Carrie MacLaren reminded the presenters to make the same changes in the mid-cycle amendments. Mayor Callaway explained that in the mid-cycle it would be good to reflect on what went well and what didn't. Ms. MacLaren agreed with Mayor Callaway. She expressed her endorsement of the recommendation.
- Ms. Buehner commented that most jurisdictions do master planning about every five years and noted that it was important to avoid forcing a jurisdictions decision making just because of timing.

MOTION: Commissioner Amanda Fritz moved and Ms. Beuhner seconded to add the words "and distribution" in section 1428.b.1 and section 1425.b.1 after the word "forecast".

ACTION: With all in favor, the motion passed.

MOTION: Commissioner Fritz moved and Ms. Buehner seconded to forward a recommendation to the Metro Council on the proposed sections.

ACTION: With all in favor, the motion passed.

7. INFORMATION/DISCUSSION ITEMS

7.1 Housing Trends and Policies around the Region: Milwaukie and Clackamas County

Chair Gamba reminded members that this presentation was a part of an ongoing dialogue requested by MPAC to report on how the region was growing. He introduced Ms. Alma Flores from the City of Milwaukie and Mr. Vahid Brown from Clackamas County.

Key elements of the presentation included:

Ms. Flores provided geographic context for Milwaukie and explained that there hadn't been a huge amount of growth in Milwaukie until recently. She noted that it was in a strategic location.

Ms. Flores discussed some of the demographics of the city, including home prices, median family income and job rates. She discussed some of the zoning, and used an image to contextualize the impact of zoning in Milwaukie. Ms. Flores explained Milwaukie's regulatory processes and noted some of the areas that lacked. She suggested that these processes may be the reason that growth has lacked in the city.

Ms. Flores emphasized the lack of financial incentives. She recounted that 43% of households spent more than 30% of income on rent, and 22% spent more than 50% of income on rent. Ms. Flores emphasized that the goal was to level the playing field in the city and not simply cater to higher income people. Ms. Flores shared the city had a deficit of 900 affordable rental units, and that while this was a significant deficit of affordable units, there was a surplus of units overall.

Ms. Flores acknowledged that residential construction had been slow over the years, but with the installation of the light rail station, development was increasing. She provided some examples of development happening in the city.

Ms. Flores recounted housing affordability actions in Milwaukie since 2015. She described them as attempts to be proactive instead of reactive. Ms. Flores noted that the city was looking at a CET to fund affordable housing and potentially looking to wave SDC's for ADU's and other affordable developments.

Ms. Flores discussed the four themes of a "quadruple bottom line" lens to apply to planning. She highlighted housing needs in Milwaukie and projected future needs. Ms. Flores explained the comparison of need and supply and recounted plans for addressing the needs.

Mr. Vahid Brown discussed some of the general housing statistics in Clackamas County. He emphasized that there was a significant deficit in affordable housing, and that these units did not exist in the county.

Mr. Brown announced that the county was taking a lead on a county wide housing assessment, and he described the strategy for assessment being used as a "housing continuum". He highlighted the project of transitional shelter communities and noted that \$300,000 had been set aside for village development on county owned land geared towards houseless veterans. Mr. Brown described the perspective and steps that went into this project, as well as the project's goals.

Mr. Brown described the housing authority development objectives, and recounted the six objectives and how they factored into Clackamas County's housing goals. He highlighted some of the counties new developments and investments in housing.

Mr. Brown spoke to regional strategies for addressing the housing crisis, and explained that they had been looking at regional models around the state.

Member discussion included:

- Mayor Pete Truax asked for clarification on the difference between houselessness and homelessness. Mr. Brown suggested that homeless had a stigma attached, while houselessness focused the problem on housing. Mayor Truax noted that it was important to remember that even if someone had a house to stay in they could still be homeless.

- Ms. MacLaren expressed her thanks for the presentations and added that it was great to hear what was happening in the region to address housing needs.
- Mayor Truax asked if there could be a discussion at MPAC about the importance of water conservation and availability, and recommended that Metro have a seat at the table in such conversations because of the role of Metro in water conservation. Ms. Buehner expressed agreement with Mayor Truax's concerns.

ADJOURN

MPAC Chair Gamba adjourned the meeting at 6:58 pm.

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read "Miranda Mishan", is written over a faint, circular official stamp.

Miranda Mishan
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF OCTOBER 11, 2017

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
3.1	Handout	10/1/2017	Metro October Hotsheet	101117m-01
6.1	PowerPoint	10/11/17	Milwaukie Housing Update Presentation	101117m-02
6.1	PowerPoint	10/11/17	Clackamas County Housing Update Presentation	101117m-03
7.1	Letter	10/11/17	Washington County Letter of Support	101117m-04
7.1	Letter	10/11/17	City of Beaverton Letter of Support	101117m-05



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Metro Policy Advisory Committee (MPAC) agenda

Wednesday, October 11, 2017

5:00 PM

Metro Regional Center, Council chamber

1. **Call To Order, Introductions, Chair Communications (5:00 PM)**
2. **Citizen Communications (5:10 PM)**
3. **Council Update (5:15 PM)**
4. **MPAC Member Communication (5:20 PM)**
5. **Consent Agenda (5:25 PM)**
 - 5.1 MTAC Nomination [COM](#)
[17-0058](#)

Attachments: [MTAC Nomination Memo](#)
 - 5.2 Consideration of September 27, 2017 Minutes [17-4901](#)

Attachments: [September 27, 2017 Minutes](#)
6. **Information/Discussion Items**
 - 6.1 Housing Trends and Policies Around the Region: Milwaukie and Clackamas County (5:30 PM) [COM](#)
[17-0056](#)

Presenter(s): Alma Flores, City of Milwaukie
TBD, Clackamas County

Attachments: [MPAC Worksheet](#)
7. **Action Items**
 - 7.1 Expectations for Cities Proposing Residential Urban Growth Boundary Expansions (6:30 PM) [COM](#)
[17-0057](#)

Presenter(s): Ted Reid, Metro

Attachments: [MPAC Worksheet](#)
[Draft Amendments to Title 14](#)
[Draft Administrative Guidance](#)
8. **Adjourn (7:00 PM)**

Upcoming MPAC Meetings

- *Wednesday, October 25, 2017*
- *Wednesday, November 8, 2017*
- *Wednesday, December 13, 2017*



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

2017/2018 MPAC Work Program

As of 9/29/17

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

<p><u>Wednesday, October 11, 2017</u></p> <ul style="list-style-type: none"> • Expectations for cities proposing residential urban growth boundary expansions – Recommendation (Ted Reid, Metro; 30 min) • Housing Trends and Policies Around the Region: Milwaukie and Clackamas County (2/4) – Information/Discussion (Alma Flores, City of Milwaukie & TBD, Clackamas County; 60 min) 	<p><u>Wednesday, October 25, 2017</u></p> <ul style="list-style-type: none"> • 2018 RTP: Project Update – Information/Discussion (Kim Ellis, Metro; 15 min) • Regional Transportation Technology Strategy (Eliot Rose, Metro; 40 min) • Housing Trends and Policies Around the Region: Wilsonville and Beaverton (3/4) – Information/Discussion (TBD; 50 min)
<p><u>Wednesday, November 8, 2017</u></p> <ul style="list-style-type: none"> • Greater Portland Pulse Housing Data Hub (Liza Morehead and Sheila Martin, PSU Institute of Portland Metropolitan Studies; 45 min) • Metro's Housing Data Resources (Jeff Frkonja; 30 min) • City of Portland/PCRI Pathway 1000 Initiative Project Update – Information/Discussion (TBD; 45 min) <p><u>November 14 – 17: Association of Oregon Counties Annual Conference, Eugene, OR</u></p>	<p><u>Wednesday, November 22, 2017</u> – cancelled</p>
<p><u>Wednesday, December 13, 2017</u></p> <ul style="list-style-type: none"> • <i>Anti-Displacement Strategies: Panel Discussion (multiple; 90 min)</i> • <i>MPAC in 2018</i> 	<p><u>Wednesday, December 27, 2017</u> – cancelled</p>

<u>Wednesday, January 10, 2018</u>	<u>Wednesday, January 24, 2018</u>
<u>Wednesday, February 14, 2018</u>	<u>Wednesday, February 28, 2018</u>
<u>Wednesday, March 14, 2018</u>	<u>Wednesday, March 28, 2018</u>
<u>Wednesday, April 11, 2018</u>	<u>Wednesday, April 25, 2018</u>
<u>Wednesday, May 9, 2018</u>	<u>Wednesday, May 23, 2018</u>

Upcoming events:

- February 2018: RTP Regional Leadership Forum #4 (Finalizing Our Shared Plan for the Region)

Parking lot:

- Presentation on health & land use featuring local projects from around the region
- Greater Portland, Inc. update
- "Unsettling Profiles" presentation by Coalition of Communities of Color
- System development charges (SDCs)
- City of Portland inclusionary housing
- Economic Value Atlas
- Transportation Resiliency
- Self-driving cars

MPAC Worksheet

Agenda Item Title: Housing Trends and Policies Around the Region: Milwaukie and Clackamas County

Presenter: Alma Flores, City of Milwaukie

Presenter to be determined, Clackamas County

Contact for this worksheet/presentation: Ted Reid, ted.reid@oregonmetro.gov

Purpose/Objective

Provide MPAC with an opportunity to hear about and discuss housing trends, policies, challenges, and opportunities around the region.

Action Requested/Outcome

No action required. This agenda item is part of a series to provide MPAC with additional background on housing-related topics. The intent is to inform MPAC's discussion of projects such as the 2018 urban growth management decision, the Equitable Housing Initiative, the 2018 update of the Regional Transportation Plan, and the Southwest Corridor Equitable Development Strategy.

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

When the Metro Council made an urban growth management decision in November 2015, the Council directed staff to provide ongoing opportunities for dialogue about development and growth trends. The [Regional Snapshots](#) program provides ongoing reporting as well as occasional speaker events. A forthcoming fall 2017 Regional Snapshot will be about housing. Over the coming weeks, MPAC will also have opportunities to hear about and discuss housing trends in several communities, including (tentative).

September 27: Portland and Hillsboro

October 11: Milwaukie and Clackamas County

October 25: Wilsonville and Beaverton

Early 2018: Tigard

What packet material do you plan to include?

None

MPAC Worksheet

Agenda Item Title: Expectations for Cities Proposing Residential Urban Growth Boundary Expansions

Presenter: Ted Reid, Principal Regional Planner

Contact for this worksheet/presentation: Ted Reid, ted.reid@oregonmetro.gov

Purpose/Objective

Provide MPAC with an opportunity to make a recommendation to the Metro Council on proposed amendments to Metro code. The amendments are intended to clarify expectations for cities proposing residential urban growth boundary (UGB) expansions.

Action Requested/Outcome

A recommendation to the Metro Council regarding proposed amendments to the Metro code.

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

MPAC discussed the proposed Metro code amendments at its September 27, 2017 meeting. MPAC members asked clarifying questions, but did not suggest any changes the proposed code amendments.

Background

Past Council direction

When the Metro Council made an urban growth management decision in November 2015, the Council provided direction on next steps for the region's urban growth management work program. One piece of Council direction was to work towards state acknowledgement of urban and rural reserves. Now adopted by Metro and the counties and pending state acknowledgement, urban and rural reserve designations represent a significant step for the region in how it approaches urban growth management decisions.

With the region's anticipated long-range urban form settled, the Council has indicated that it is prepared to take a new, outcomes-based approach to urban growth management that focuses on city readiness. In November 2015, the Metro Council directed staff that it wanted to convene regional partners to explore possible improvements to the region's urban growth management process. From spring 2016 to winter 2017, Council President Hughes chaired the Urban Growth Readiness Task Force. The Task Force developed several consensus recommendations which the Metro Council endorsed.

Advancing the Urban Growth Readiness Task Force recommendations

The Task Force's efforts were focused on identifying ways that the Metro Council could exercise greater flexibility to respond to city requests for residential UGB expansions into concept-planned urban reserves.¹ In keeping with the Task Force's recommendations, the Council-endorsed work program for the 2018 urban growth management decision seeks to more fully use the flexibility provided under existing state law when identifying housing needs. Additional flexibility is made possible by recent

¹ The Task Force focused on residential growth management decisions since state law already allows greater flexibility for identifying employment land needs. Likewise, Metro code already includes a process for the Council to respond to applications for non-residential UGB expansions.

changes to state law – which respond to Task Force recommendations – that facilitate mid-cycle residential growth management decisions.²

The Task Force also agreed that, accompanying Council flexibility, the region should have high standards when considering expansion proposals. Generally, the Task Force recommended that, in addition to providing a concept plan for the proposed expansion area (which is already required under Metro Code), cities should describe how they are using best practices to facilitate the development of needed housing in existing urban areas and to achieve the region’s desired outcomes³. To that end, the Task Force recommended that Metro should clarify expectations for cities proposing residential UGB expansions into urban reserves. The Task Force suggested (and the Metro Council concurred) that Metro staff should work with MTAC to develop draft code. The Task Force further advised that the code should seek a balance between providing flexibility and certainty.

MTAC recommendations to MPAC

Since fall 2016, MTAC has discussed the question of flexibility vs. certainty and has landed on the flexibility end of the spectrum. In MTAC discussions, prescriptive code language proved unworkable, particularly since each city has different circumstances and the Council has indicated that it wishes to exercise greater flexibility. On September 6, 2017, MTAC unanimously recommended to MPAC proposed Title 14 (Urban Growth Boundary) amendments.

MTAC also discussed how flexibility creates uncertainty for cities and has suggested that Metro prepare administrative guidance for cities making proposals. The guidance would be framed around the proposed code amendments. Since it would not be adopted as code, the administrative guidance could be updated for future growth management decisions to reflect the Council’s current interests. Metro staff agrees with the approach suggested by MTAC and believes that it is the best way to facilitate the outcomes-based framework that the Council has adopted.

Council discussions of proposed code amendments

The Metro Council discussed the proposed code amendments (version recommended by MTAC) and an initial draft of administrative guidance at its September 14 work session. The Metro Council suggested one change to the mid-cycle UGB amendment criteria described in proposed code section 3.07.1428(b)2. That criterion references a timeframe during which the proposed housing is likely to be developed. MTAC recommended that this be a 20-year time horizon. The Metro Council subsequently requested that this be changed to 10 years to recognize that mid-cycle decisions are intended to respond to more immediate opportunities to provide needed housing.⁴ That Council direction is reflected in the version in MPAC’s meeting packet.

Next steps (dates may be subject to change)

October 11: MPAC recommendation to the Metro Council on proposed code amendments
 October 26: Metro Council hearing on proposed code amendments
 November 2: Metro Council decision on proposed code amendments

² The first mid-cycle decision is expected in 2021, three years after the anticipated 2018 legislative growth management decision.

³ As defined in the Regional Framework Plan.

⁴ Legislative UGB amendments, which must be considered by the Council at least every six years, respond to a 20-year time horizon.

What packet material do you plan to include?

MPAC's packet includes draft amendments to Title 14 (Urban Growth Boundary) of the Urban Growth Management Functional Plan. The proposed code in MPAC's packet is the version recommended by MTAC with one change (noted above) requested by the Metro Council. Staff is seeking MPAC's recommendation on these amendments. The packet also includes draft administrative guidance to assist cities in making strong proposals. This administrative guidance is included for information only. Staff is not seeking MPAC's recommendation on the administrative guidance.

Proposed New Sections of Title 14 to Implement HB 2095

3.07.1427 Mid-Cycle Amendments - Procedures

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

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

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

3.07.1428 Mid-Cycle Amendments - Criteria

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

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

Amendments to Existing Title 14 Provisions

3.07.1425 Legislative Amendment to the UGB - Criteria

* * * * *

(c) If the Council determines there is a need to amend the UGB, the Council shall evaluate areas designated urban reserve for possible addition to the UGB and shall determine which areas better meet the need considering the following factors:

- (1) Efficient accommodation of identified land needs;
- (2) Orderly and economic provision of public facilities and services;
- (3) Comparative environmental, energy, economic and social consequences;
- (4) Compatibility of proposed urban uses with nearby agricultural and forest activities occurring on land outside the UGB designated for agriculture or forestry pursuant to a statewide planning goal;
- (5) Equitable and efficient distribution of housing and employment opportunities throughout the region;
- (6) Contribution to the purposes of Centers and Corridors;
- (7) Protection of farmland that is most important for the continuation of commercial agriculture in the region;
- (8) Avoidance of conflict with regionally significant fish and wildlife habitat; and
- (9) Clear transition between urban and rural lands, using natural and built features to mark the transition.

(d) If the Council determines there is a need to amend the UGB for housing, in addition to consideration of the factors listed in subsection (c) of this section, the Council shall also consider the following factors in determining which urban reserve areas better meet the housing need:

- (1) Whether the area is adjacent to a city with an acknowledged housing needs analysis that is coordinated with the current Metro forecast;
- (2) Whether the area has been concept planned consistent with section 3.07.1110 of this chapter;
- (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;
- (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; and
- (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.

3.07.1465 Notice Requirements

* * * * *

- (b) For a proposed mid-cycle amendment under section 3.07.1427, the COO shall provide notice of the first public hearing on the proposal in the following manner:
 - (1) In writing at least 35 days before the first public hearing on the proposal to:
 - (A) The Department of Land Conservation and Development and local governments of the Metro area;
 - (B) The owners of property that is being proposed for addition to the UGB;
 - (C) The owners of property within 250 feet of property that is being considered for addition to the UGB, or within 500 feet of the property if it is designated for agriculture or forestry pursuant to a statewide planning goal;

- (2) In writing at least 30 days before the first public hearing on the proposal to:
 - (A) The local governments of the Metro area;
 - (B) A neighborhood association, community planning organization, or other organization for citizen involvement whose geographic area of interest includes or is adjacent to the subject property and which is officially recognized as entitled to participate in land use decisions by the cities and counties whose jurisdictional boundaries include or are adjacent to the site;
 - (C) Any other person who requests notice of amendments to the UGB; and
- (3) To the general public by posting notice on the Metro website at least 30 days before the first public hearing on the proposal.

DRAFT
10-2-17

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 must 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 primarily 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 current Metro forecast.

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 request from DLCD, and provide to Metro, written state acknowledgement of their housing needs analysis.

Cities should coordinate their housing needs analyses with the distributed forecast that was adopted by the Metro Council via Ordinance No. 16-1371. The [2040 Distributed Forecast is available on Metro's website](#). Cities that are planning for more household growth 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.

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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

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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

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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

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in this guidance document (limit to 15 pages, not including the attachments listed below)

- Adopted resolution from the city's governing body in support of the expansion proposal
- 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)
- Letter from DLCD confirming state acknowledgement of 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

Materials following this page were distributed at the meeting.



Milwaukie Housing Update

October 2017

METRO MPAC Meeting

Alma Flores, Community Development Director

Milwaukie...6 miles from City Center



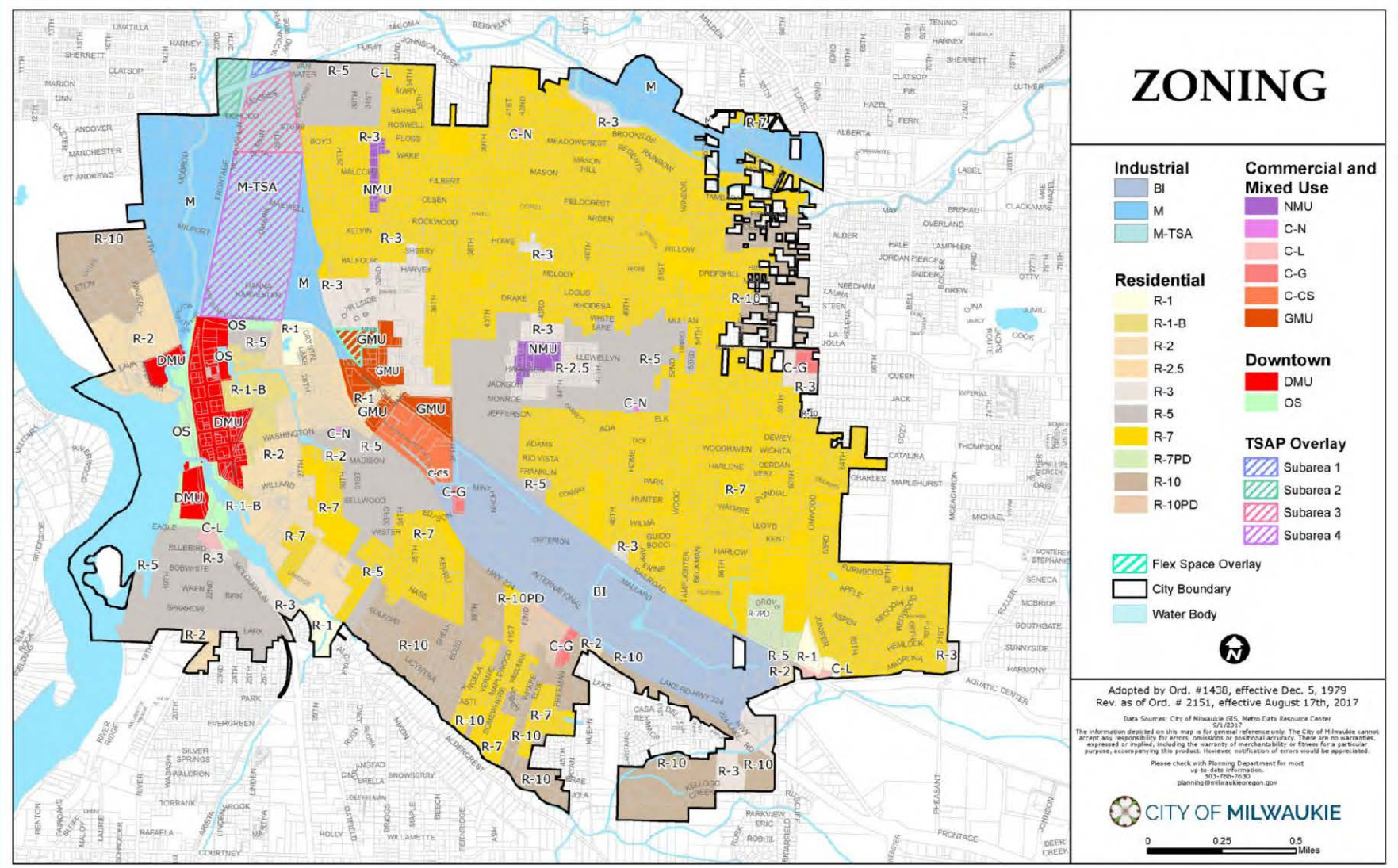
City of Milwaukie Demographics

Population	20,566
Median Household Income*	\$52,011
Median Family Income*	\$65,610
Average Home Cost – 2015	\$246,000
Average Home Cost – 2016	\$290,000
Average Commute Time	24 minutes
Number of Businesses	859
Average Number of Employees	12,236
Education Levels	24% - BA degree or higher

* Household Income includes the incomes of all the people who occupy one household, related or not.

* Family Income includes the income of two or more people (one of whom is the householder) related by birth, marriage, or adoption residing in the same housing unit.





We have a ways to go...on regulations

Regulatory Incentives						
Jurisdiction	2016 Pop	Density Bonus	Fee Reduction	Expedited Permitting	Parking Reduction	Transfer of Development Rights
Oregon						
Clackamas	404,980	Density bonus available for affordable housing	None	None	None	None
Lake Oswego	37,425	Density bonus available for public agency rental housing in certain districts	None	None	None	None
Milwaukie	20,510	None	None	None	None	None
Oregon City	34,240	None	None	None	None	None



Financial Incentives also lagging...

Financial Incentives							
Jurisdiction	2016 Pop	Property Tax Reduction	Loans	Grants	Tax Increment Financing	Housing Repair	Employer-Assisted Housing
Oregon							
Clackamas	404,980		Low-interest loans available to public agencies, non-profits, and for-profits for low-income housing development less than 80% AMI		TIF used to fund housing repair loan program, rental rehab loan, home accessibility grant, and critical repair grant; homebuyer assistance; income restrictions apply	3% interest, no payment, deferred payment loan repaid from the sale of the home for: <ul style="list-style-type: none"> Handicapped accessibility improvements, system failure, health/safety Exterior repairs Complete home repairs 	
		Property tax exemption available for units owned by a non-profit and leased to households less than 60% AMI	No-interest, deferred payment loans for down payment assistance for low-income buyers	None	TIF has been used in cooperation with Housing Authority to fund public housing	60% AMI households eligible	None
Lake Oswego	37,425	None	None	None	None	None	None
Milwaukie	20,510	None	None	None	None	None	None
Oregon City	34,240	None	None	None	None	None	None

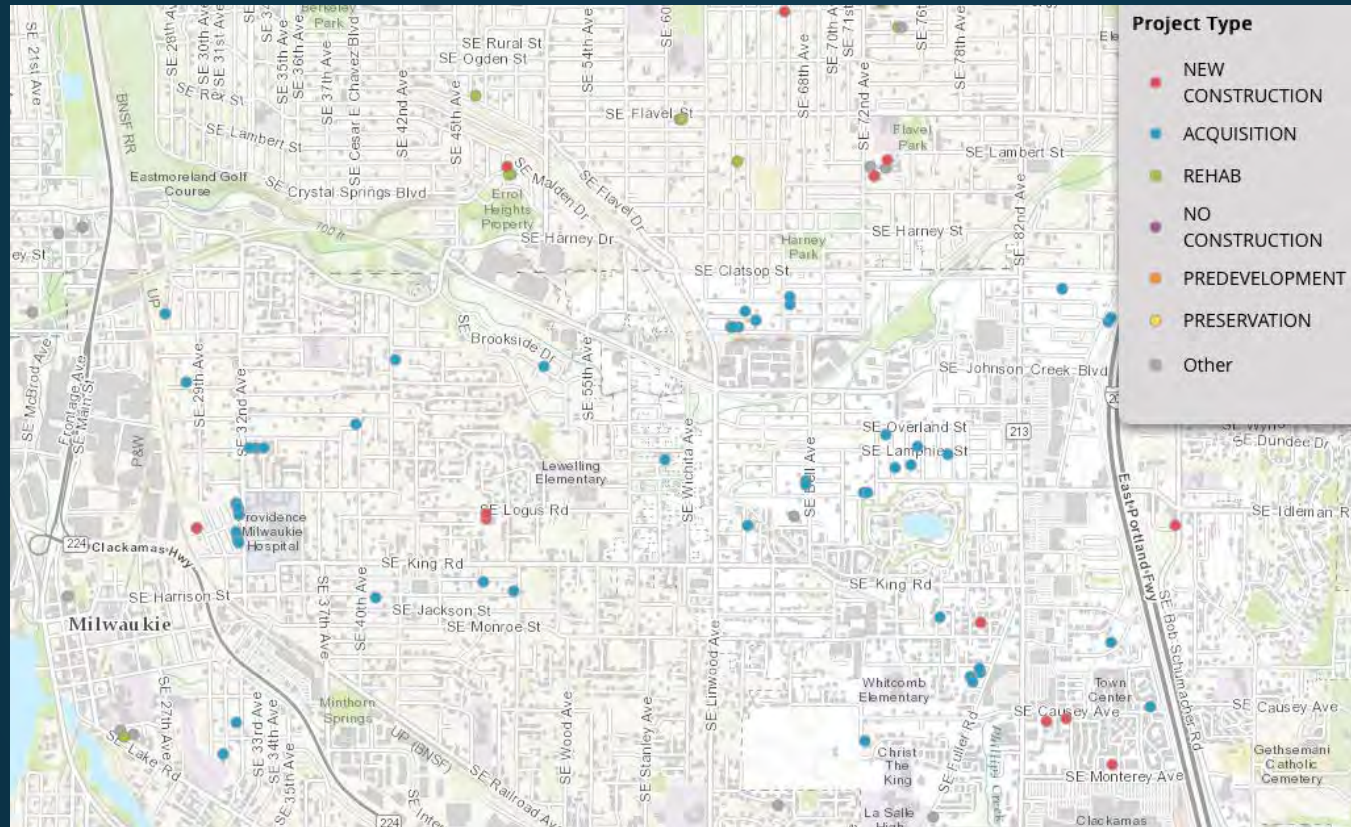


Facts and Figures

- 43% of renter households spends more than 30% of their income on rent; 22% spend more than 50% of their income on rent
- Milwaukie residents spend about 49% of their income on housing and transportation costs



Residential Construction has been slow...but



Development is coming...



City of Milwaukie

Housing Affordability Actions since 2015

- Commercial Bancrofting put in place for Mixed use projects
- Housing Emergency declared; 90-day No Cause Eviction Ordinance
- First Housing Needs Analysis (HNA) completed for the city; 2035 Comprehensive Plan update 2017-2019
- Application to Metro Housing Equity—Cottage Cluster Feasibility Analysis
- Trimet Surplus property—Tiny Home/Cottage Cluster for low income residents
- Hillside Manor Master Plan—15+ acres of mixed-income opportunity
- City Council Housing Affordability Goal set for 2017-2019
 - Construction Excise Tax to fund affordable housing
 - Vertical Housing Tax District in all Mixed use zones
 - Housing Advisory Working Group
 - Housing Affordability Strategic Plan



HOUSING NEEDS ANALYSIS AND COMPREHENSIVE PLAN UPDATE



Quadruple Bottom Line Lens



Goal 10: Housing Needs in Milwaukie

Projected Future Housing Needs

- In next 20 years, Milwaukie needs 1,241 new housing units
- Majority of units (over 50%) are SF detached homes.
- Townhomes make up 14% of future needed units.
- Remaining needed units are multi-family, duplexes, triplexes and mobile homes in parks
- Shortage of units in lowest price and income ranges.
- Some need for higher priced units.
- Ownership units make up 75% of needed units.



Comparison of Future Need and Supply

	Unit Type			
CITY OF MILWAUKIE CAPACITY	Single Family Detached	Medium- Density Attached*	Multi- Family	TOTAL
<i>Totals:</i>	<i>1,090</i>	<i>1,081</i>	<i>504</i>	<i>2,675</i>
<u>PROJECTED NEW FUTURE NEED</u>	Single Family Detached	Medium- Density Attached*	Multi- Family	<u>TOTAL</u>
New Need by 2036:	678	265	297	1,241
<u>PROJECTED SURPLUS CAPACITY (CITY CAPACITY - NEEDED UNITS)</u>	Single Family Detached	Medium- Density Attached*	Multi- Family	<u>TOTAL</u>
Estimated Unit Capacity:	412	816	207	1,434



Comparison of Current Need and Supply

FIGURE 3.4: COMPARISON OF CURRENT NEED TO CURRENT SUPPLY (2016)

Ownership				Rental			
Price Range	Estimated Current Need	Estimated Current Supply	Unmet (Need) or Surplus	Rent	Estimated Current Need	Estimated Current Supply	Unmet (Need) or Surplus
\$0k - \$90k	233	194	(39)	\$0 - \$400	672	174	(497)
\$90k - \$130k	452	52	(399)	\$400 - \$600	447	136	(311)
\$130k - \$190k	339	194	(145)	\$600 - \$900	432	321	(111)
\$190k - \$240k	838	341	(497)	\$900 - \$1100	531	724	193
\$240k - \$300k	1,029	1,200	172	\$1100 - \$1400	846	1,419	573
\$300k - \$380k	1,016	1,939	923	\$1400 - \$1800	436	415	(21)
\$380k - \$490k	606	918	313	\$1800 - \$2300	130	387	258
\$490k - \$580k	260	373	114	\$2300 - \$2700	59	251	192
\$580k - \$770k	323	111	(212)	\$2700 - \$3600	25	24	(1)
\$770k +	123	95	(28)	\$3600 +	37	0	(37)
Totals:	5,217	5,418	201	Totals:	3,614	3,851	237



Thank you!

Questions?

Clackamas County MPAC Housing Update

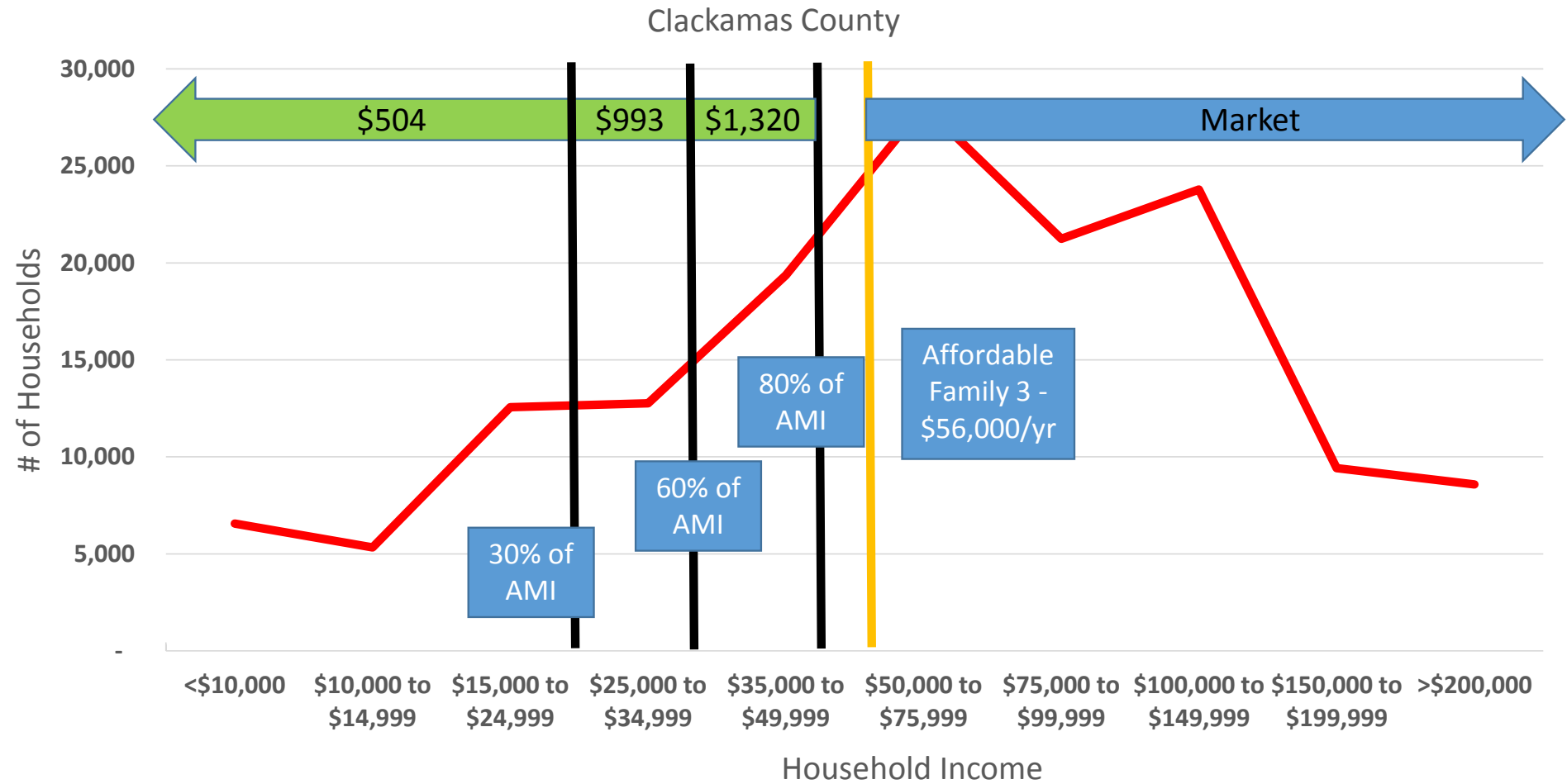
General Housing Statistics – Clackamas County

- 147,736 Total Households
- Average Household Size - 2.56
- Average Family Size – 3.04

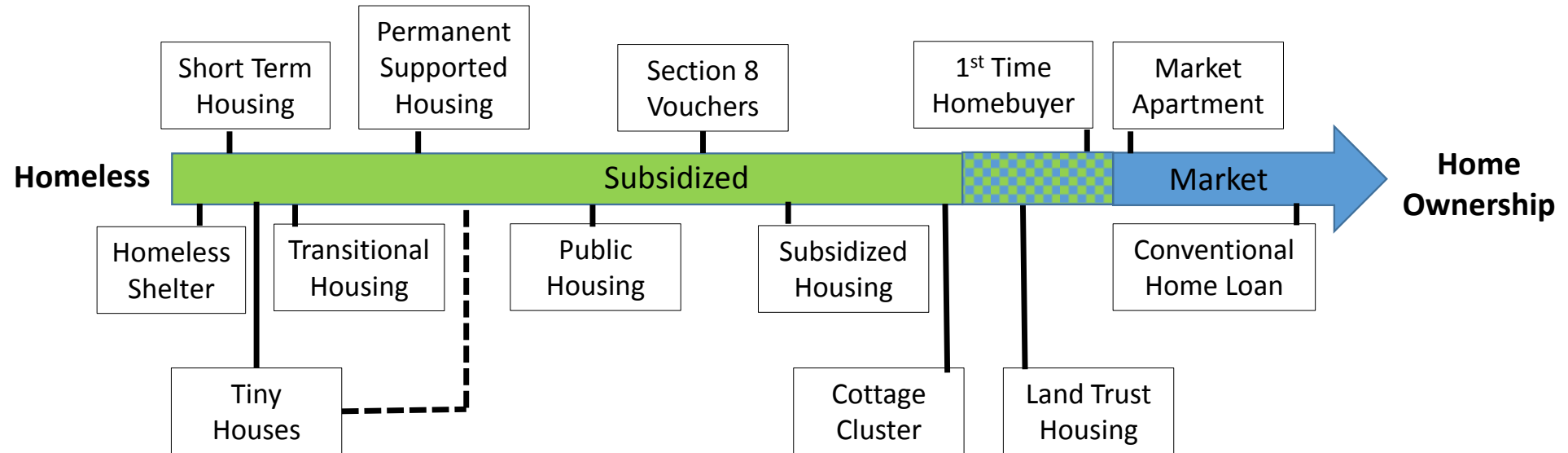
	30%	50%	60%	80%	100%	120%
	Extremely Low Income	Very Low Income	Lower Income	Low Income	Median Income	Middle Income
Household Size	2016	2016	2016	2016	2016	2016
3	\$20,160	\$33,000	\$39,720	\$52,800	\$66,200	\$79,812

- Average 2-Bedroom Rent + Utilities - \$1,400
- Affordability = 30% of HH Income for Rent + Utilities

Household Data – Clackamas County



Housing Continuum



Transitional shelter communities

A transitional shelter pilot project for up to 30 homeless veterans on county-owned land.



Zoning and Development Ordinance Amendment approved
8/3

\$300,000 set aside for village development

Plan to begin operations this winter

Housing Authority Development Objectives

- **1) 4 to 1 replacement of any Public Housing unit sold or demolished**
- **2) Long term physical and financial sustainability of HACC (Construction of new affordable units that generate \$500,000/year of new Operating Revenue)**
- **3) Decentralization of low income housing**
- **4) Develop housing that increases access to community services (e.g. social services, health care, transportation, youth programs, adult education & job training)**
- **5) Increase the number of units that would be available to households at or below 30% of Area Medium Income.**
- **6) Minimize relocation costs**

New Development: Rosewood Terrace

- (212 Units) 1,2 & 3 bedroom units, SE Otty Rd near Clackamas Town Center & transit lines, all units affordable to people below 60% AMI, 20 PBV units, scheduled to close in December 2017 and break ground in January 2018, lease up should start summer 2018, 60 year affordability period.

New Development: Pleasant St Vets Housing

- (24 Units) 0-2 bedroom units reserved for veterans transitioning out of homelessness and low income vets, 10 VASH vouchers, 14 PBV, located at 314 Pleasant Street in Oregon City one block from state APD offices & on bus lines, funding app due 10/20 to OHCS. NHA is developer with HACCC as long-term owner.

Redevelopment: Rental Assistance Demonstration (RAD)

- Applications to be submitted to HUD for the RAD program on October 23rd for HACC's Milwaukie Public Housing community. Hillside Manor, a 9 story tower with 100 units, will be rehabilitated and Hillside Park, a 100 unit community on 16 acres, will be demolished and rebuilt as part of a Master Planned redevelopment. HACC is in the running for a funding award for the Master Plan through Metro's Planning and Development grants.

Redevelopment: Oregon City View Manor

- 22 acre housing property with 100 units in Oregon City, will be sold pending HUD approval. 3-5 acres of the site will be retained for affordable housing development. All residents will be relocated to new homes pending approval by HUD, starting in the summer of 2018. Funds generated through the sale of the property will be used to build new, affordable housing throughout the county.

Toward Regional Strategies

- AHFE/Lane County Poverty and Homelessness Boards as Models
- Partnering with cities engaged on housing – e.g., Milwaukie Housing Affordability Work Group, Oregon City Homeless Solutions Coalition, Wilsonville Equitable Housing Advisory Group
- Seeking regional partnerships and collab with Portland, MultCo, Metro, and non-profits and AH developers

Development – Funding Tools

- Construction Excise Tax
- Community Development Block Grant
- HOME Funds
- Local Innovation and Fast Tract (LIFT)
- Housing Trust Funds
- Federal/State Low-Income Housing Tax Credits (LIHTC)
- Oregon Affordable Housing Tax Credit
- Tax Exempt Bonds
- New Market Tax Credit Program

Development – Policy Tools

- Inclusionary Zoning
- Affordable Dwelling Unit Ordinance
- Adaptive Reuse
- Affordability Covenants
- Accessory Dwelling Units
- Minimum Lot Sizes & Setbacks
- Expedited Permitting
- Density Bonuses
- Reduced Parking Permits
- Affordable Housing Districts

THIS IS A NEW VERSION FOR MPAC DISCUSSION. THIS INCORPORATES SUGGESTIONS (HIGHLIGHTED) THAT METRO STAFF RECEIVED FROM MTAC MEMBERS AFTER MTAC MADE ITS RECOMMENDATION.

Proposed New Sections of Title 14 to Implement HB 2095

3.07.1427 Mid-Cycle Amendments – Procedures

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

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

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

3.07.1428 Mid-Cycle Amendments - Criteria

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

THIS IS A NEW VERSION FOR MPAC DISCUSSION. THIS INCORPORATES SUGGESTIONS (HIGHLIGHTED) THAT METRO STAFF RECEIVED FROM MTAC MEMBERS AFTER MTAC MADE ITS RECOMMENDATION.

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

THIS IS A NEW VERSION FOR MPAC DISCUSSION. THIS INCORPORATES SUGGESTIONS (HIGHLIGHTED) THAT METRO STAFF RECEIVED FROM MTAC MEMBERS AFTER MTAC MADE ITS RECOMMENDATION.

Amendments to Existing Title 14 Provisions

3.07.1425 Legislative Amendment to the UGB - Criteria

* * * * *

(c) If the Council determines there is a need to amend the UGB, the Council shall evaluate areas designated urban reserve for possible addition to the UGB and shall determine which areas better meet the need considering the following factors:

- (1) Efficient accommodation of identified land needs;
- (2) Orderly and economic provision of public facilities and services;
- (3) Comparative environmental, energy, economic and social consequences;
- (4) Compatibility of proposed urban uses with nearby agricultural and forest activities occurring on land outside the UGB designated for agriculture or forestry pursuant to a statewide planning goal;
- (5) Equitable and efficient distribution of housing and employment opportunities throughout the region;
- (6) Contribution to the purposes of Centers and Corridors;
- (7) Protection of farmland that is most important for the continuation of commercial agriculture in the region;
- (8) Avoidance of conflict with regionally significant fish and wildlife habitat; and
- (9) Clear transition between urban and rural lands, using natural and built features to mark the transition.

(d) If the Council determines there is a need to amend the UGB for housing, in addition to consideration of the factors listed in subsection (c) of this section, the Council shall also consider the following factors in determining which urban reserve areas better meet the housing need:

THIS IS A NEW VERSION FOR MPAC DISCUSSION. THIS INCORPORATES SUGGESTIONS (HIGHLIGHTED) THAT METRO STAFF RECEIVED FROM MTAC MEMBERS AFTER MTAC MADE ITS RECOMMENDATION.

- (1) Whether the area is adjacent to a city with an acknowledged housing needs analysis that is coordinated with the Metro forecast in effect at the time the city's housing needs analysis or planning process began;
- (2) Whether the area has been concept planned consistent with section 3.07.1110 of this chapter;
- (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;
- (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; and
- (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.

3.07.1465 Notice Requirements

* * * * *

- (b) For a proposed mid-cycle amendment under section 3.07.1427, the COO shall provide notice of the first public hearing on the proposal in the following manner:
 - (1) In writing at least 35 days before the first public hearing on the proposal to:
 - (A) The Department of Land Conservation and Development and local governments of the Metro area;
 - (B) The owners of property that is being proposed for addition to the UGB;
 - (C) The owners of property within 250 feet of property that is being considered for addition to the UGB, or within 500 feet of the property if it is

THIS IS A NEW VERSION FOR MPAC DISCUSSION. THIS INCORPORATES SUGGESTIONS (HIGHLIGHTED) THAT METRO STAFF RECEIVED FROM MTAC MEMBERS AFTER MTAC MADE ITS RECOMMENDATION.

designated for agriculture or forestry pursuant to a statewide planning goal;

(2) In writing at least 30 days before the first public hearing on the proposal to:

(A) The local governments of the Metro area;

(B) A neighborhood association, community planning organization, or other organization for citizen involvement whose geographic area of interest includes or is adjacent to the subject property and which is officially recognized as entitled to participate in land use decisions by the cities and counties whose jurisdictional boundaries include or are adjacent to the site;

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

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



Mayor's Office

October 11, 2017

Honorable Mark Gamba, Chair
Metro Policy Advisory Committee
600 NE Grand Avenue
Portland, OR 97232

RE: Proposed Amendments to Title 14

Dear Chair Gamba and Members of MPAC:

I am writing to submit testimony regarding item 7.1 on the October 11th MPAC meeting agenda, Expectations for Cities Proposing Residential Urban Growth Boundary Expansions. First of all, I would like to express my overall support for the proposed modifications to the UGB process. However, I am concerned about one aspect of the proposal.

The proposed criteria in Title 14 3.07.1425 (d)(1) would require that cities proposing to expand the UGB provide a Housing Needs Analysis that is coordinated with the current Metro forecast. Since the current Metro 2040 forecast was completed just last year, even cities that have done that work quite recently will find that it would need to be repeated to satisfy the proposed criteria. To use my city as an example, Beaverton completed a Housing Needs Analysis in October 2015 which was coordinated with the Metro 2035 forecast.

I support the changes that Metro staff is presenting tonight to address the concerns described above.

I regret that I am not able to attend this meeting in person, and I appreciate the committee's consideration of Beaverton's concerns.

Sincerely,

A handwritten signature in blue ink that reads "Denny Doyle". The signature is written in a cursive, flowing style.

Denny Doyle
Mayor



WASHINGTON COUNTY

OREGON

October 10, 2017

Tom Hughes
Metro Council President

Dear Tom:

I would like to share my comments on the proposed Metro code changes for residential urban growth boundary (UGB) expansions for both the legislative cycle and the new mid-cycle as discussed at MPAC last week. Unfortunately, I was unable to participate in the MPAC discussion due to a schedule conflict.

First, I would like to express my support for the direction Metro is taking in the consideration of UGB expansion areas. The new mid-cycle process reflects the recommendations from the Urban Growth Readiness Task Force and the successful legislative action on HB2095. The mid-cycle brings flexibility to add land to the UGB in response to changes in growth and development trends.

Among other requirements, HB2095 requires all proposals for UGB expansion by cities must be adjacent to the city. The County strongly supports this position and would like to see this language embedded in Metro code consistent with state law. I recommend modifying the second sentence in 3.07.1427 Mid-Cycle Amendments – Procedures to say: *Cities may initiate a mid-cycle amendment to the UGB for areas adjacent to the city proposing the development by filing a proposal on a form provided by Metro.* I support the reference that the proposed UGB expansion area be adjacent to the city in the proposed factors for the legislative cycle (3.07.1425 (d) (1).

Of course, being adjacent to a city does not necessarily mean that the area will be annexed by the city. To facilitate development of new UGB areas, I would like Metro to play a role in facilitating these annexations.

The proposed changes to the Metro Code also respond to the County's long-standing request for UGB decisions to reflect the varying housing needs by communities across the region, rather than strict reliance on a regional analysis. Metro's proposed changes define additional factors for consideration in evaluating alternative areas proposed by cities for inclusion into the UGB, including a local housing needs analysis, efforts to increase affordable housing, and demonstrating progress toward development in existing centers and corridors.

Board of County Commissioners

155 N. First Avenue, Suite 300, MS 22 Hillsboro, OR 97124-3072
Phone: (503) 846-8681 * fax: (503) 846-4545

October 2, 2017

Page 2 of 2

These additional factors are useful to differentiate among the areas now available for future urbanization through the urban reserves. However, I would like to stress the Metro code should be clear these are factors for consideration and not requirements, at least for the 2018 legislative cycle. With proposals due from cities by May 2018, it is too late to require that cities meet all of these additional factors in this cycle. Cities may need more time to respond to these new factors, particularly for a housing needs analysis acknowledged by DLCD.

Finally, I understand Metro staff has prepared administrative rules to guide in the evaluation of the new UGB evaluation criteria. I encourage Metro to solicit input on these rules by MTAC and MPAC before finalizing them.

Please share my comments with MPAC and the Metro Council.

Thank you,

A handwritten signature in blue ink that reads "Andy Duyck". The signature is written in a cursive, flowing style.

Andy Duyck, Chairman
Washington County Board of Commissioners

cc. Andrew Singelakis



Agenda

Meeting: Metro Technical Advisory Committee
 Date: Wednesday, October 4, 2017
 Time: 10:00 a.m. to noon
 Place: Council Chamber

Time	Agenda Item	Action Requested	Presenter(s)	Materials
10:00	CALL TO ORDER Updates from the Acting Chair		Acting Chair Tom Kloster, Metro	
	<ul style="list-style-type: none"> • Citizen Communications to MTAC • Updates from Committee Members 		All	
10:15 45 min.	Proposed Methodology for the Urban Reserve Goal 14 Alternatives Analysis <i>Purpose: Introduce the Goal 14/urban reserve analysis methodology to support the 2018 Growth Management Decision</i>	Informational	Tim O'Brien, Metro	*
11:00 45 min.	Regional Transportation Technology Strategy (RTx) <i>Purpose: Provide an update and collect feedback on the goals, content and process for Metro's Regional Transportation Technology Strategy</i>	Informational	Eliot Rose, Metro	*
Noon	Adjourn			

- * Material will be emailed with meeting notice
 ** Material will be emailed at a later date after notice
 # Material will be distributed at the meeting.

For agenda and schedule information, call 503-797-1766. To check on closure/cancellations during inclement weather please call 503-797-1700.

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ការ​រក​ដំណោះ​ស្រាយ​ពី​Metro

ការ​គោរព​សិទ្ធិ​និង​លទ្ធផល​របស់​ ៖ សំរាប់​ព័ត៌មាន​អំពី​កម្មវិធី​សិទ្ធិ​និង​លទ្ធផល​របស់​ Metro ឬ​ដើម្បី​ទទួល​ពាក្យ​បណ្តឹង​រឿង​អំពី​សូម​ចូល​ទស្សនា​គេហទំព័រ www.oregonmetro.gov/civilrights។
បើ​ការ​អនុវត្ត​ការ​អនុវត្ត​ប្រកាស​នៅ​ពេល​អង្គការ​របស់​សាធារណៈ​ សូម​ទូរស័ព្ទ​កម្រិត​ 503-797-1890 (ម៉ោង 8 រំពឹង​ដល់​ម៉ោង 5 ល្ងាច ថ្ងៃ​ច័ន្ទ​រ័ត្ន) ប្រាំ​ពីរ​ថ្ងៃ​មុន​ថ្ងៃ​ប្រជុំ​ដើម្បី​ធានា​ឲ្យ​គេ​សម្រួល​តាម​សំណើ​របស់​លោក​អ្នក

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2017 MTAC Tentative Agendas

January 4 – Cancelled	January 18 – Cancelled
February 1 <ul style="list-style-type: none"> • 2018 RTP: Vision Zero and Safety Plan Update (McTighe) • Urban Growth Readiness Task Force Recommended Code Updates Update 	February 15 <ul style="list-style-type: none"> • Powell-Division Update • RTP Evaluation Framework (Mermin) <ul style="list-style-type: none"> ○ System Measures ○ Transportation equity analysis
March 1 – Cancelled	March 15 <ul style="list-style-type: none"> • Regional Transit Strategy • Regional Freight Plan • Building the RTP Investment Strategy* (Ellis)
April 5 <ul style="list-style-type: none"> • 2018 Urban Growth Management Decision Work Program Overview • Expectations for cities proposing residential UGB expansions 	April 19 <ul style="list-style-type: none"> • Building the RTP Investment Strategy* and Project Evaluation Process • Powell-Division Transit and locally preferred alternative resolution and related RTP ordinance • 2040 Grants
May 3 <ul style="list-style-type: none"> • Building the RTP Investment Strategy* (Recommendation to MPAC) (Ellis) 	May 17 – Cancelled
June 7 – Cancelled	June 21 – Cancelled
July 5 – Cancelled	July 19 – Cancelled
August 2 <ul style="list-style-type: none"> • Proposed code for mid-cycle UGB amendment process (Reid) • Designing Livable Streets (McTighe) 	August 16 – Cancelled
September 6 <ul style="list-style-type: none"> • Economic Value Atlas update (Raker) • Southwest Corridor Equitable Development Strategy update (Harper) • Expectations for cities proposing residential UGB expansions (Reid) 	September 20 – Cancelled
October 4 <ul style="list-style-type: none"> • Regional Transportation Technology Strategy (RTx) (Rose) 	October 18 <ul style="list-style-type: none"> • Update on RTP Work Plan and Investment Strategy analysis (Ellis)
November 1 <ul style="list-style-type: none"> • Overview of technical review drafts of safety, transit and freight plans** 	November 15 <ul style="list-style-type: none"> • Draft RTP Investment Strategy and TEA findings (Cho) • Designing Livable Streets (McTighe) • Regional Transit Strategy System Expansion Policy (Snook)***

December 6 <ul style="list-style-type: none"> • Draft RTP Investment Strategy Findings (Ellis) • Draft Transportation Equity Analysis Findings • RTP 2018 Regional Leadership Forum #4 (Ellis) • Technical review drafts of safety, transit and freight plans (<i>key issues identified for discussion</i>) 	December 20
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**RTP Revenue Forecast, Priorities, Evaluation Framework and Call for Projects*

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

****Could be considered November 15 or later*

Parking Lot – Future Agenda Items

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



Memo

Date: Wednesday, September 27, 2017
 To: MTAC Members and Interested Parties
 From: Tim O'Brien, Principal Regional Planner
 Subject: 2018 Growth Management Decision - Goal 14/Urban Reserve Analysis Methodology

Introduction

Development of the regional urban growth report (UGR) will begin in the latter half of 2017 with a draft UGR expected in June 2018. The methodology outlined below is focused on a residential land need given the current planning efforts underway at the local jurisdiction level. If the results of the UGR include a need for employment land, additional urban reserve areas may need to be included in the final analysis.

Methodology

Metro staff will complete an alternatives analysis applying the Goal 14 locational factors listed below to all urban reserve areas (attached map).

- Factor 1 – Efficient accommodation of identified land needs
- Factor 2 – Orderly and economic provision of public facilities and services
- Factor 3 – Comparative environmental, energy, economic and social consequences
- Factor 4 – Compatibility of the proposed urban uses with nearby agricultural and forest activities occurring on farm and forest land outside the UGB.

This Goal 14 analysis will result in a suitability ranking or score for each urban reserve. At this point, staff will propose removing from further consideration those urban reserve areas that are determined to be the least suitable for inclusion in the UGB based on the Goal 14 factors. Staff will then apply the UGB amendment factors contained in Metro Code Section 3.07.1425 to the remaining urban reserve areas. The Metro Code factors are:

- Equitable and efficient distribution of housing and employment opportunities throughout the region;
- Contribution to the purposes of Centers and Corridors;
- Protection of farmland that is important for the continuation of commercial agriculture in the region;
- Avoidance of conflict with regionally significant fish and wildlife habitat; and
- Clear transition between urban and rural lands, using natural and built features to mark the transition.

Metro Code Section 3.07.1110 requires the local government(s) responsible for land use planning and governance of an urban reserve to develop a concept plan for the urban reserve prior to its addition to the UGB. It is expected that local concept plans will provide a more refined analysis related to the provision of infrastructure resulting in different cost estimates compared to the initial Goal 14 analysis. In addition, some local concept plan areas may include only a portion of the urban reserve, thereby compelling the need to develop a subarea analysis for the Goal 14 locational factors and Metro Code factors.

Consultant Services

Oregon Administrative Rule Chapter 660 Division 24 outlines the procedures and requirements of Goal 14 for an amendment of the UGB. This requires an evaluation and comparison of the relative costs, advantages and disadvantages of alternative UGB expansion areas with respect to the provision of public facilities and services needed to urbanize alternative boundary locations. For the purposes of Goal 14

boundary location factor 2, public facilities and services means water, sanitary sewer, storm water management, and transportation facilities. Since Metro does not have the staff expertise necessary to complete Goal 14 boundary location factor 2, consultant services will be needed. The evaluation and comparison must include:

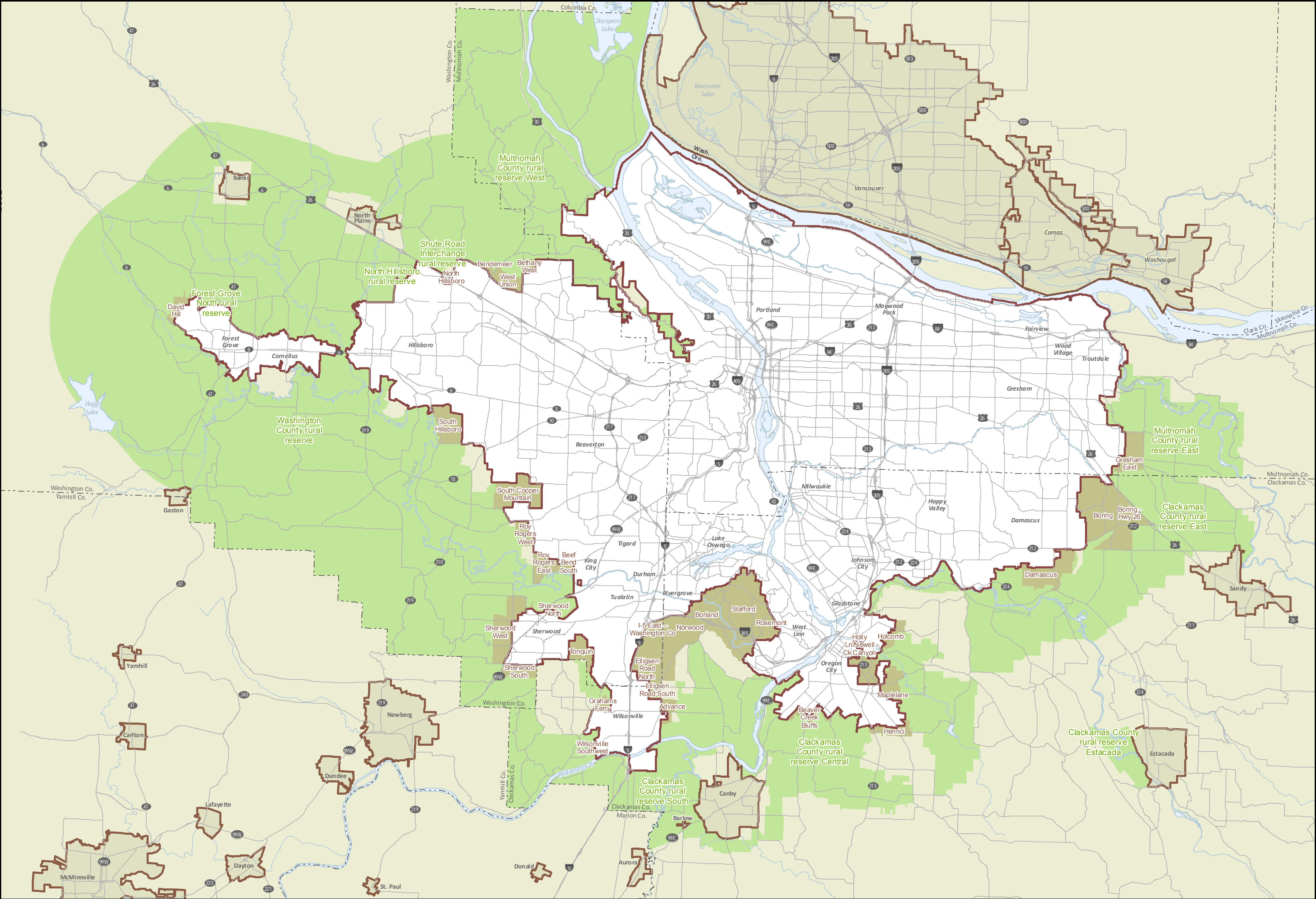
- The capacity of existing public facilities and services to serve areas already inside the UGB;
- The capacity of existing public facilities and services to serve areas proposed for addition to the UGB;
- The impacts to existing water, sanitary sewer, storm water and transportation facilities that serve nearby areas already inside the UGB
- The need for new transportation facilities such as highways and other roadways, interchanges, arterials and collectors, additional travel lanes, other major improvements on existing roadways and the provision of public transit service.

The consultant will address the first three bullets above, including development of preliminary cost estimates for providing sanitary sewer, storm sewer, and water for a residential land need. Metro staff will complete the transportation component of the first three requirements as well as the transportation analysis identified in the last bullet.

The sanitary sewer, water and storm water analysis shall focus on the larger components of the systems as well as the layout of the general distribution lines based on a preliminary road network that will be provided by Metro staff in consultation with local jurisdictions. Preliminary cost estimates for the urban services will address, at a minimum, the following:

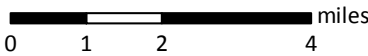
- Sanitary sewer – Availability of treatment capacity, trunk line and pump station requirements, and existing local system improvements
- Water – Availability of source, availability of treatment capacity, storage, pump station and transmission line requirements, and existing local system improvements
- Storm water – existing local system improvements including a need for sub-regional systems

Finally, the consultant will review the transportation cost estimates that are developed by Metro staff using the Highway Economic Requirements System State Version (HERS-ST) methodology. Metro Research Center staff will provide base maps and/or electronic data for existing conditions, topographic constraints and sensitive lands as well as projected households based on a buildable lands analysis. Specific service provider data will need to be acquired from the service providers directly. The consultant work is expected to be completed by early 2018.



Title 14, Urban Growth Boundary

November, 2016



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- County boundaries
- Urban growth boundaries
- Neighbor cities
- Rural reserve
- Urban reserve





Metro Policy Advisory Committee (MPAC) agenda

Wednesday, September 27, 2017 5:00 PM Metro Regional Center, Council chamber

1. Call to Order, Introductions, Chair Communications (5:00 PM)
2. Citizen Communications (5:10 PM)
3. Council Update (5:15 PM)
4. MPAC Member Communication (5:20 PM)
5. Consent Agenda (5:25 PM)
 - 5.1 MTAC Nominations [COM](#)
[17-0054](#)

Attachments: [MTAC Nominations](#)
 - 5.2 Consideration of September 13, 2017 Minutes [17-4897](#)

Attachments: [September 13, 2017 Minutes](#)
6. Information/Discussion Items
 - 6.1 Expectations for Cities Proposing Residential Urban Growth Boundary Expansions (5:30 PM) [COM](#)
[17-0053](#)

Presenter(s): Ted Reid, Metro
Attachments: [MPAC Worksheet](#)
[Proposed New Sections of Title 14 to Implement HB 2095](#)
 - 6.2 Housing Trends and Policies Around the Region: Hillsboro and Portland (6:00 PM) [COM](#)
[17-0052](#)

Presenter(s): Tom Armstrong, City of Portland
Colin Cooper, City of Hillsboro

Attachments: [MPAC Worksheet](#)
7. Adjourn (7:00 PM)



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

2017/2018 MPAC Work Program

As of 9/20/17

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

<p><u>Wednesday, September 27, 2017</u></p> <ul style="list-style-type: none"> • Expectations for Cities Proposing Residential Urban Growth Boundary Expansions – Information/Discussion (Ted Reid, Metro; 30 min) • Housing Trends and Policies Around the Region: Hillsboro and Portland (1/4) – Information/Discussion (Colin Cooper, City of Hillsboro; Tom Armstrong, City of Portland; 60 min) <p><u>September 28 – 30:</u> League of Oregon Cities Annual Conference, Portland, OR</p>	<p><u>Wednesday, October 11, 2017</u></p> <ul style="list-style-type: none"> • Broker perspectives on residential market dynamics – Information/Discussion (TBD; 45 min) • Expectations for cities proposing residential urban growth boundary expansions – Recommendation (Ted Reid, Metro; 30 min) • <i>Housing Trends and Policies Around the Region: Milwaukie and Clackamas County (2/4) – Information/Discussion (TBD; 45 min)</i>
<p><u>Wednesday, October 25, 2017</u></p> <ul style="list-style-type: none"> • 2018 RTP: Project Update – Information/Discussion (Kim Ellis, Metro; 15 min) • Regional Transportation Technology Strategy (Eliot Rose, Metro; 40 min) • Housing Trends and Policies Around the Region: Wilsonville and Beaverton (3/4) – Information/Discussion (TBD; 50 min) 	<p><u>Wednesday, November 8, 2017</u></p> <ul style="list-style-type: none"> • Greater Portland Pulse Housing Data Hub (Liza Morehead and Sheila Martin, PSU Institute of Portland Metropolitan Studies; 45 min) • Metro's Housing Data Resources (Jeff Frkonja; 30 min) • City of Portland/PCRI Pathway 1000 Initiative Project Update – Information/Discussion (TBD; 45 min) <p><u>November 14 – 17:</u> Association of Oregon Counties Annual Conference, Eugene, OR</p>
<p><u>Wednesday, November 22, 2017 – cancelled</u></p>	<p><u>Wednesday, December 13, 2017</u></p> <ul style="list-style-type: none"> • <i>Anti-Displacement Strategies: Panel Discussion (multiple; 90 min)</i>

<u>Wednesday, December 27, 2017 – cancelled</u>	<u>Wednesday, January 10, 2018</u>
<u>Wednesday, January 24, 2018</u>	<u>Wednesday, February 14, 2018</u>
<u>Wednesday, February 28, 2018</u>	<u>Wednesday, March 14, 2018</u>
<u>Wednesday, March 28, 2018</u>	<u>Wednesday, April 11, 2018</u>
<u>Wednesday, April 25, 2018</u>	<u>Wednesday, May 9, 2018</u>

Upcoming events:

- February 2018: RTP Regional Leadership Forum #4 (Finalizing Our Shared Plan for the Region)

Parking lot:

- Presentation on health & land use featuring local projects from around the region
- Greater Portland, Inc. update
- “Unsettling Profiles” presentation by Coalition of Communities of Color
- System development charges (SDCs)
- City of Portland inclusionary housing
- Economic Value Atlas
- Transportation Resiliency
- Self-driving cars

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF SEPTEMBER 13, 2017

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
3.1	Handout	9/1/2017	Metro September Hotsheet	091317m-01
6.1	PowerPoint	9/13/2017	Regional Equitable Housing Investment Opportunities	091317m-02
6.2	PowerPoint	9/13/2017	Construction Career Pathways Project	091317m-03
N/A	Handout	9/12/2017	Let's Talk Trash Leadership Forum Invite	091317m-04

MPAC Worksheet

Agenda Item Title: Expectations for cities proposing residential urban growth boundary expansions

Presenter: Ted Reid, Principal Regional Planner

Contact for this worksheet/presentation: Ted Reid, ted.reid@oregonmetro.gov

Purpose/Objective

Provide MPAC with an update on MTAC discussions of proposed amendments to Metro code. The amendments are intended to clarify expectations for cities proposing residential urban growth boundary (UGB) expansions.

Action Requested/Outcome

MPAC has an initial discussion of proposed code amendments to prepare it for making a formal recommendation (at its October 11 meeting) to the Metro Council.

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

Past Council direction

When the Metro Council made an urban growth management decision in November 2015, the Council provided direction on next steps for the region's urban growth management work program. One piece of Council direction was to work towards state acknowledgement of urban and rural reserves. Now adopted by Metro and the counties and pending state acknowledgement, urban and rural reserve designations represent a significant step for the region in how it approaches urban growth management decisions.

With the region's anticipated long-range urban form settled, the Council has indicated that it is prepared to take a new, outcomes-based approach to urban growth management that focuses on city readiness. In November 2015, the Metro Council directed staff that it wanted to convene regional partners to explore possible improvements to the region's urban growth management process. From spring 2016 to winter 2017, Council President Hughes chaired the Urban Growth Readiness Task Force. The Task Force developed several consensus recommendations which the Metro Council endorsed.

Advancing the Urban Growth Readiness Task Force recommendations

The Task Force's efforts were focused on identifying ways that the Metro Council could exercise greater flexibility to respond to city requests for residential UGB expansions into concept-planned urban reserves.¹ In keeping with the Task Force's recommendations, the Council-endorsed work program for the 2018 urban growth management decision seeks to more fully use the flexibility provided under existing state law when identifying housing needs. Additional flexibility is made possible by recent

¹ The Task Force focused on residential growth management decisions since state law already allows greater flexibility for identifying employment land needs. Likewise, Metro code already includes a process for the Council to respond to applications for non-residential UGB expansions.

changes to state law – which respond to Task Force recommendations – that facilitate mid-cycle residential growth management decisions.²

The Task Force also agreed that, accompanying Council flexibility, the region should have high standards when considering expansion proposals. Generally, the Task Force recommended that, in addition to providing a concept plan for the proposed expansion area (which is already required under Metro Code), cities should describe how they are using best practices to facilitate the development of needed housing in existing urban areas and to achieve the region's desired outcomes³. To that end, the Task Force recommended that Metro should clarify expectations for cities proposing residential UGB expansions into urban reserves. The Task Force suggested (and the Metro Council concurred) that Metro staff should work with MTAC to develop draft code. The Task Force further advised that the code should seek a balance between providing flexibility and certainty.

MTAC recommendations to MPAC

Since fall 2016, MTAC has discussed the question of flexibility vs. certainty and has landed on the flexibility end of the spectrum. In MTAC discussions, prescriptive code language proved unworkable, particularly since each city has different circumstances and the Council has indicated that it wishes to exercise greater flexibility. On September 6, 2017, MTAC unanimously recommended to MPAC proposed Title 14 (Planning for New Urban Areas) amendments.

MTAC also discussed how flexibility creates uncertainty for cities and has suggested that Metro prepare administrative guidance for cities making proposals. The guidance would be framed around the proposed code amendments. Since it would not be adopted as code, the administrative guidance could be updated for future growth management decisions to reflect the Council's current interests. Metro staff agrees with the approach suggested by MTAC and believes that it is the best way to facilitate the outcomes-based framework that the Council has adopted.

Council discussions of proposed code amendments

The Metro Council discussed the proposed code amendments (version recommended by MTAC) and an initial draft of administrative guidance at its September 14 work session. The Metro Council suggested one change to the mid-cycle UGB amendment criteria described in proposed code section 3.07.1428(b)2. That criterion references a timeframe during which the proposed housing is likely to be developed. MTAC recommended that this be a 20-year time horizon. The Metro Council subsequently requested that this be changed to 10 years to recognize that mid-cycle decisions are intended to respond to more immediate opportunities to provide needed housing.⁴ That Council direction is reflected in the version in MPAC's meeting packet.

Next steps (dates may be subject to change)

September 27: MPAC discussion of proposed code amendments

October 11: MPAC recommendation to the Metro Council on proposed code amendments

October 26: Metro Council hearing on proposed code amendments

² The first mid-cycle decision is expected in 2021, three years after the anticipated 2018 legislative growth management decision.

³ As defined in the Regional Framework Plan.

⁴ Legislative UGB amendments, which must be considered by the Council at least every six years, respond to a 20-year time horizon.

November 2: Metro Council decision on proposed code amendments

What packet material do you plan to include?

MPAC's packet includes draft amendments to Title 14 (Urban Growth Boundary) of the Urban Growth Management Functional Plan. The proposed code in MPAC's packet is the version recommended by MTAC with one change (noted above) requested by the Metro Council.

Proposed New Sections of Title 14 to Implement HB 2095

3.07.1427 Mid-Cycle Amendments - Procedures

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

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

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

3.07.1428 Mid-Cycle Amendments - Criteria

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

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

Amendments to Existing Title 14 Provisions

3.07.1425 Legislative Amendment to the UGB - Criteria

* * * * *

(c) If the Council determines there is a need to amend the UGB, the Council shall evaluate areas designated urban reserve for possible addition to the UGB and shall determine which areas better meet the need considering the following factors:

- (1) Efficient accommodation of identified land needs;
- (2) Orderly and economic provision of public facilities and services;
- (3) Comparative environmental, energy, economic and social consequences;
- (4) Compatibility of proposed urban uses with nearby agricultural and forest activities occurring on land outside the UGB designated for agriculture or forestry pursuant to a statewide planning goal;
- (5) Equitable and efficient distribution of housing and employment opportunities throughout the region;
- (6) Contribution to the purposes of Centers and Corridors;
- (7) Protection of farmland that is most important for the continuation of commercial agriculture in the region;
- (8) Avoidance of conflict with regionally significant fish and wildlife habitat; and
- (9) Clear transition between urban and rural lands, using natural and built features to mark the transition.

(d) If the Council determines there is a need to amend the UGB for housing, in addition to consideration of the factors listed in subsection (c) of this section, the Council shall also consider the following factors in determining which urban reserve areas better meet the housing need:

- (1) Whether the area is adjacent to a city with an acknowledged housing needs analysis that is coordinated with the current Metro forecast;
- (2) Whether the area has been concept planned consistent with section 3.07.1110 of this chapter;
- (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;
- (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; and
- (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.

3.07.1465 Notice Requirements

* * * * *

- (b) For a proposed mid-cycle amendment under section 3.07.1427, the COO shall provide notice of the first public hearing on the proposal in the following manner:
 - (1) In writing at least 35 days before the first public hearing on the proposal to:
 - (A) The Department of Land Conservation and Development and local governments of the Metro area;
 - (B) The owners of property that is being proposed for addition to the UGB;
 - (C) The owners of property within 250 feet of property that is being considered for addition to the UGB, or within 500 feet of the property if it is designated for agriculture or forestry pursuant to a statewide planning goal;

- (2) In writing at least 30 days before the first public hearing on the proposal to:
 - (A) The local governments of the Metro area;
 - (B) A neighborhood association, community planning organization, or other organization for citizen involvement whose geographic area of interest includes or is adjacent to the subject property and which is officially recognized as entitled to participate in land use decisions by the cities and counties whose jurisdictional boundaries include or are adjacent to the site;
 - (C) Any other person who requests notice of amendments to the UGB; and
- (3) To the general public by posting notice on the Metro website at least 30 days before the first public hearing on the proposal.

MPAC Worksheet

Agenda Item Title: Housing trends and policies around the region: Hillsboro and Portland

Presenter: Tom Armstrong, City of Portland

Colin Cooper, City of Hillsboro

Contact for this worksheet/presentation: Ted Reid, ted.reid@oregonmetro.gov

Purpose/Objective

Provide MPAC with an opportunity to hear about and discuss housing trends, policies, challenges, and opportunities around the region.

Action Requested/Outcome

No action required. This agenda item is part of a series to provide MPAC with additional background on housing-related topics. The intent is to inform MPAC's discussion of projects such as the 2018 urban growth management decision, the Equitable Housing Initiative, the 2018 update of the Regional Transportation Plan, and the Southwest Corridor Equitable Development Strategy.

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

When the Metro Council made an urban growth management decision in November 2015, the Council directed staff to provide ongoing opportunities for dialogue about development and growth trends. The [Regional Snapshots](#) program provides ongoing reporting as well as occasional speaker events. A forthcoming fall 2017 Regional Snapshot will be about housing. Over the coming weeks, MPAC will also have opportunities to hear about and discuss housing trends in several communities, including (tentative):

September 27: Portland and Hillsboro

October 11: Milwaukie and Clackamas County

October 25: Wilsonville and Beaverton

Early 2018: Tigard

What packet material do you plan to include?

None

Materials following this page were distributed at the meeting.



2017

Build Small LIVE LARGE

A National ADU and Small Housing Summit

Friday – Sunday,
November 3–5, 2017
Portland State University
Portland, Oregon

REGISTER
NOW!



Eco ADU by Zenbox Design





A National ADU and Small Housing Summit

Accessory Dwelling Units (ADUs) offer a path to more sustainable, equitable and livable cities by meeting the growing demand for smaller houses in high-opportunity neighborhoods. These small homes built in back yards, attics and basements create greener, more affordable housing where people most want to live.

This fall, join the leaders in ADU policy, design, construction, real estate and finance for a one-day professional Summit, followed by a weekend of tours and workshops that bring the concepts to life.



Institute for
Sustainable Solutions
PORTLAND STATE UNIVERSITY



Metro



Friday, November 3

You'll learn:

- How cities facing housing shortages have launched successful ADU movements to create more homes for today's new family demographics.
- How professionals and homeowners are navigating a changing landscape of regulation and financing.
- How ADUs can fight the displacement of cost-burdened seniors and low-income renters.
- How small homes can make big impacts on our cities at the *Design and Innovation Slam*.

Saturday, November 4

Tour real ADUs and Tiny House Villages for the houseless.

Sunday, November 5

Dive into workshops on ADU development and financing.

Register now at:

www.buildsmall-livelarge.com



February 28, 2017



2018 urban growth management decision

Overview of work program

PROGRAM OBJECTIVES:

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

COUNCIL ROLES:

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

COUNCIL DIRECTION TO DATE:

Outcomes-based approach:

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

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

Greater flexibility to respond to city proposals:

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

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

Expedited decision making:

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

GENERAL APPROACH:

Old system:

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

New system:

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

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

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

PHASES AND MILESTONES

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

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

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

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

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

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

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

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

2018 UGR

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

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

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

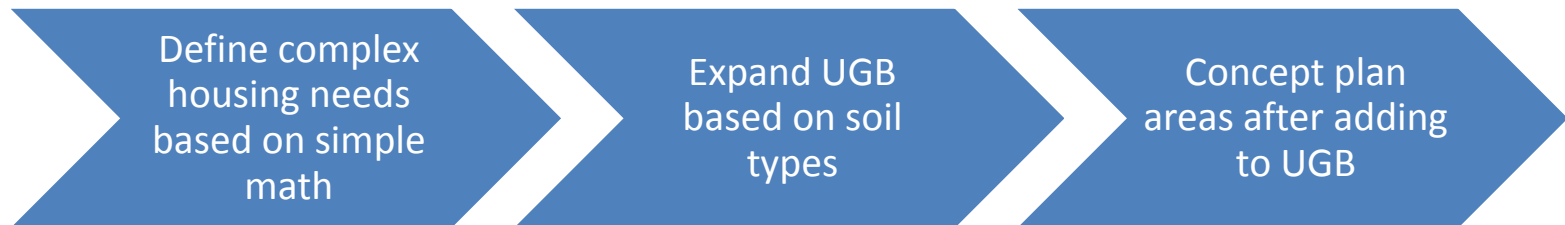


Urban growth management

Clarifying expectations for cities proposing residential expansions

Issues with past growth management processes

Old system



A turning point

2006: New Look at Regional Choices

- Region should identify urban and rural reserves.
- Region should move towards an outcomes-based approach to growth management.

Agree on where the region will and won't grow

- 1994: 2040 Growth Concept
- 2010: Three counties and Metro adopt urban and rural reserves.
- 2017: Adopt urban and rural reserves... again.

Have a plan before expanding the UGB

- 2006 to present: grant funding of local planning.
- 2010: Council, with MPAC advice, requires concept plan before UGB expansion.

Make decisions that advance desired outcomes

- 2009: Council, with MPAC advice, expressed intent to use six desired outcomes to guide decisions.
- 2010: Council, with MPAC advice, adopted six desired outcomes into Framework Plan.
- 2015: Council, with MPAC advice, expressed intent to work with partners to improve residential growth management process.

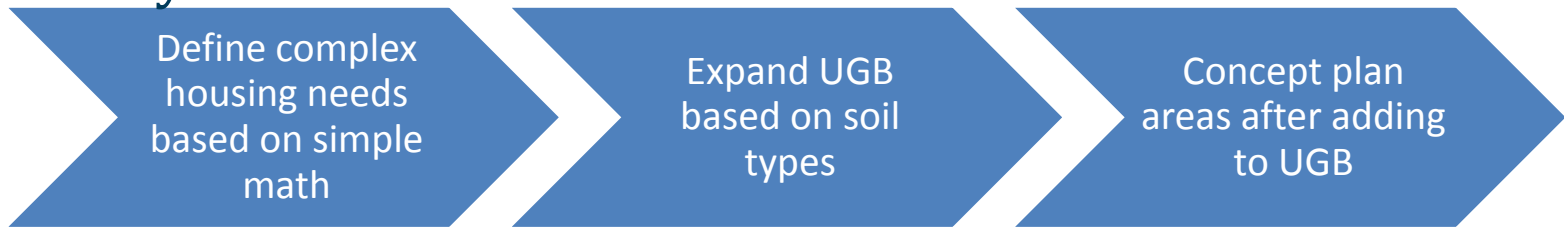
Be more responsive to city proposals

2016 – 2017: Urban Growth Readiness Task Force makes consensus recommendations:

- Need more flexibility to respond to city proposals for residential expansions.
- Need to clarify expectations for cities proposing residential expansions:
 - Six desired outcomes
 - Housing affordability
 - Likelihood of development
 - Efforts in existing urban areas

Evolution of regional growth management process

Old system



New system



MTAC unanimous recommendations

- Clarify expectations, but ensure flexibility.
- Expectations should apply to all residential growth management decisions, but there should be a higher bar for mid-cycle expansion proposals:
 - Coordination of housing needs analyses
 - Demonstrated likelihood of development of expansion area
 - Efforts in existing urban centers and corridors
 - Best practices for affordable housing in existing urban areas
 - Advancement of six desired outcomes

Next steps

October 11, 2017: MPAC recommendation on code amendments

October 26 and November 2: Council consideration of code amendments.

December 29, 2017: Letters of interest due from cities proposing expansions.

Now – Spring 2018: Ongoing technical work and peer review.

May 31, 2018: Full proposals due from cities proposing expansions.

End of June, 2018: Release draft report and city proposals.

Summer – Fall 2018: Discuss merits of city proposals.

End of 2018: MPAC advice and Council decision.



Portland Housing

Tom Armstrong

Bureau of Planning and Sustainability

September 27, 2017



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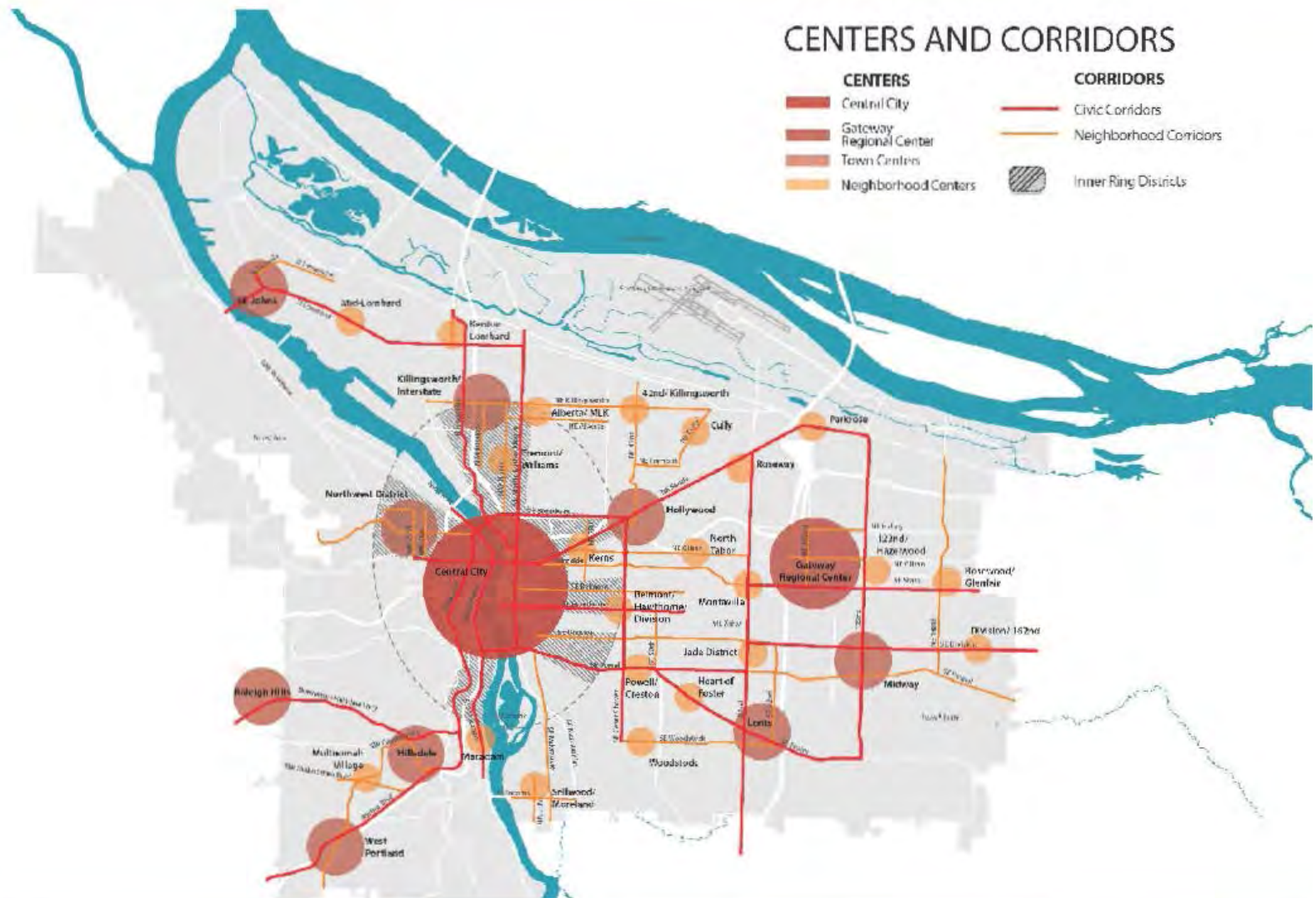


2035 Comprehensive Plan



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Policies and Strategies

- Growth in Centers and Corridors
 - Central City: 30%
 - Centers and Corridors: 50%
 - Other areas: 20%
- Healthy Connected City
 - 80% of households are located in complete neighborhoods.



Housing Cost Trends

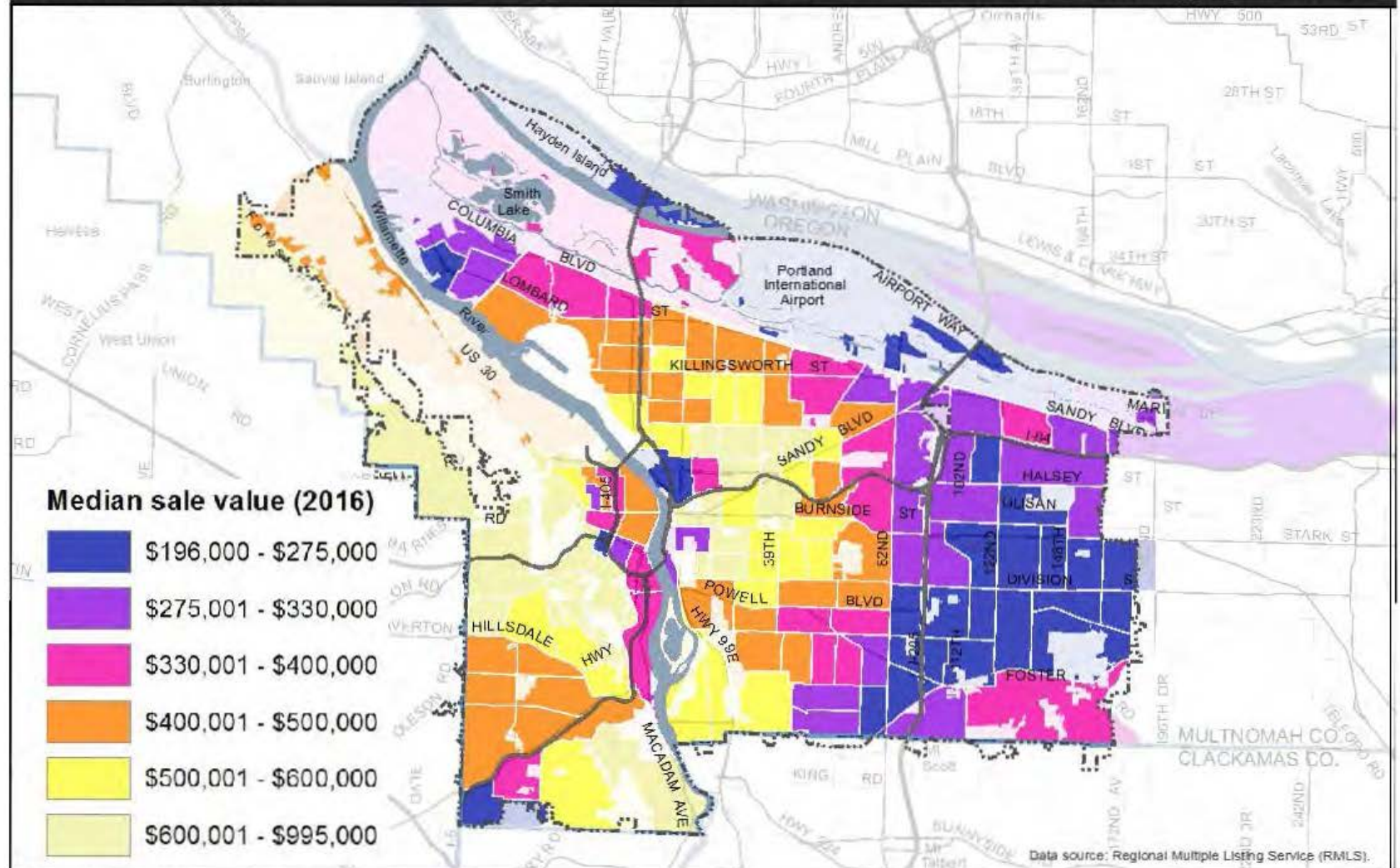


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Median sale price

Detached homes or condo sales where appropriate, 2016



September 22, 2017

City of Portland, Oregon ||
Bureau of Planning and Sustainability ||
Housing and Economic Planning

The information on this map was derived from City of Portland LRS databases. Care was taken in the creation of this map but it is provided "as is". The City of Portland cannot accept any responsibility for error, omission or positional accuracy.

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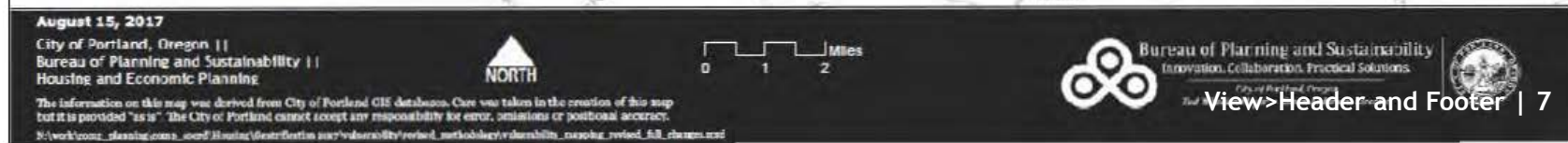
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Share of home sales affordable to 120% MFI households

2016

Assumptions

120% MFI for family of four

\$91,317 in 2008; \$87,960 in 2016

Monthly payment no more than 30% of income

30-year loan with 20% down payment and 4% interest rate

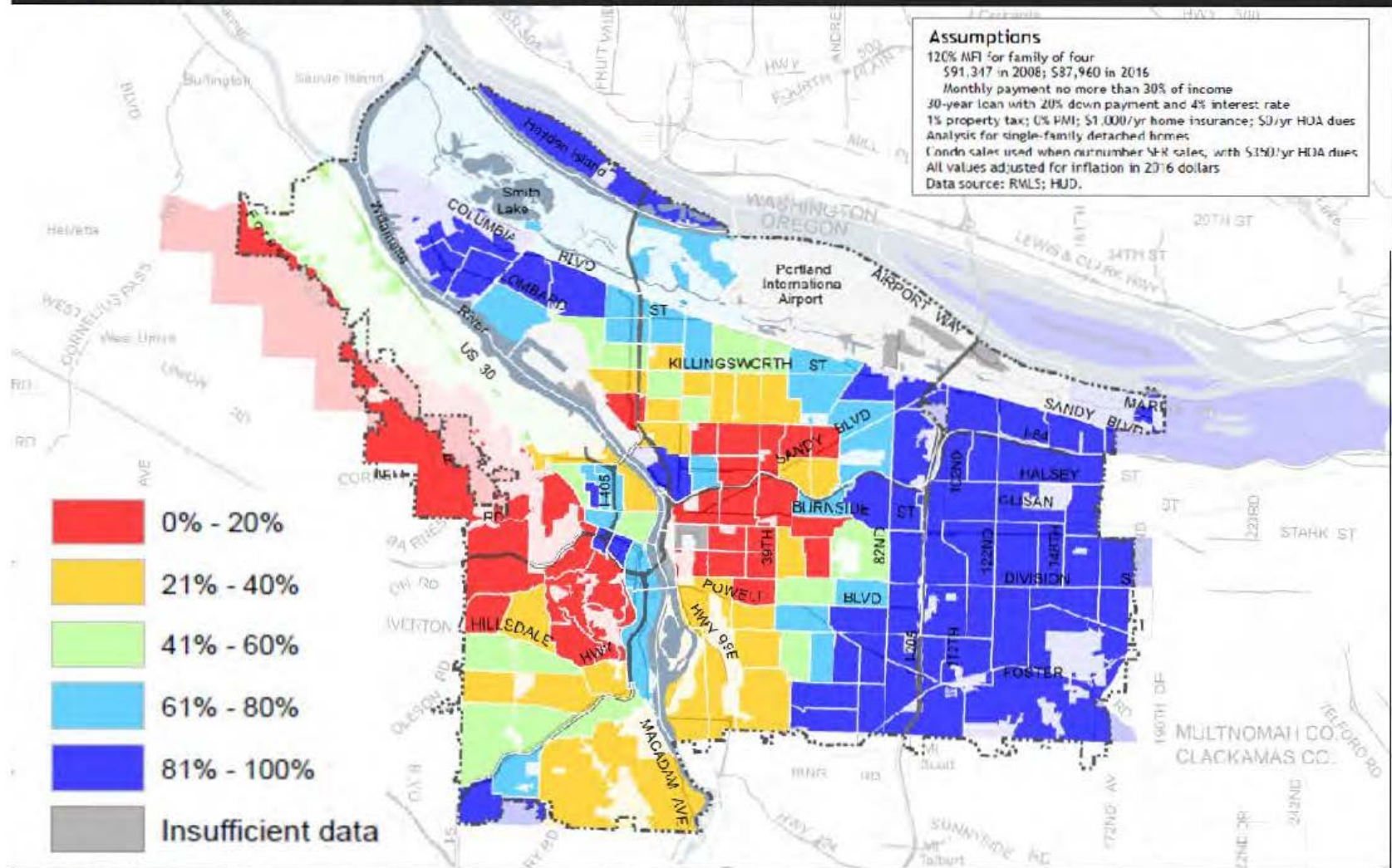
1% property tax; 0% PMI; \$1,000/yr home insurance; \$0/yr HOA dues

Analysis for single-family detached homes

Condo sales used when outnumber SFR sales, with \$150/yr HOA dues

All values adjusted for inflation to 2016 dollars

Data source: RMLS; HUD.



August 15, 2017

City of Portland, Oregon |
Bureau of Planning and Sustainability |
Housing and Economic Planning

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Change in share of home sales affordable to 120% MFI households

2008 - 2016

Assumptions

120% MFI for family of four
 \$91,347 in 2008; \$87,950 in 2016
 Monthly payment no more than 30% of income
 30-year loan with 20% down payment and 4% interest rate
 1% property tax; 0% PMI; \$1,000/yr home insurance; \$0/yr HOA dues
 Analysis for single-family detached homes
 Condo sales used when outnumber SFR sales, with \$350/yr HOA dues
 All values adjusted for inflation in 2016 dollars
 Data source: RMLS; HUD.

----- Urban Service Boundary

Industrial and open space

Change in share of homes (CAGR)



August 22, 2017

City of Portland, Oregon ||
 Bureau of Planning and Sustainability ||
 Housing and Economic Planning

The information on this map was derived from City of Portland CIP database. Care was taken in the creation of this map but it is provided "as is". The City of Portland cannot accept any responsibility for errors, omissions or positional accuracy.

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0 1 2 Miles



Bureau of Planning and Sustainability
 Innovation. Collaboration. Practical Solutions.



City of Portland Oregon
 View > Header and Footer | 9

Permit Activity

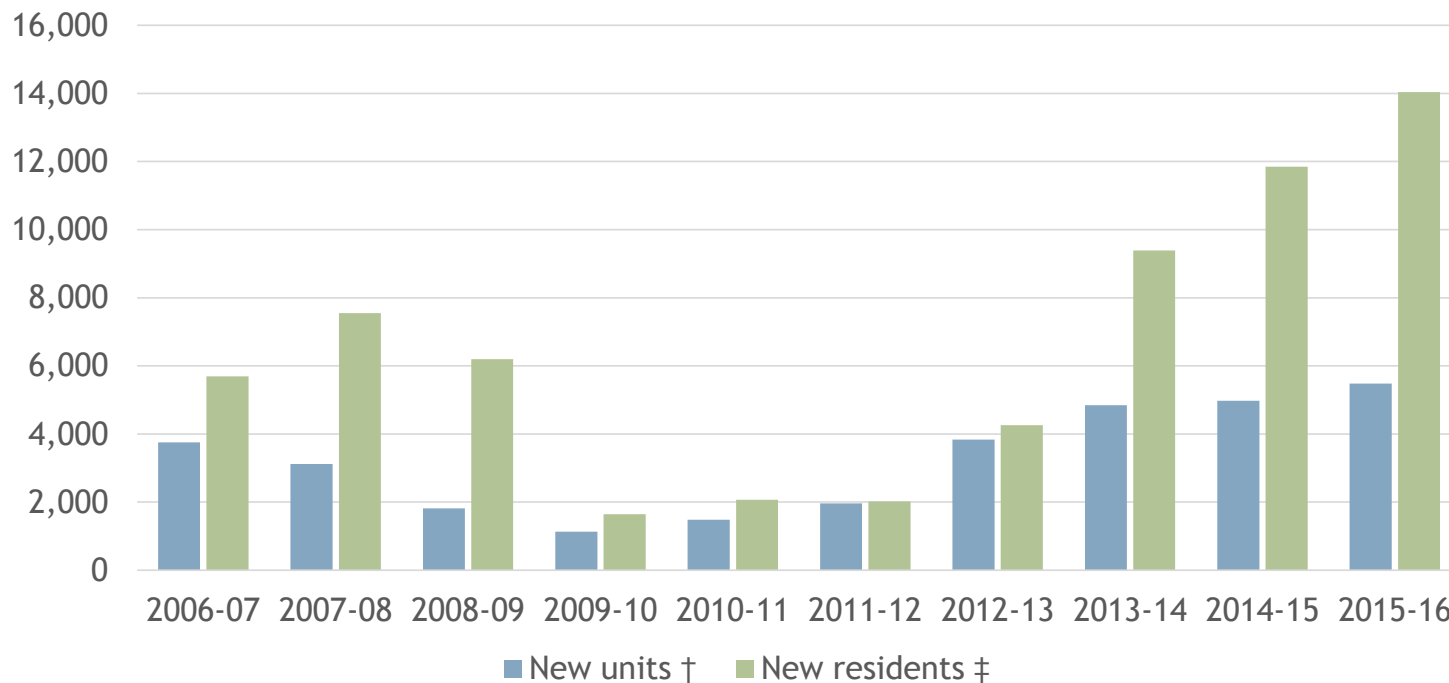


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New residents. Enough housing?

New housing units and population growth
Portland, OR (fiscal year)



Data sources: †: City of Portland, Bureau of Development Services, residential building permits. ‡: Portland State University, Population Research Center, Annual Population Estimates.

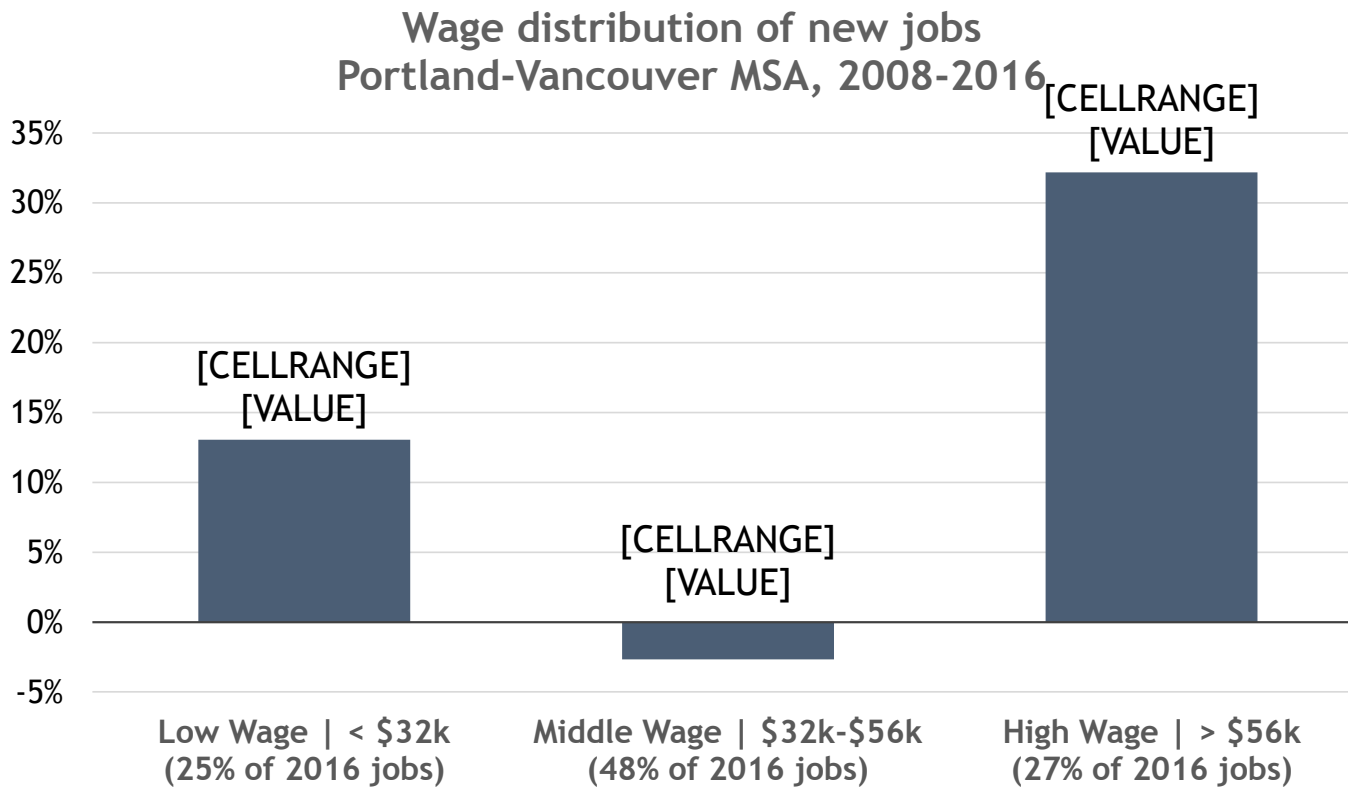
Prepared on March 3, 2017 by Portland Bureau of Planning and Sustainability.



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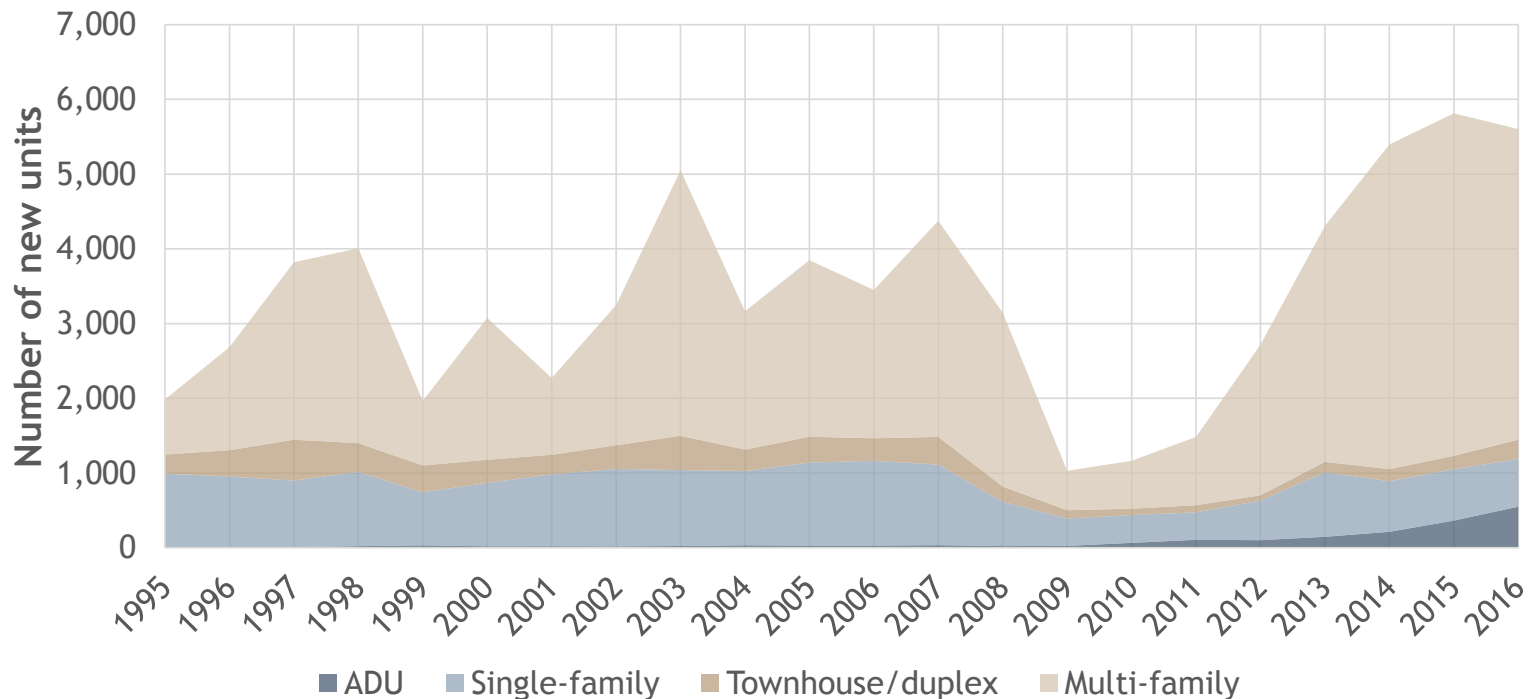
Disappearing middle-wage jobs



Source: Bureau of Labor Statistics, Occupational Employment Statistics (OES). Prepared September 22, 2017 by Portland Bureau of Planning and Sustainability.

Peak development cycle?

New housing units by unit type
Portland Urban Service Area, 1995-2016

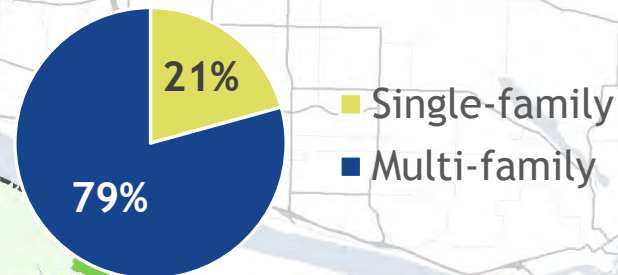


Data source: City of Portland, Bureau of Development Services, residential building permits.

Residential permit activity

New units 2011-2016 by Neighborhood Analysis Area

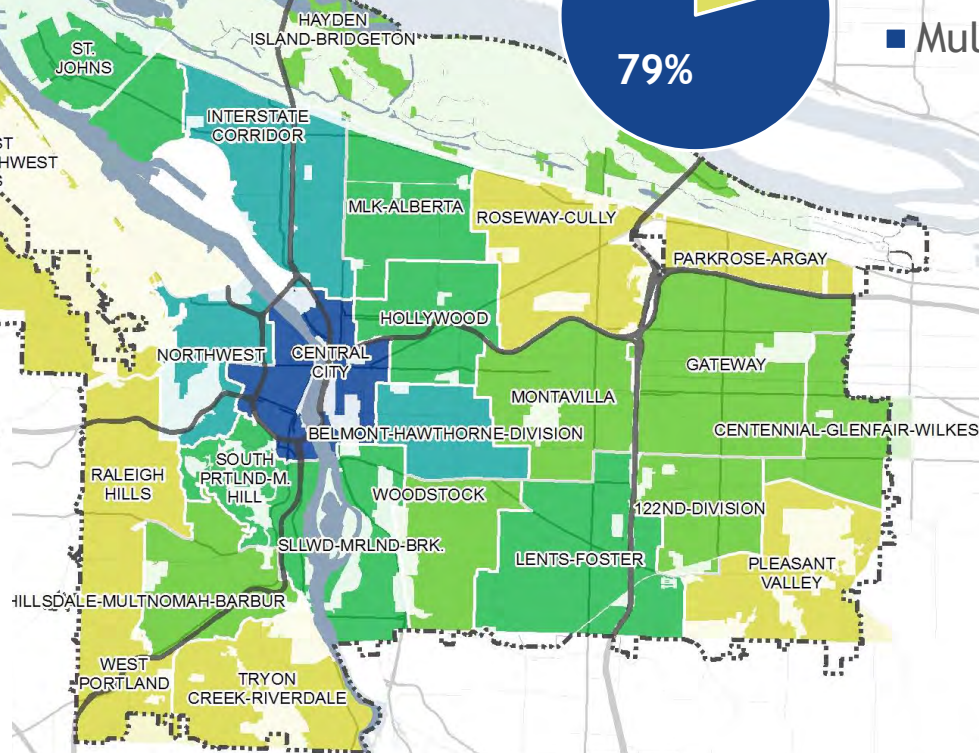
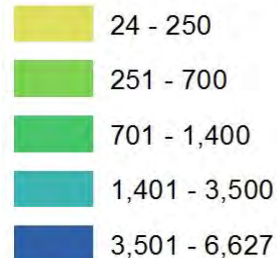
SFR-MFR split (2011-16)



----- Urban Service Boundary

Industrial and open space

Permits issued 2011-2016



September 19, 2017

City of Portland, Oregon ||
Bureau of Planning and Sustainability ||
Housing and Economic Planning

The information on this map was derived from City of Portland GIS databases. Care was taken in the creation of this map but it is provided "as is". The City of Portland cannot accept any responsibility for error, omissions or positional accuracy.

N:\work\comp_planning\comp_coord\Housing\Gentrification 2017\vulnerability\revised_methodology\vulnerability_mapping_revised_full_changes.mxd



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City of Portland, Oregon
Ted Wheeler, Mayor • Susan Anderson, Director



Affordable Housing Strategy



Bureau of Planning and Sustainability
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Funding

- In November 2016, \$258 million affordable housing bond
- \$67 million in urban renewal resources dedicated to affordable housing thru 2024
- Short term rental lodging tax revenue of \$1.2 million per year
- Construction excise tax revenue of \$8-9 million per year



Renter Protections

- Landlords to provide 90-day notice prior to a no-cause eviction or a rent increase greater than 5% over a 12-month period.
- Mandatory relocation assistance for a no-cause eviction or rent increase of 10% or more within a 12-month period.

Inclusionary Housing

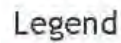
- **Mandatory Inclusionary Requirement:**
 - 20% of Units at 80% Area Median Income
- **Deeper Affordability Option:**
 - 10% of Units at 60% Area Median Income
- **Incentives:**
 - Density Bonus
 - 10 Year Property Tax Exemption
 - CET Exemption on Affordable Units
 - Parking Requirement Exemption
 - SDC Waivers on Affordable Units

Future Actions



Central City

Building Heights



Central City Plan Boundary



Maximum bonusable height boundary

Maximum Heights Comparison



Increase in Maximum Height

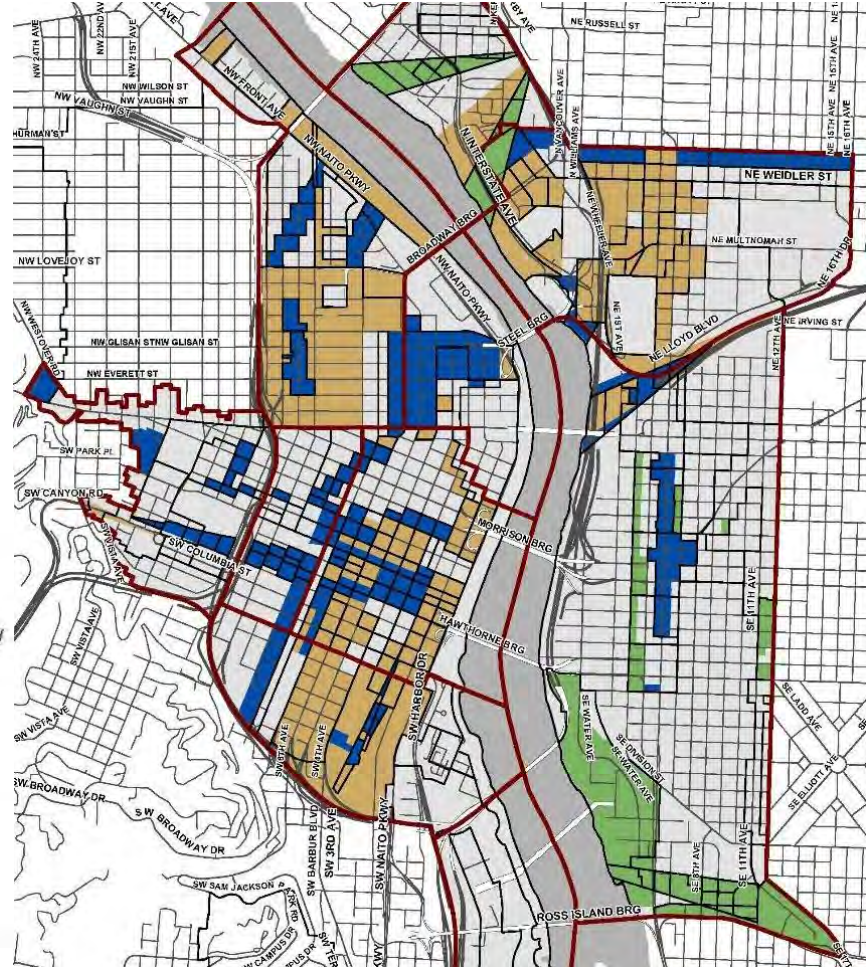


Decrease in Maximum Height



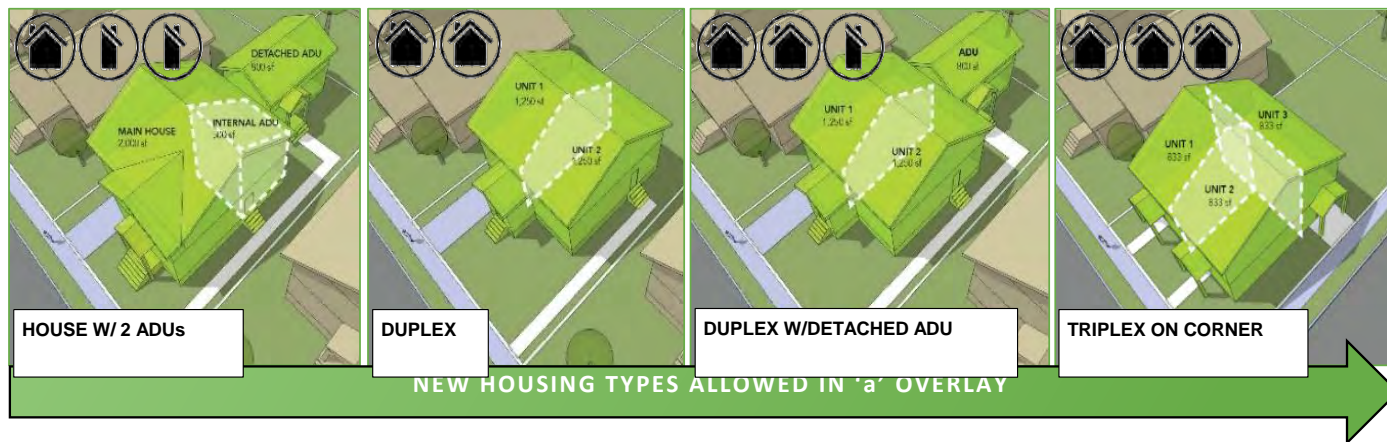
Apply a Maximum Height

No Change in Maximum Height

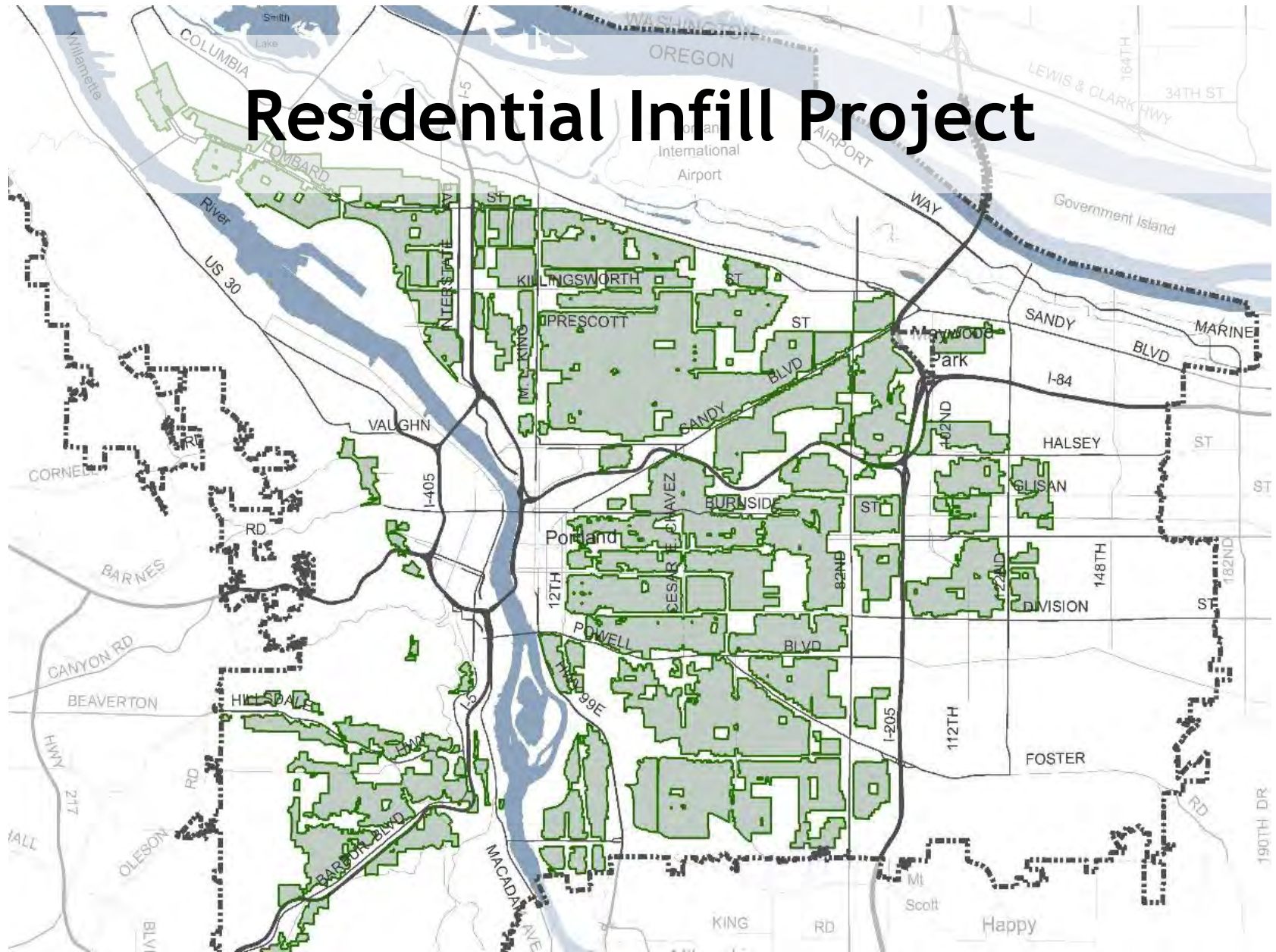


Residential Infill Project

- Limiting the size of single-dwelling houses
- Creating options for smaller housing units in single dwelling neighborhoods



Residential Infill Project

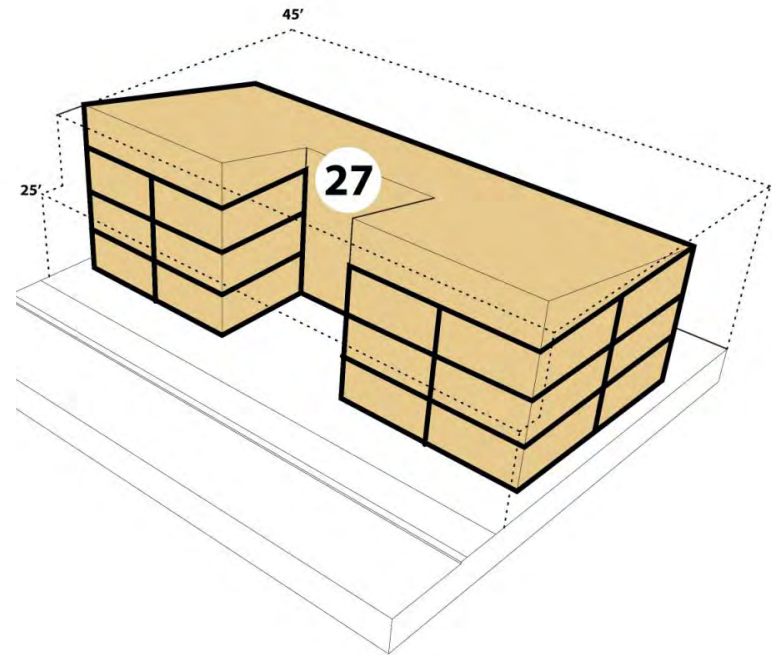
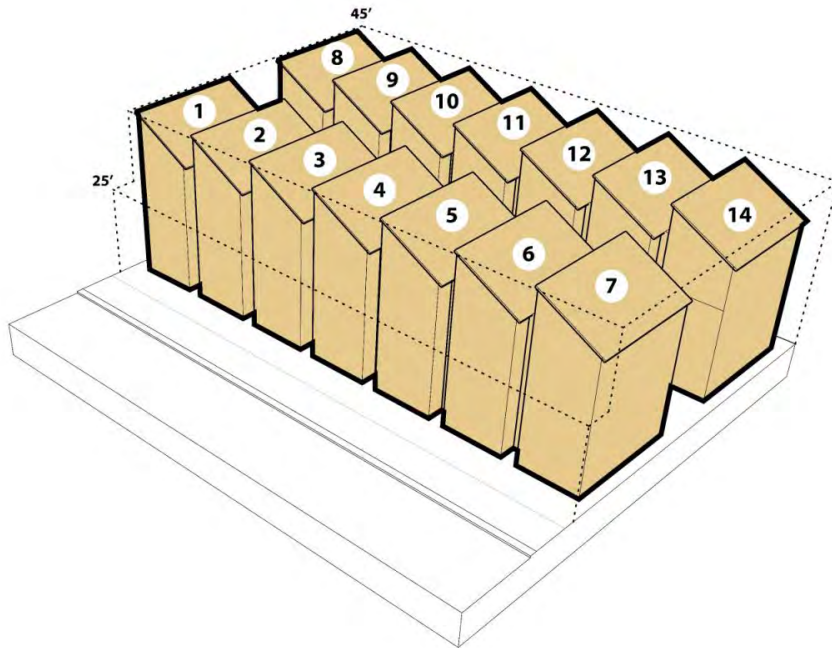


Multi-Dwelling Zones

- Re-write Multi-Dwelling Zones
- Proposing scale (FAR and height) based zoning with minimum density but no maximum density standard.
- Building design and transitions that are clear and objective standards.
- Density bonuses for affordable housing, family-sized units and tree preservation.



Multi Dwelling Zones



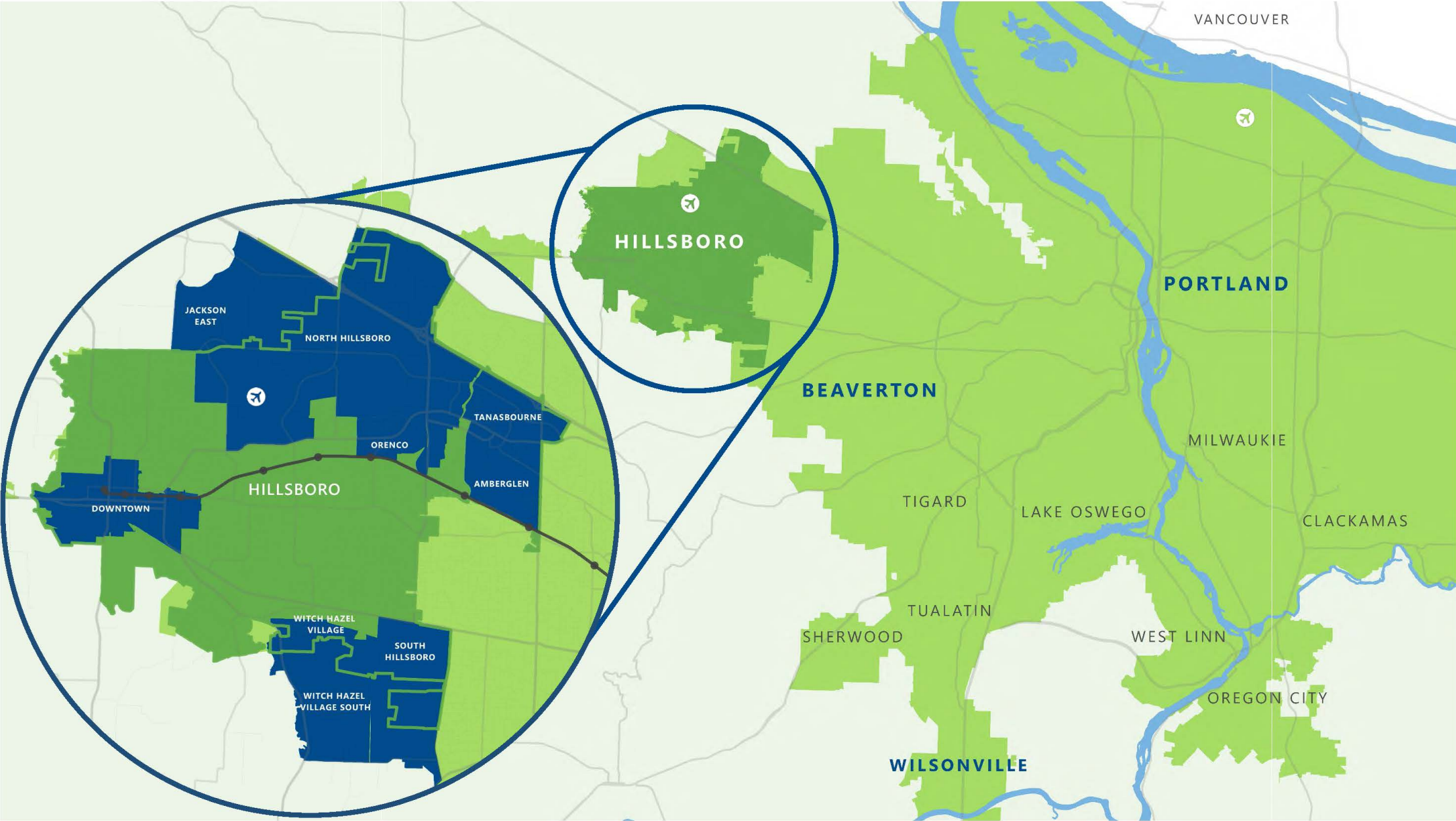


MPAC

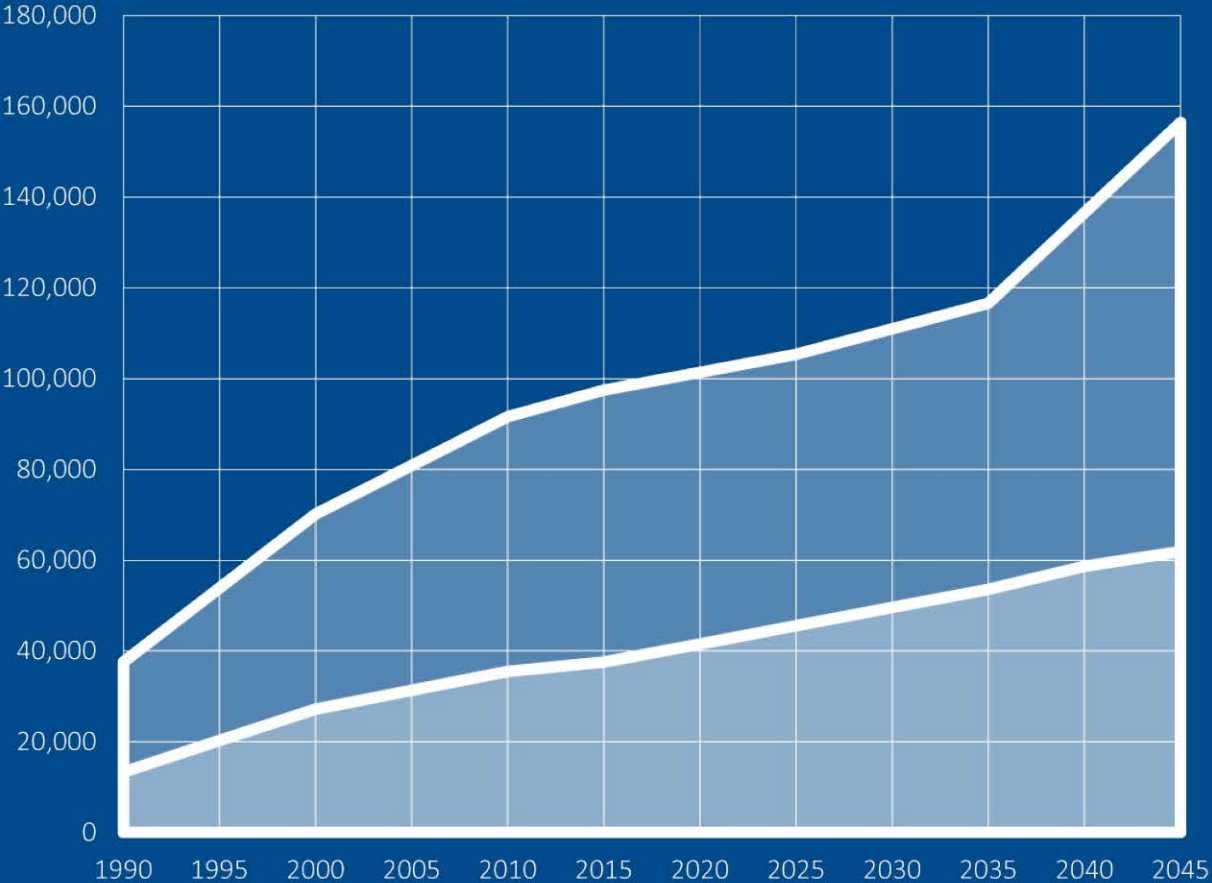
METRO

September 27, 2017

Colin Cooper | Planning
Director



THE NUMBERS



POPULATION

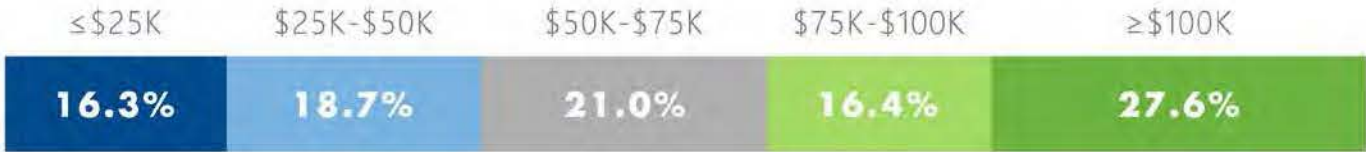
**HOUSING
UNITS**

MEDIAN HOUSEHOLD INCOME

\$67,757

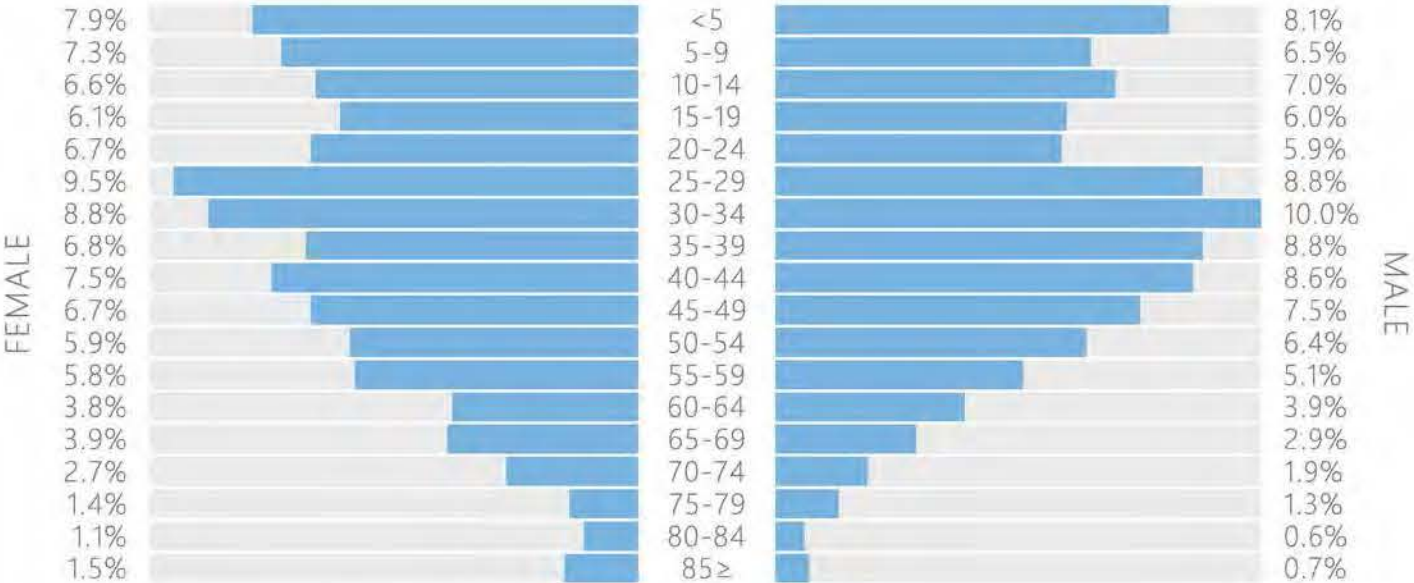
ACS 5-Year Population and Housing Profile (2011-2015), U.S. Census Bureau

HOUSEHOLD INCOME DISTRIBUTION



ACS 5-Year Population and Housing Profile (2011-2015), U.S. Census Bureau

AGE DISTRIBUTION



ACS 5-Year Estimates (2011-2015), Table 101, U.S. Census Bureau

AVERAGE HOUSEHOLD SIZE

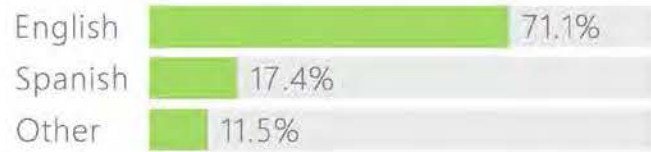
2.7

ACS 5-Year Population and Housing Profile (2011-2015), U.S. Census Bureau

MEDIAN AGE

33.6

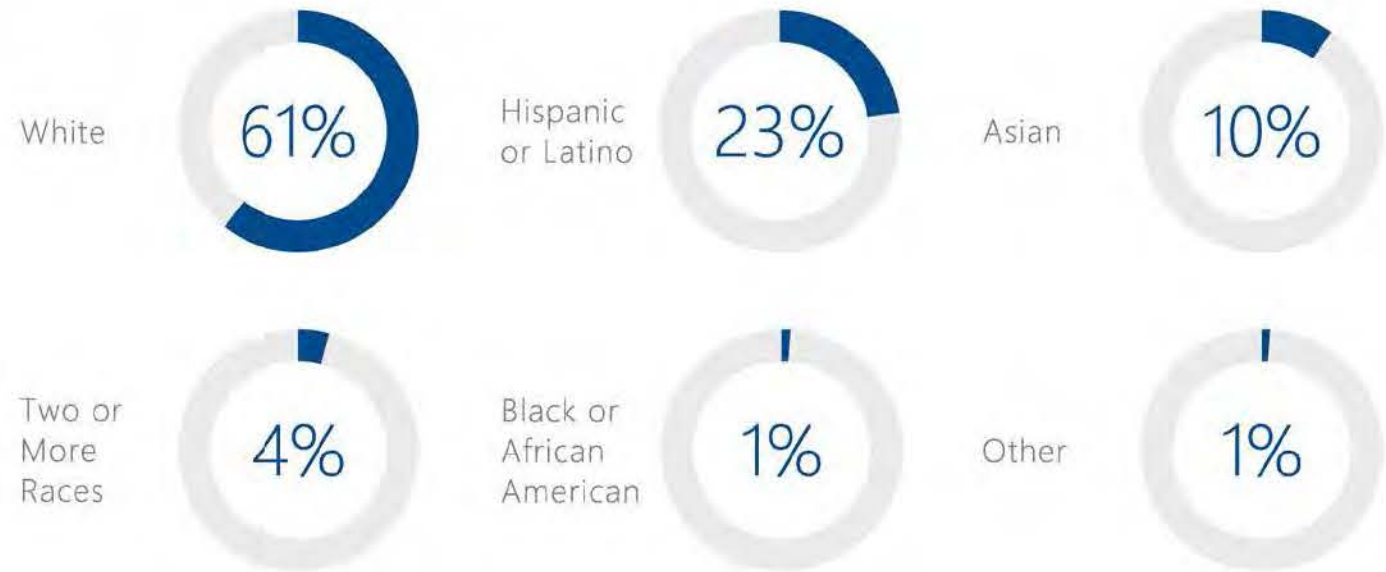
ACS 5-Year Estimates (2011-2015), Table 101, U.S. Census Bureau

LANGUAGE SPOKEN AT HOME

ACS 5-Year Estimates (2011-2015),
Table 1601, U.S. Census Bureau

EDUCATIONAL ATTAINMENT

ACS 5-Year Population and Housing
Profile (2011-2015), U.S. Census Bureau

RACE & ETHNICITY

ACS 5-Year Estimates (2011-2015),
Table DP05, U.S. Census Bureau

HOUSING STOCK



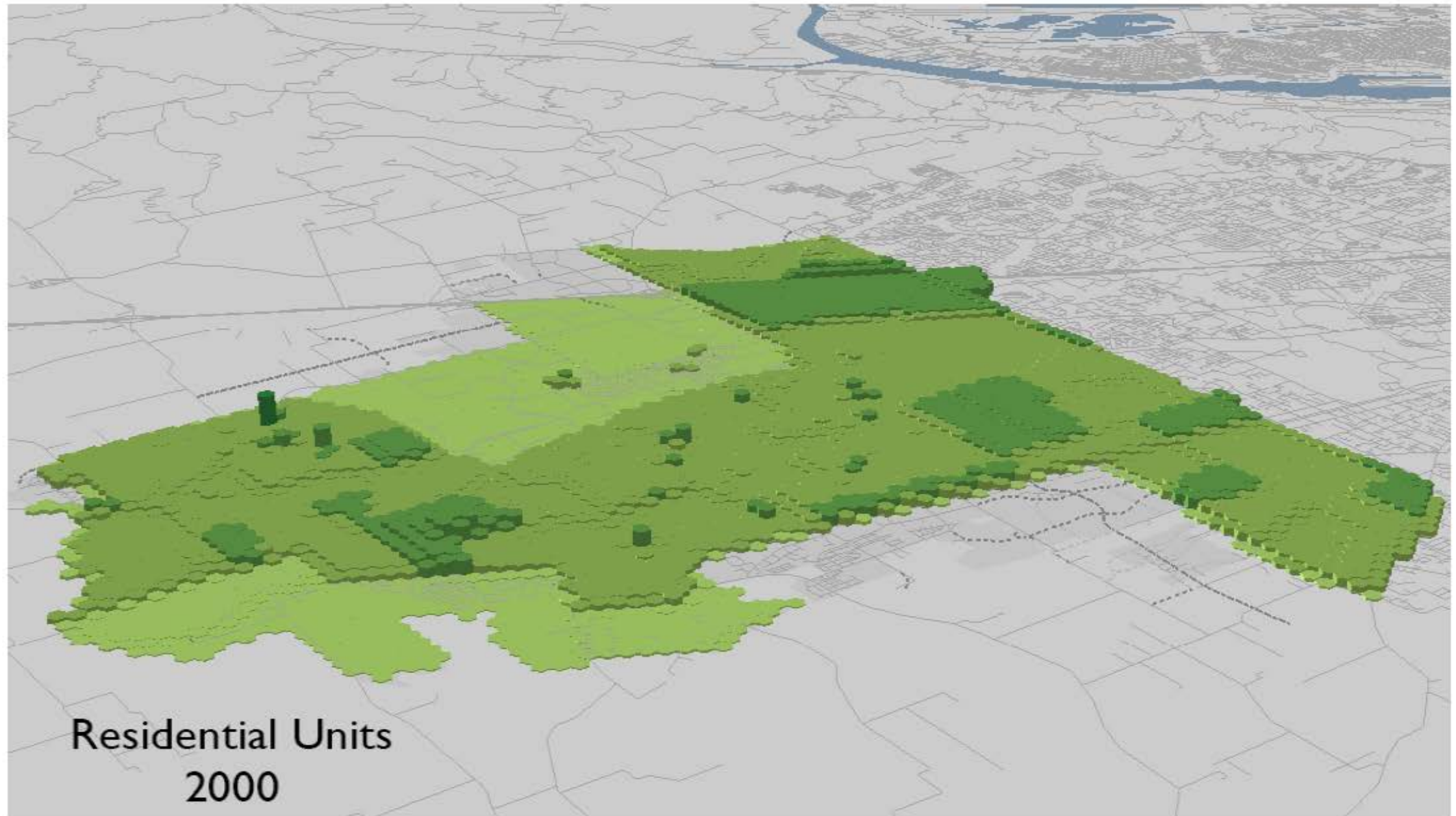
**70
PERCENT**





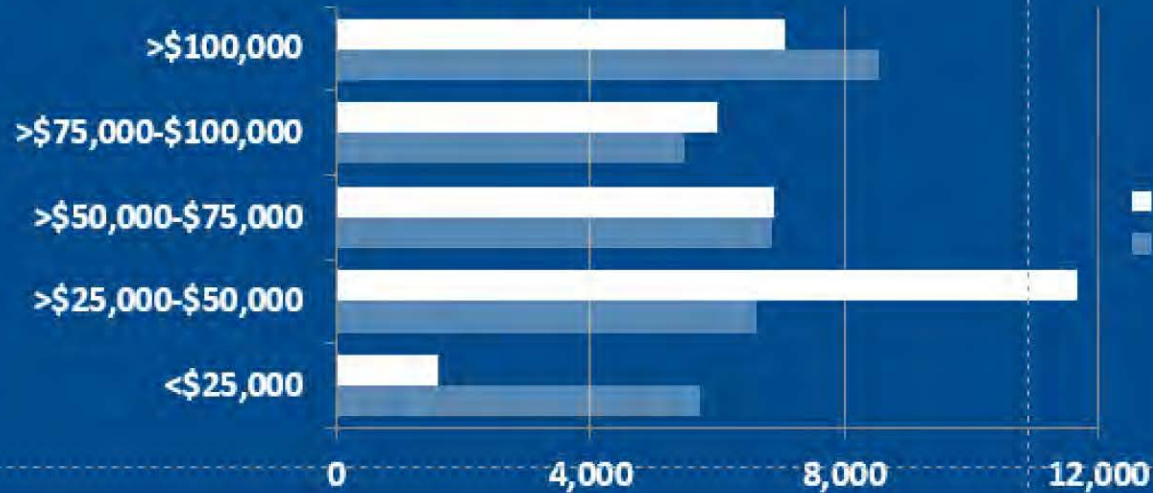
**5
PERCENT**

**FOCUSED
GROWTH**

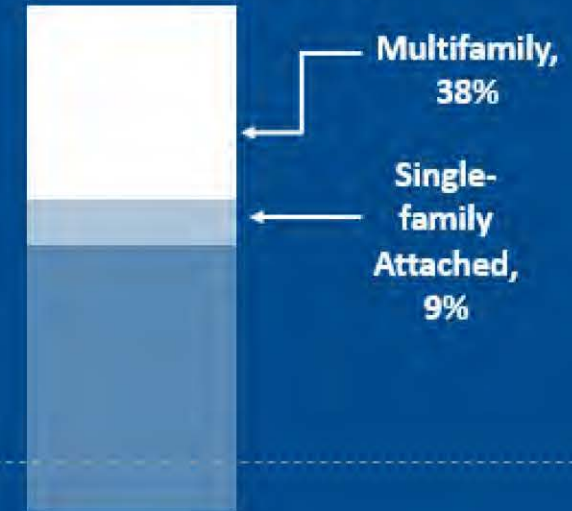




AFFORDABILITY



HOUSING MIX



CAPACITY

CAPACITY VS. DEMAND (2016-2036)



Single-family Detached



Attached & Multifamily (Low)



Attached & Multifamily (High)



GOALS & POLICIES HOUSING

4th Main mixed-use
development in
downtown Hillsboro

HOUSING (H) GOAL 5

INNOVATION

Encourage innovative architectural and site design in planning and developing housing.

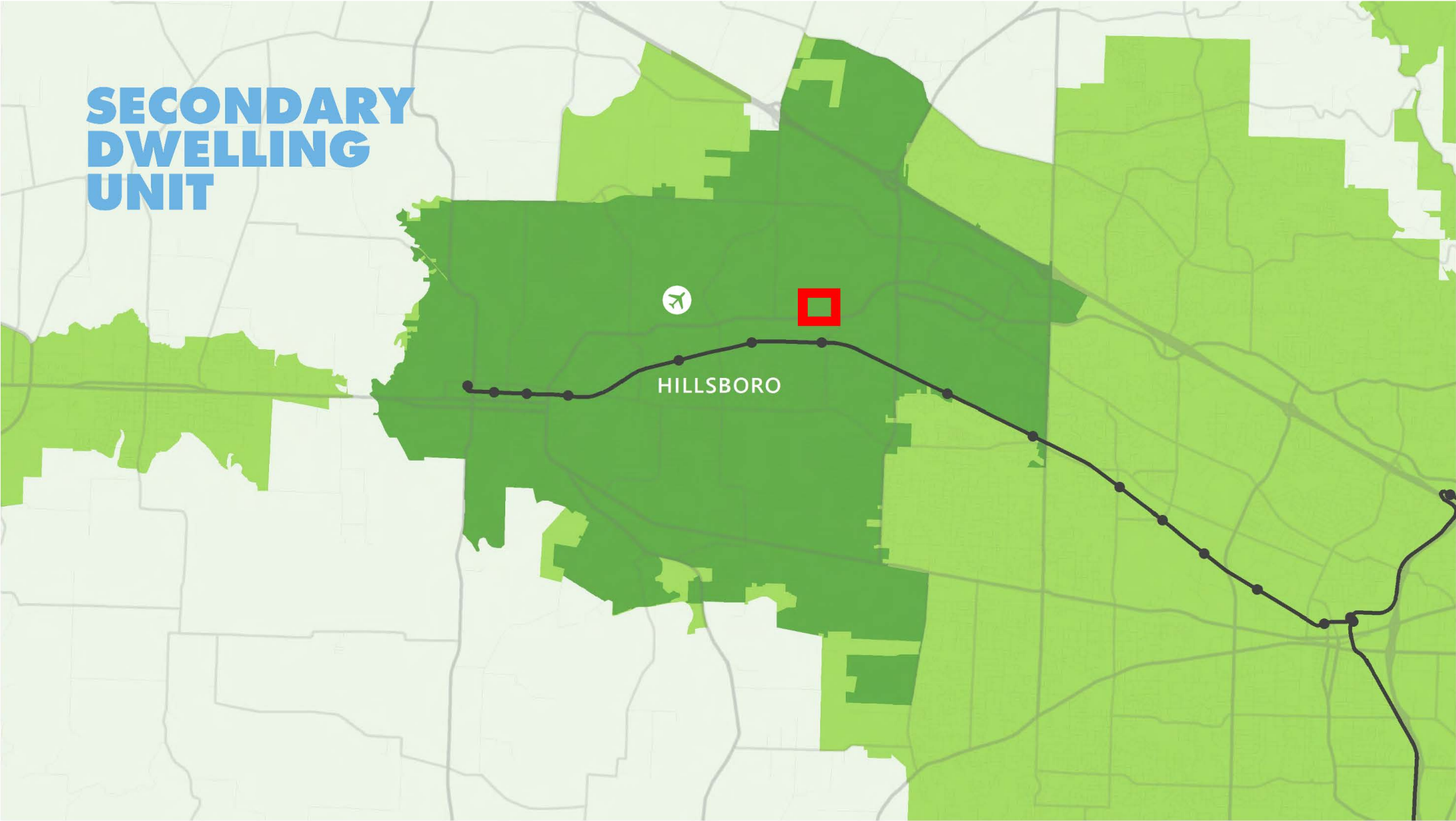
POLICY H 5.1 Innovative housing types. Support innovative design techniques that allow the opportunity for varied housing types such as, but not limited to, tiny houses, cottages, courtyard housing, cooperative housing, accessory dwelling units, single story units, and extended family and multigenerational housing.

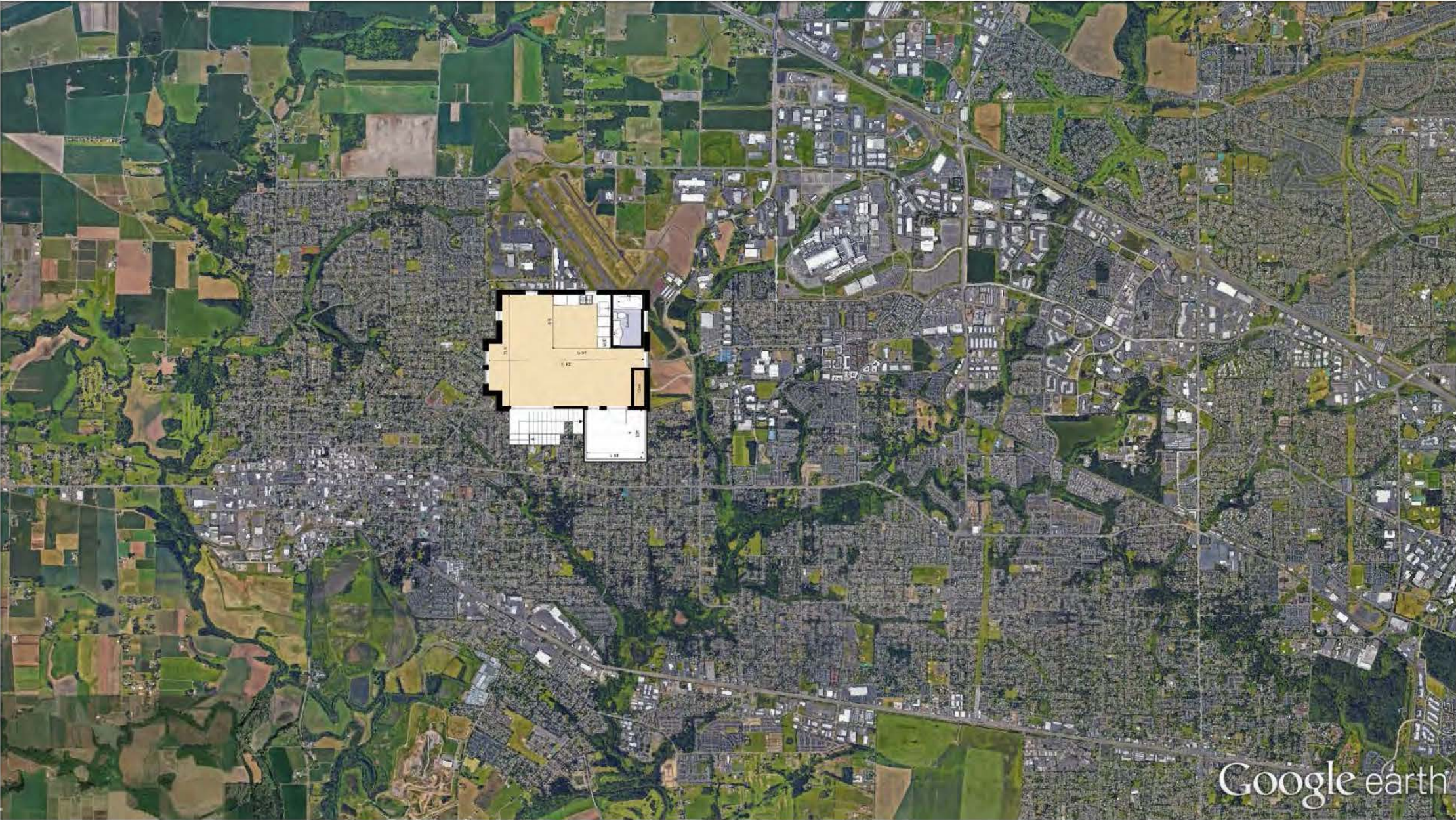
POLICY H 5.2 Innovative site design. Foster flexibility in the division of land and the siting of buildings and other improvements to allow for innovation.

POLICY H 5.3 Sustainable technologies. Promote the use of sustainable and efficient technologies and materials in housing construction that increase the quality and useful life of new and existing housing.

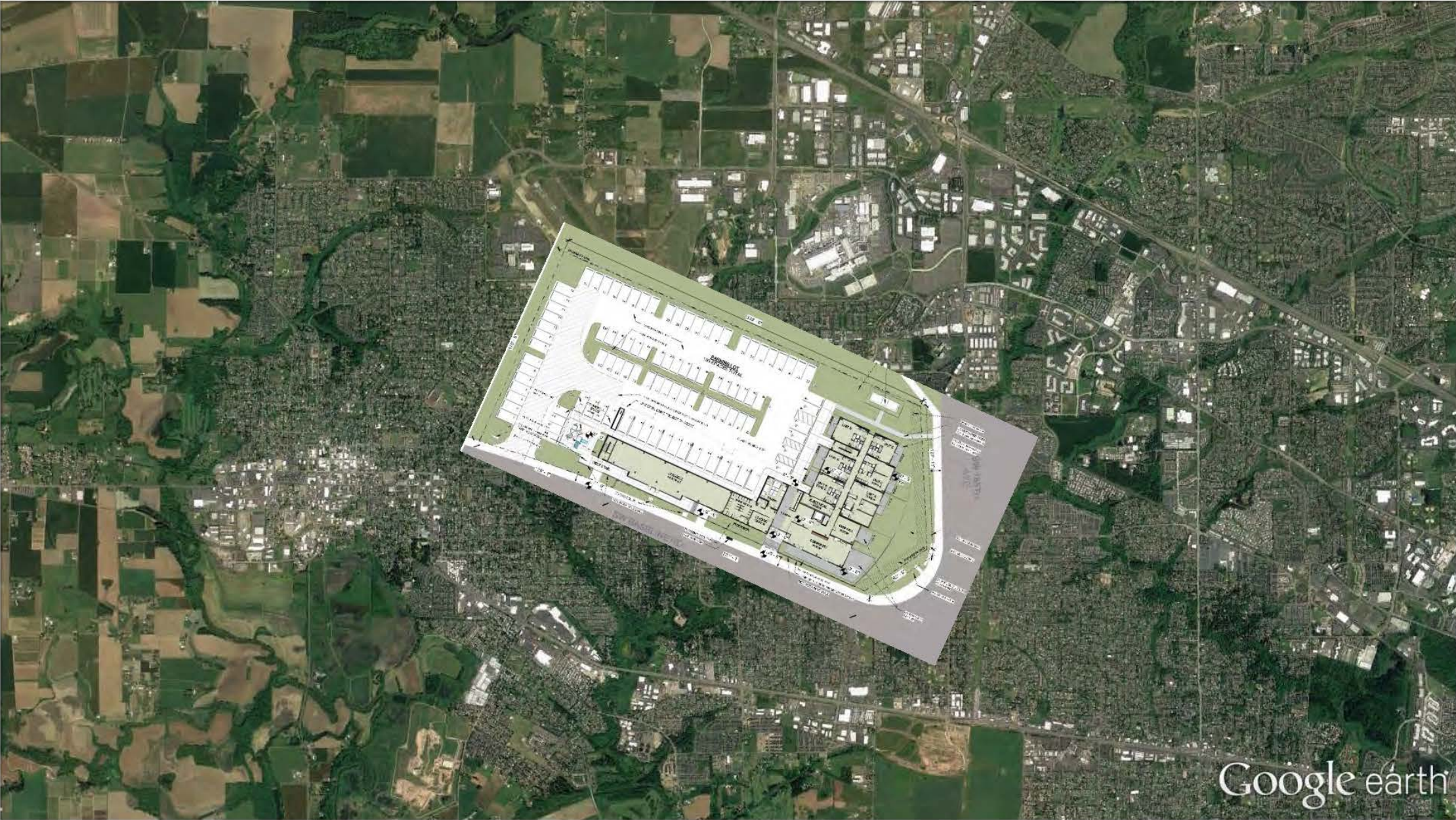
POLICY H 5.4 Allow variation based on public benefit. Ensure the quality and design of developments seeking adjustments or variation to established development standards are reflected through the provision of additional amenities or public benefit elements, such as sustainable building design, provision of additional usable open space, or higher quality architectural design.

INFILL DEVELOP MENT



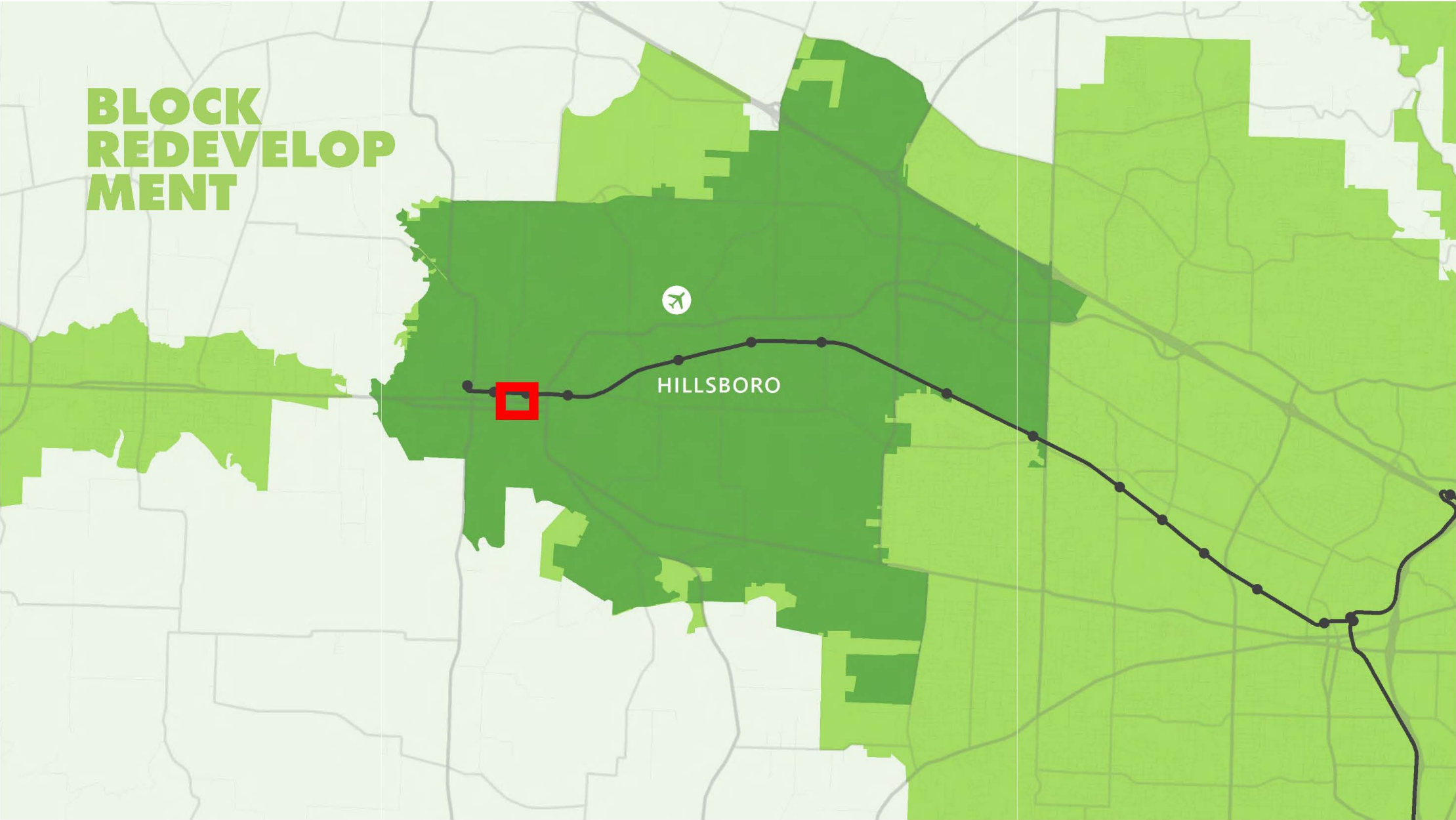








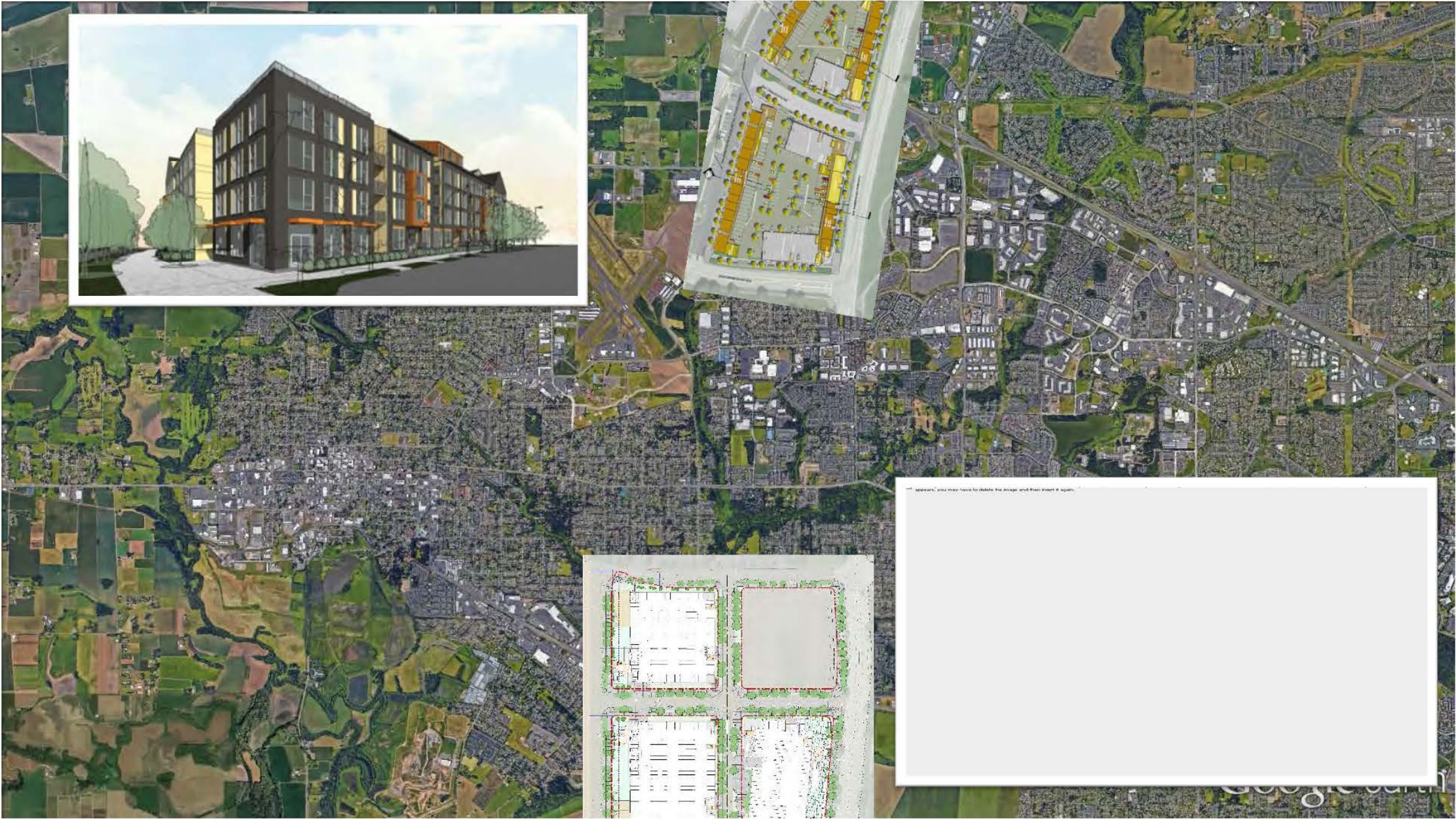
RE DEVELOP MENT









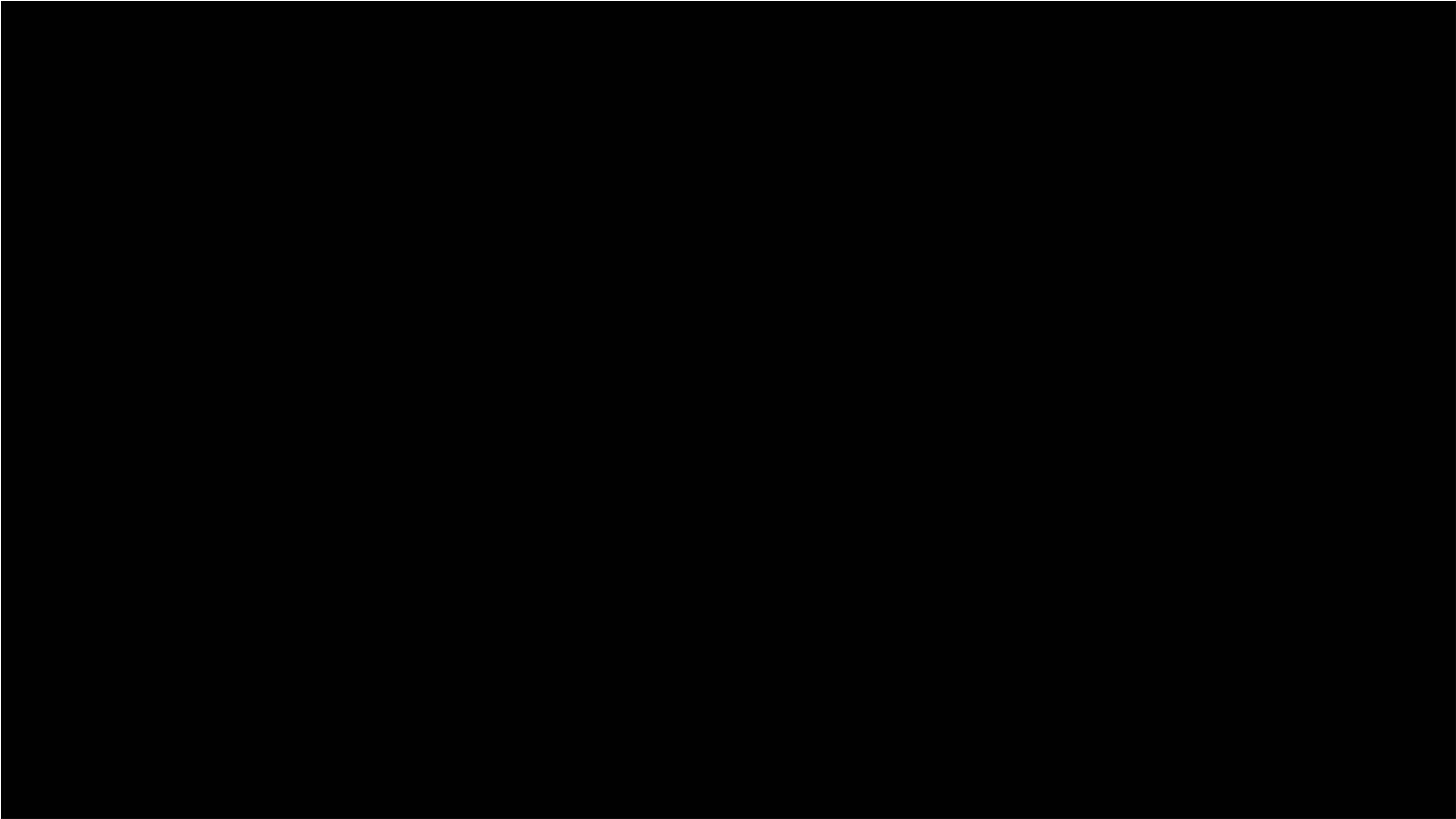




NEW DEVELOP MENT



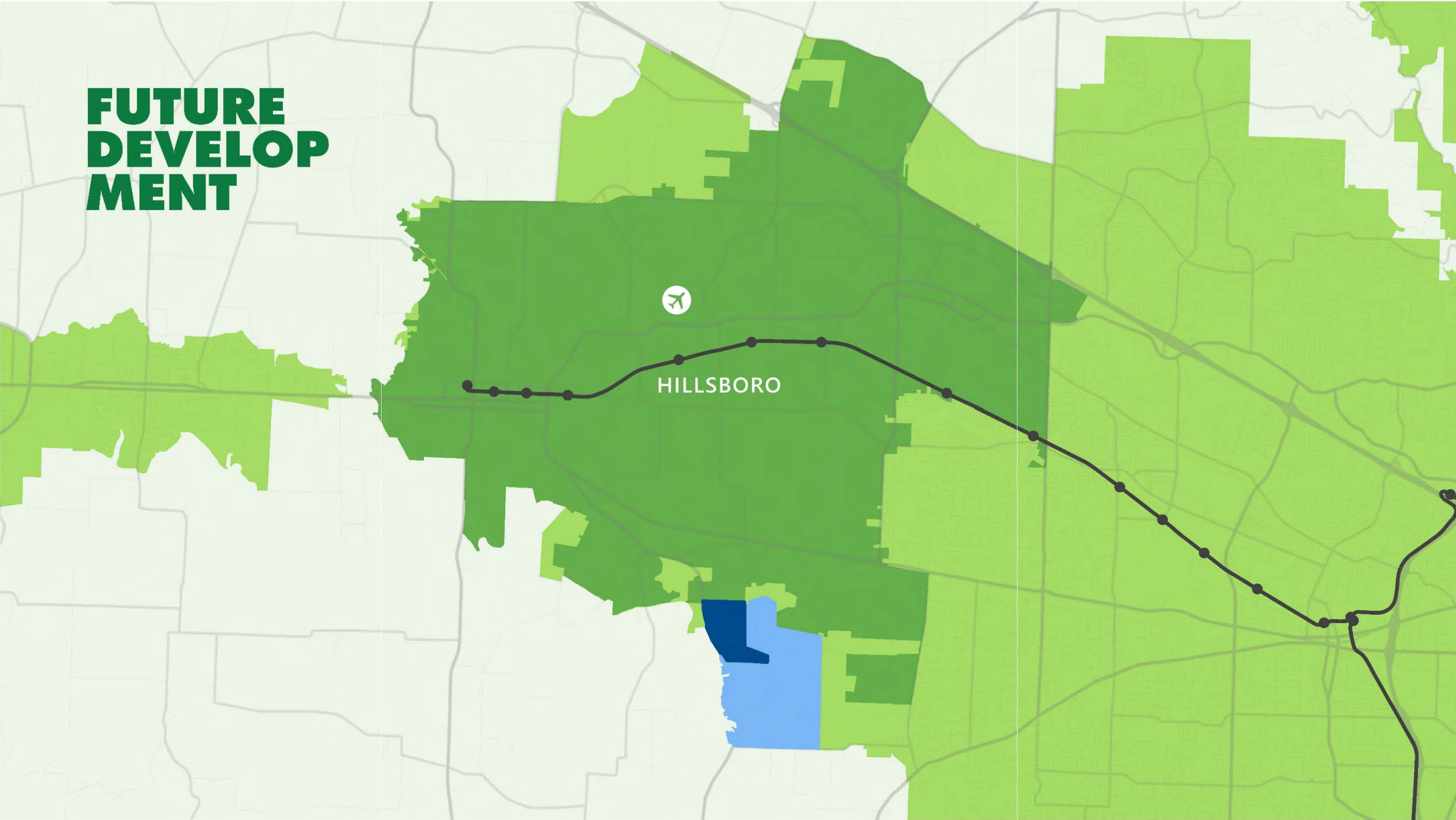


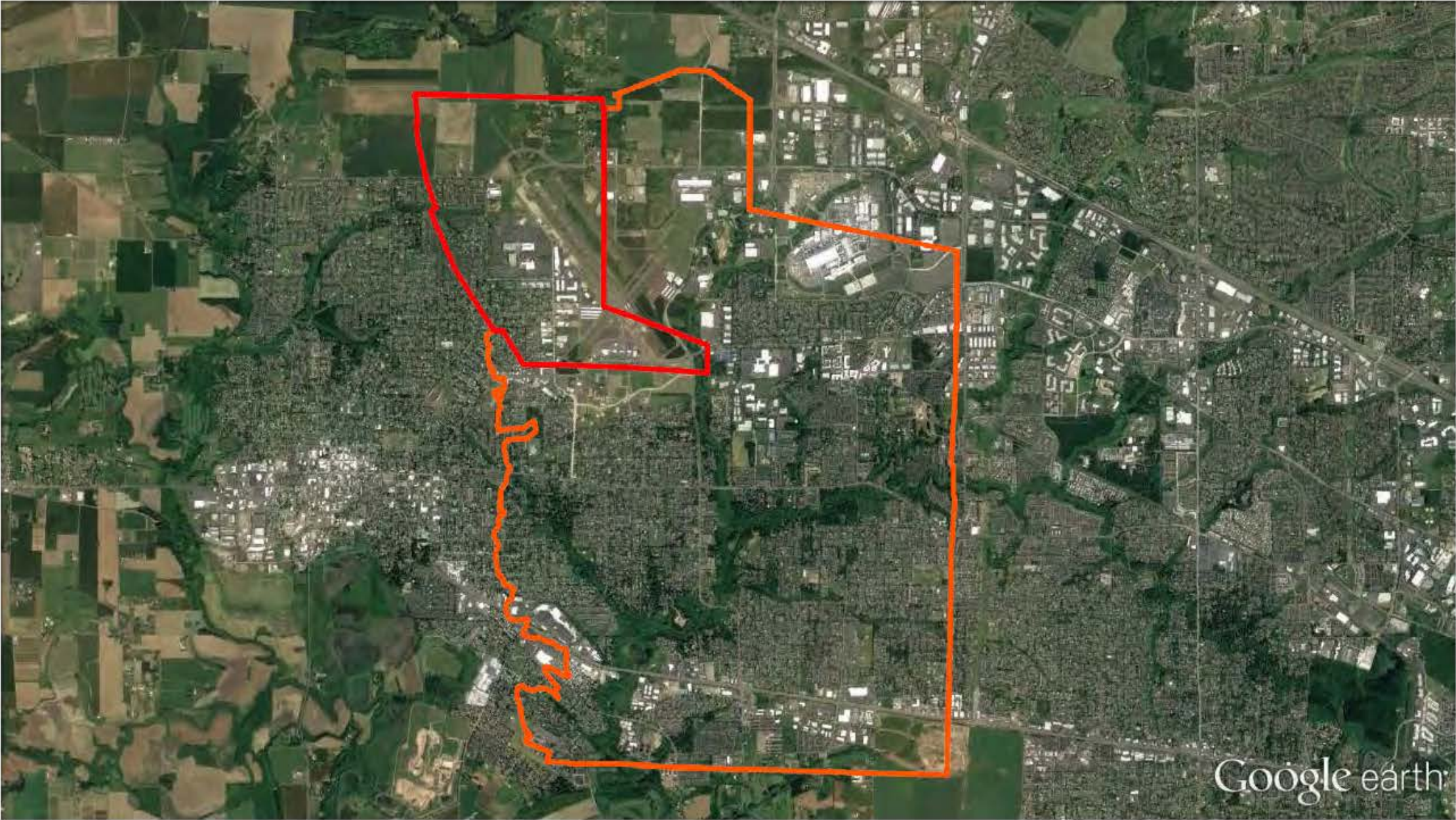














QUESTIONS?

An aerial photograph of a city, likely Denver, showing a mix of residential and commercial buildings, green spaces, and a river in the distance. The entire image is covered with a semi-transparent blue filter. Overlaid on this background is the word 'QUESTIONS?' in a large, bold, white, sans-serif font, centered horizontally and vertically.



Agenda

Meeting: Metro Technical Advisory Committee
Date: Wednesday, September 6, 2017
Time: 10:00 a.m. to noon
Place: Council Chamber

Time	Agenda Item	Action Requested	Presenter(s)	Materials
10:00	CALL TO ORDER Updates from the Acting Chair		Acting Chair Tom Kloster, Metro	
	<ul style="list-style-type: none"> · Citizen Communications to MTAC · Updates from Committee Members 		All	
10:15 30 min.	Economic Value Atlas Update <i>Purpose: To update MTAC on a project to spatially represent the region's economy to better understand the impact of public investments on economic development outcomes</i>	Informational	Jeffrey Raker, Metro	
10:45 30 min.	Southwest Corridor Equitable Development Strategy Update <i>Purpose: To update MTAC on an FTA grant awarded to Metro to study the opportunities and risks associated with a light rail investment in SW corridor communities</i>	Informational	Brian Harper, Metro	
11:15 30 min.	Expectations for Cities Proposing Residential UGB Expansions <i>Purpose: MTAC recommendation on proposed Functional Plan amendments</i>	Recommendation	Ted Reid, Metro	
Noon	Adjourn			

Thông báo về sự Metro không kỳ thi của

Metro اشعار و ادبیات میزی من

Повідомлення Metro про заборону дискримінації

Paunawa ng Metro sa kawalan ng diskriminasyon

Metro 的不歧視公告

Notificación de no discriminación de Metro

Ogeysiiska takooris la'aanta ee Metro

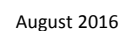
Уведомление о недопущении дискриминации от Metro

Metro의 차별 금지 관련 통지서

Avizul Metro privind nediscriminarea

Metroの差別禁止通知

Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

[illegible]

2017 MTAC Tentative Agendas

January 4 – Cancelled	January 18 – Cancelled
February 1 <ul style="list-style-type: none"> • 2018 RTP: Vision Zero and Safety Plan Update (McTighe) • Urban Growth Readiness Task Force Recommended Code Updates Update 	February 15 <ul style="list-style-type: none"> • Powell-Division Update • RTP Evaluation Framework (Mermin) <ul style="list-style-type: none"> ○ System Measures ○ Transportation equity analysis
March 1 – Cancelled	March 15 <ul style="list-style-type: none"> • Regional Transit Strategy • Regional Freight Plan • Building the RTP Investment Strategy* (Ellis)
April 5 <ul style="list-style-type: none"> • 2018 Urban Growth Management Decision Work Program Overview • Expectations for cities proposing residential UGB expansions 	April 19 <ul style="list-style-type: none"> • Building the RTP Investment Strategy* and Project Evaluation Process • Powell-Division Transit and locally preferred alternative resolution and related RTP ordinance • 2040 Grants
May 3 <ul style="list-style-type: none"> • Building the RTP Investment Strategy* (Recommendation to MPAC) (Ellis) 	May 17 – Cancelled
June 7 – Cancelled	June 21 – Cancelled
July 5 – Cancelled	July 19 – Cancelled
August 2 <ul style="list-style-type: none"> • Proposed code for mid-cycle UGB amendment process (Reid) • Designing Livable Streets (McTighe) 	August 16 – Cancelled
September 6 <ul style="list-style-type: none"> • Economic Value Atlas update (Raker) • Southwest Corridor Equitable Development Strategy update (Harper) • Expectations for cities proposing residential UGB expansions (Reid) 	September 20
October 4 <ul style="list-style-type: none"> • Regional Transportation Technology Strategy (RTx) (Rose) 	October 18 <ul style="list-style-type: none"> • Update on RTP Work Plan and Investment Strategy analysis (Ellis)
November 1 <ul style="list-style-type: none"> • Overview of technical review drafts of safety, transit and freight plans** 	November 15 <ul style="list-style-type: none"> • Draft RTP Investment Strategy and TEA findings (Cho) • Designing Livable Streets (McTighe) • Regional Transit Strategy System Expansion Policy (Snook)***

December 6 <ul style="list-style-type: none"> • Draft RTP Investment Strategy Findings (Ellis) • Draft Transportation Equity Analysis Findings • RTP 2018 Regional Leadership Forum #4 (Ellis) • Technical review drafts of safety, transit and freight plans (<i>key issues identified for discussion</i>) 	December 20
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**RTP Revenue Forecast, Priorities, Evaluation Framework and Call for Projects*

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

****Could be considered November 15 or later*

Parking Lot – Future Agenda Items

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



Memo

Date: August 30, 2017
To: Metro Technical Advisory Committee
From: Ted Reid, Principal Regional Planner
Subject: Urban Growth Readiness Task Force Recommendations: Proposed Metro Code Amendments

Note –Metro staff intended to seek MTAC’s formal recommendation on proposed code amendments at its August 2, 2017 meeting, but there was not a quorum. MTAC did, however, continue its discussion of the proposed code amendments and provided feedback that is summarized in this memo. Metro staff will again seek MTAC’s recommendation on the proposed code amendments at the September 6 meeting.

Background

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

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

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

Proposed Metro Code Amendments

MTAC last discussed possible amendments to Title 14 at its August 2, 2017 meeting. The proposed amendments to Title 14 (Urban Growth Boundary) seek to accomplish two goals:

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

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

region and a desire to avoid a one-size-fits-all approach. These draft amendments should be familiar to MTAC since the committee has discussed them on several occasions.

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

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

Summary of MTAC's August 2, 2017 discussion

Request for administrative guidance

MTAC members discussed how the intended flexibility of the proposed code has the side effect of creating ambiguity for cities considering residential expansion proposals. To address this, MTAC members suggested that administrative guidance to interpret the code would help cities make stronger proposals. In the coming weeks, Metro staff intends to work with the Metro Council to reflect their policy objectives in an administrative guidance document. While the proposed code would be adopted (pending Metro Council approval), the administrative guidance itself would not be formally adopted (though it will be framed around the code).

Applicability to residential vs. employment expansion proposals

MTAC members sought to clarify that the proposed code would only apply to residential expansion proposals (not for employment land). That is the intent and staff has clarified that in the draft code in MTAC's September 6 meeting packet.

State acknowledgement of a city's housing needs analysis

MTAC members discussed whether the proposed code should require that a city's housing needs analysis be acknowledged by the state before proposing a residential expansion. Two views have been expressed:

- Some MTAC members have stated that this step is necessary to ensure that a city analysis is consistent with Statewide Planning Goal 10 (Housing). Likewise, Oregon Department of Land Conservation and Development staff has noted that the acknowledgement procedure would not require a hearing before the Land Conservation and Development Commission.
- Some MTAC members have expressed concern that requiring acknowledgment of a city analysis creates an additional process that is not necessary at the stage of proposing and discussing a UGB expansion. This is because any UGB expansion would need to be based on a regional housing needs analysis completed by Metro and any regional UGB expansion decision must be submitted to the state for acknowledgement. Likewise, any subsequent city comprehensive plan amendments for the expansion area would also need to be acknowledged by the state.

Metro staff will seek MTAC's recommendation on this question at the September 6 meeting.

Shelf life of a city's housing needs analysis

MTAC members discussed whether a city's housing needs analysis should have been completed in the last six years (as proposed in the current draft code amendments).

- Some MTAC members have suggested that a city's housing needs analysis should be relatively current and that six years is a reasonable shelf life that corresponds to Metro's statutorily required timeline for assessing regional housing needs.

- Some MTAC members have pointed out that updating these analyses requires resources and that a time period slightly longer (TBD) than six years would provide additional flexibility.

Metro staff will seek MTAC's recommendation on this question at the September 6 meeting.

Related, some MTAC members discussed whether an update to a city's older housing needs analysis would suffice. Metro staff believes that, depending on the contents and assumptions of the updated analysis, an updated analysis could meet the intent of the proposed code.

Next Steps

Staff intends to ask for MTAC's formal recommendation on these amendments at its September 6, 2017 meeting. Staff will subsequently seek a recommendation from the Metro Policy Advisory Committee (MPAC) before presenting the amendments to the Metro Council for consideration this fall. If adopted, these code provisions would apply to the 2018 legislative urban growth management decision and the subsequent mid-cycle decision in 2021 (pending city expansion proposals).

Based on MTAC's suggestions at the August 2, 2017 meeting, Metro staff will also work to clarify the Metro Council's policy interests in an administrative guidance document that will be framed around the proposed code amendments. Staff intends for that administrative guidance to be complete this fall so that cities may rely on it when making residential expansion proposals in May 2018.

Metro staff has previously mentioned that cities planning on proposing UGB expansions in 2018 will be expected to submit letters of interest by the end of 2017. In early fall 2017, Metro staff intends to provide additional guidance to cities on what they should address in those letters of interest.

Proposed New Sections of Title 14 to Implement HB 2095

3.07.1427 Mid-Cycle Amendments - Procedures

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

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

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

3.07.1428 Mid-Cycle Amendments - Criteria

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

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

Amendments to Existing Title 14 Provisions

3.07.1425 Legislative Amendment to the UGB - Criteria

* * * * *

(c) If the Council determines there is a need to amend the UGB, the Council shall evaluate areas designated urban reserve for possible addition to the UGB and shall determine which areas better meet the need considering the following factors:

- (1) Efficient accommodation of identified land needs;
- (2) Orderly and economic provision of public facilities and services;
- (3) Comparative environmental, energy, economic and social consequences;
- (4) Compatibility of proposed urban uses with nearby agricultural and forest activities occurring on land outside the UGB designated for agriculture or forestry pursuant to a statewide planning goal;
- (5) Equitable and efficient distribution of housing and employment opportunities throughout the region;
- (6) Contribution to the purposes of Centers and Corridors;
- (7) Protection of farmland that is most important for the continuation of commercial agriculture in the region;
- (8) Avoidance of conflict with regionally significant fish and wildlife habitat; and
- (9) Clear transition between urban and rural lands, using natural and built features to mark the transition.

(d) If the Council determines there is a need to amend the UGB for housing, in addition to consideration of the factors listed in subsection (c) of this section, the Council shall also consider the following factors in determining which urban reserve areas better meet the housing need:

- (1) Whether the area is adjacent to a city with an acknowledged housing needs analysis that is consistent with Statewide Planning Goal 10, was completed in the last six years, and is coordinated with the current Metro forecast;
- (2) Whether the area has been concept planned consistent with section 3.07.1110 of this chapter;
- (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;
- (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; and
- (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.

3.07.1465 Notice Requirements

* * * * *

- (b) For a proposed mid-cycle amendment under section 3.07.1427, the COO shall provide notice of the first public hearing on the proposal in the following manner:
 - (1) In writing at least 35 days before the first public hearing on the proposal to:
 - (A) The Department of Land Conservation and Development and local governments of the Metro area;
 - (B) The owners of property that is being proposed for addition to the UGB;
 - (C) The owners of property within 250 feet of property that is being considered for addition to the UGB, or within 500 feet of the property if it is

designated for agriculture or forestry pursuant to a statewide planning goal;

(2) In writing at least 30 days before the first public hearing on the proposal to:

(A) The local governments of the Metro area;

(B) A neighborhood association, community planning organization, or other organization for citizen involvement whose geographic area of interest includes or is adjacent to the subject property and which is officially recognized as entitled to participate in land use decisions by the cities and counties whose jurisdictional boundaries include or are adjacent to the site;

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

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

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

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

Time	Agenda Item	Action Requested	Presenter(s)	Materials
10:00	CALL TO ORDER Updates from the Acting Chair		Acting Chair Tom Kloster, Metro	
	<ul style="list-style-type: none"> • Citizen Communications to MTAC • Updates from Committee Members 		All	
10:15 30 min.	2018 RTP: Designing Livable Streets <i>Purpose: Update MTAC on the Designing Livable Streets Project. Receive input from MTAC on the draft Table of Contents</i>	Informational	Lake McTighe, Metro	
10:45 45 min.	Proposed Metro Code Language for Mid-cycle UGB Amendment Process <i>Purpose: Review Metro Code language proposed and seek MTAC input and recommendation</i>	Recommendation	Ted Reid, Metro	
Noon	Adjourn			

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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 kullaan dadweyne, wac 503-797-1890 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqa ka hor kullanka si loo tixgaliyo codsashadaada.

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ការ​រដ្ឋ​ Metro

ការ​គោរព​សិទ្ធិ​និង​របស់​ ។ សំរាប់​ព័ត៌មាន​អំពី​កម្មវិធី​សិទ្ធិ​និង​របស់​ Metro ឬ​ដើម្បី​ទទួល​ពាក្យ​បណ្តឹង​រឿង​អំពី​សូម​ចូល​ទស្សនា​គេហទំព័រ www.oregonmetro.gov/civilrights។
បើ​ការ​អនុវត្ត​ការ​អនុវត្ត​ប្រកាស​នៅ​ពេល​អង្គការ​របស់​សាធារណៈ សូម​ទូរស័ព្ទ​កលេខ 503-797-1890 (ម៉ោង 8 រំពឹង​ដល់​ម៉ោង 5 ល្ងាច ថ្ងៃ​ច័ន្ទ​រ័ត្ន) ប្រាំ​ពីរ​ថ្ងៃ​មុន​ថ្ងៃ​ដែល​ដំបូង​បង្អស់​នៃ​ការ​ប្រជុំ​សាធារណៈ។

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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 503-797-1890 (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.

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2017 MTAC Tentative Agendas

January 4 – Cancelled	January 18 – Cancelled
February 1 <ul style="list-style-type: none"> 2018 RTP: Vision Zero and Safety Plan Update (McTighe) Urban Growth Readiness Task Force Recommended Code Updates Update 	February 15 <ul style="list-style-type: none"> Powell-Division Update RTP Evaluation Framework (Mermin) <ul style="list-style-type: none"> System Measures Transportation equity analysis
March 1 – Cancelled	March 15 <ul style="list-style-type: none"> Regional Transit Strategy Regional Freight Plan Building the RTP Investment Strategy* (Ellis)
April 5 <ul style="list-style-type: none"> 2018 Urban Growth Management Decision Work Program Overview Expectations for cities proposing residential UGB expansions 	April 19 <ul style="list-style-type: none"> Building the RTP Investment Strategy* and Project Evaluation Process Powell-Division Transit and locally preferred alternative resolution and related RTP ordinance 2040 Grants
May 3 <ul style="list-style-type: none"> Building the RTP Investment Strategy* (Recommendation to MPAC) (Ellis) 	May 17 – Cancelled
June 7 – Cancelled	June 21 – Cancelled
July 5 – Cancelled	July 19 – Cancelled
August 2 <ul style="list-style-type: none"> Proposed code for mid-cycle UGB amendment process (Reid) Designing Livable Streets (McTighe) 	August 16 <ul style="list-style-type: none"> Regional Transit Strategy System Expansion Policy (Snook) Digital mobility policy work plan (Frisbee) RTP Work Plan – next steps (Ellis)
September 6	September 20 <ul style="list-style-type: none"> Transportation Resiliency (Ellis)
October 4	October 18 <ul style="list-style-type: none"> Update on RTP Investment Strategy analysis (Ellis) Update on RTP Policy Framework review (Ellis)
November 1 <ul style="list-style-type: none"> Technical drafts of modal/topical plans** 	November 15 <ul style="list-style-type: none"> Draft RTP Investment Strategy Findings (Ellis) Technical drafts of modal/topical plans** Designing Livable Streets (McTighe)

December 6 <ul style="list-style-type: none">• Draft RTP Investment Strategy Findings (Ellis)• Background on RTP Regional Leadership Forum #4 (Ellis)	December 20
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**RTP Revenue Forecast, Priorities, Evaluation Framework and Call for Projects*

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

Parking Lot – Future Agenda Items

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



Memo

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

Background

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

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

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

Proposed Metro Code Amendments

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

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

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

MTAC
July 18, 2017
Page 2

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

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

Next Steps

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

Proposed New Sections of Title 14 to Implement HB 2095

3.07.1427 Mid-Cycle Amendments - Procedures

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

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

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

3.07.1428 Mid-Cycle Amendments - Criteria

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

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

Amendments to Existing Title 14 Provisions

3.07.1425 Legislative Amendment to the UGB - Criteria

* * * * *

(c) If the Council determines there is a need to amend the UGB, the Council shall evaluate areas designated urban reserve for possible addition to the UGB and shall determine which areas better meet the need considering the following factors:

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

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

3.07.1465 Notice Requirements

* * * * *

- (b) For a proposed mid-cycle amendment under section 3.07.1427, the COO shall provide notice of the first public hearing on the proposal in the following manner:
 - (1) In writing at least 35 days before the first public hearing on the proposal to:
 - (A) The Department of Land Conservation and Development and local governments of the Metro area;
 - (B) The owners of property that is being proposed for addition to the UGB;
 - (C) The owners of property within 250 feet of property that is being considered for addition to the UGB, or within 500 feet of the property if it is designated for agriculture or forestry pursuant to a statewide planning goal;
 - (2) In writing at least 30 days before the first public hearing on the proposal to:
 - (A) The local governments of the Metro area;
 - (B) A neighborhood association, community planning organization, or other organization for citizen involvement whose geographic area of interest

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

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

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

79th OREGON LEGISLATIVE ASSEMBLY--2017 Regular Session

Enrolled

House Bill 2095

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CHAPTER

AN ACT

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

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

SECTION 1. ORS 197.299 is amended to read:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



Agenda

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

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

2017 MTAC Tentative Agendas

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

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

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

Parking Lot – Future Agenda Items

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

February 28, 2017



2018 urban growth management decision

Overview of work program

PROGRAM OBJECTIVES:

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

COUNCIL ROLES:

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

COUNCIL DIRECTION TO DATE:

Outcomes-based approach:

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

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

Greater flexibility to respond to city proposals:

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

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

Expedited decision making:

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

GENERAL APPROACH:

Old system:

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

New system:

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

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

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

PHASES AND MILESTONES

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

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

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

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

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

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

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

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

2018 UGR

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

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

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

Anticipated appendices to the draft 2018 UGR

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

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

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

Memo



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

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

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

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

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

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

Cities proposing UGB expansions for residential purposes shall demonstrate that:

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

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

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

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

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

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

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

² Title 6 is attached to this memo for reference.

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

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

Density Bonus (max 3 points)

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

Systems Development Charges (max 3 points)

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

Property Tax Exemptions

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

Other Property Tax Exemptions/Freeze

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

Inclusionary Zoning

- 3 points – Imposes inclusionary zoning

Construction Excise Tax

- 3 points – Adopted construction excise tax

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

- and -

at least 12 points overall

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

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

Accessory Dwelling Units (max 3 points)

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

Minimum Density Standard (max 3 points)

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

Limitations on Low Density Housing Types

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

Multifamily Off-street Parking Requirements (max 3 points)

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

Under Four Unit Off-street Parking Requirements

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

Amount of High Density Zoning Districts (max 3 points)

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

Duplexes in Low Density Zones (max 3 points)

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

Attached Units Allowed in Low Density Zones

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

Residential Street Standards

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

Mixed-Use Housing

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

Low Density Residential Flexible Lot Sizes

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

Cottage housing

- 1 point – Allows cottage housing

Vertical housing

- 1 point – Allows vertical housing

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

3.07.610 Purpose

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

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

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

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

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

intensity of uses specified in section 3.07.640; and

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

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

3.07.630 Eligibility Actions for Lower Mobility Standards and Trip Generation Rates

- (a) A city or county is eligible to use the higher volume-to-capacity standards in Table 7 of the 1999 Oregon Highway Plan when considering an amendment to its comprehensive plan or land use regulations in a Center, Corridor, Station Community or Main Street, or portion thereof, if it has taken the following actions:
 - (1) Established a boundary pursuant to subsection (b) of section 3.07.620; and
 - (2) Adopted land use regulations to allow the mix and intensity of uses specified in section 3.07.640.
- (b) A city or county is eligible for an automatic reduction of 30 percent below the vehicular trip generation rates reported by the Institute of Traffic Engineers when analyzing the traffic impacts, pursuant to OAR 660-012-0060, of a plan amendment in a Center, Corridor, Main Street or Station Community, or portion thereof, if it has taken the following actions:
 - (1) Established a boundary pursuant to subsection (b) of section 3.07.620;
 - (2) Revised its comprehensive plan and land use regulations, if necessary, to allow the mix and intensity of uses specified in section 3.07.640 and to prohibit new auto-dependent uses that rely principally on auto trips, such as gas stations, car washes and auto sales lots; and
 - (3) Adopted a plan to achieve the non-SOV mode share targets adopted by the city or county pursuant to subsections 3.08.230 (a) and (b) of the RTFP, that includes:
 - (A) Transportation system designs for streets, transit, bicycles and pedestrians consistent with Title 1 of the RTFP;
 - (B) A transportation system or demand management plan consistent with section 3.08.160 of the RTFP; and
 - (C) A parking management program for the Center, Corridor, Station Community or Main Street, or portion thereof, consistent with section 3.08.410 of the RTFP.

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

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

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

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

3.07.650 Centers, Corridors, Station Communities and Main Streets Map

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

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

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

(Ordinance 14-1336.)

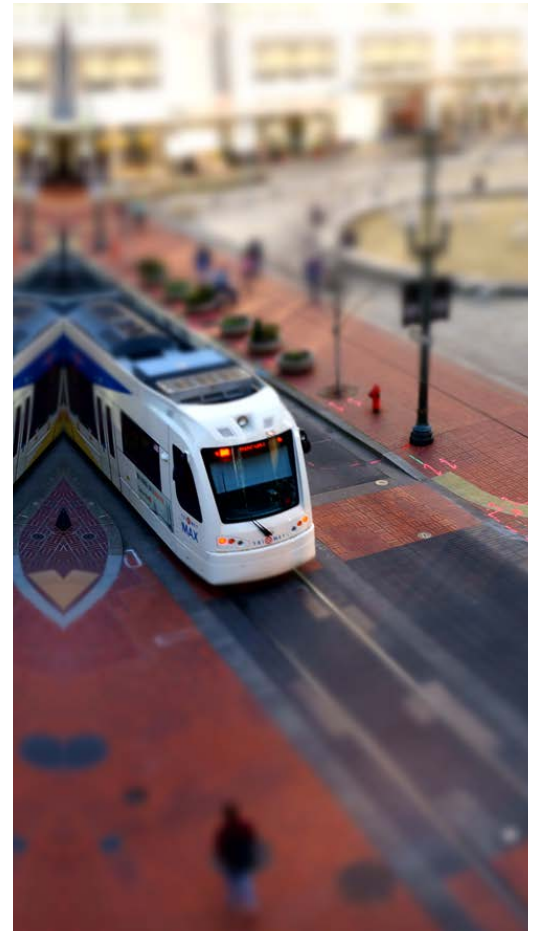
Materials following this page were distributed at the meeting.



2018 urban growth management decision Work program overview

State, regional and local land use legacy

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



Metro Council direction (from 2015 decision)

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

Additional Council direction

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

What if?

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



And, what if?

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



And, what if?

Few cities were asking for highway expansions...



And, what if?

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



You'd probably have some questions...

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



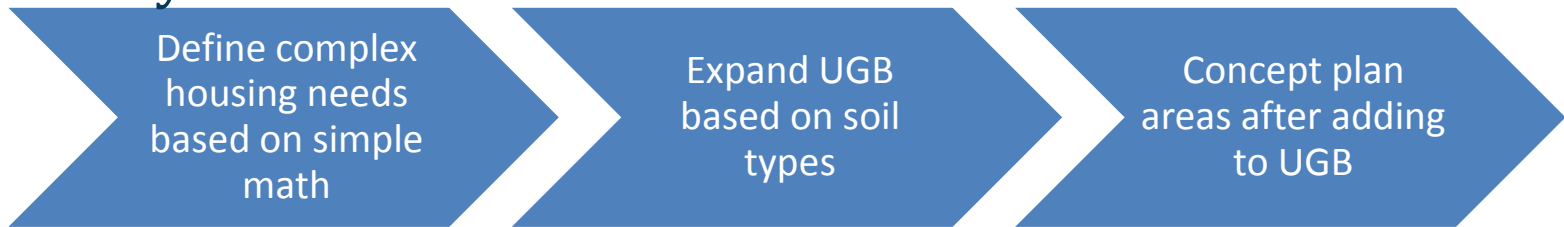
Image: Creative Commons, Veronique Debord-Lazaro

The 2018 decision mantra

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

Evolution of regional growth management process

Old system

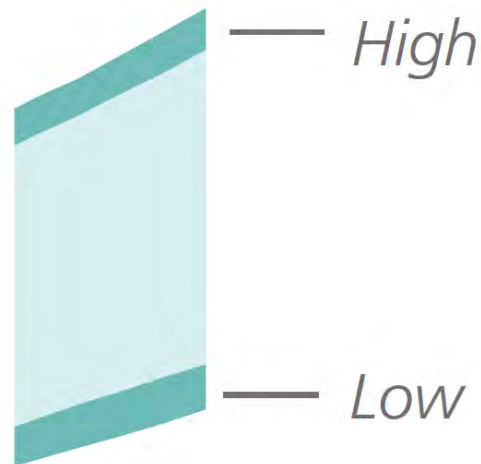


New system



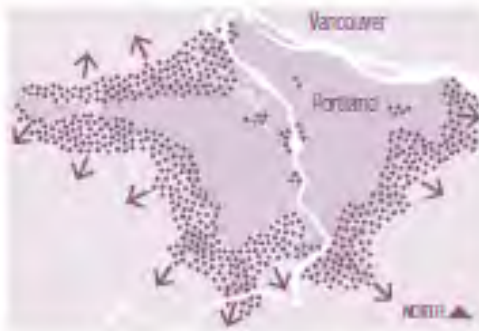
Range forecast recognizes uncertainty

Forecast range probability
90 percent probability



UGB growth “capture” in the 2040 Growth Concept

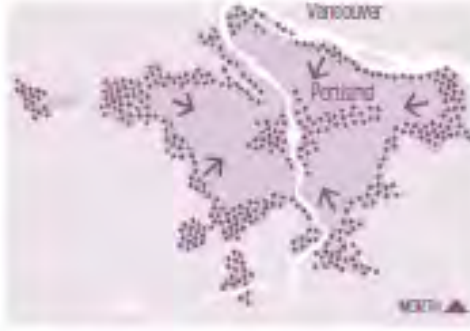
Concept A Growing out



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

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

Concept B Growing up



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

234,000 acres in UGB

Concept C Neighboring cities



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

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

UGB growth “capture” in the 2040 Growth Concept

2040 recommended alternative



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

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

General options for Council consideration summer – fall 2018

Find a regional need for UGB expansions:

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

Find no regional need for UGB expansions:

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

Information available early summer 2018

2018 Urban Growth Report:

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

Information available early summer 2018

City proposals for UGB expansions into urban reserves:

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

Proposed program phasing

Phase 1: Foundation (2016-2017)

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

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

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

Phase 3: Initial building inspection (late June 2018)

Release information for discussion (UGR and city expansion proposals)

Phase 4: Choosing finish materials (late September 2018)

Initial policy direction on growth management decision

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

Metro Council urban growth management decision

Ongoing: Meet the neighbors

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

oregonmetro.gov

