

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Metro Technical Advisory Committee (MTAC)

Date: Wednesday, May 18, 2022

Time: 10:00 a.m. to 12:00 p.m.

Place: Virtual meeting held via Zoom

[Connect with Zoom](#)

Passcode: 769097

Phone: 888-475-4499 (Toll Free)

10:00 a.m.	Call meeting to order, Declaration of Quorum and Introductions	Chair Kloster
10:10 a.m.	Comments from the Chair and Committee Members <ul style="list-style-type: none">• Updates from committee members around the Region (all)• Fatal crashes update (Lake McTighe)	
10:20 a.m.	Public communications on agenda items	
10:25 a.m.	Consideration of MTAC minutes, March 16, 2022 (<u>action item</u>)	Chair Kloster
10:30 a.m.	Transit-Oriented Development (TOD) Program Strategic and Work Plan update <p>Purpose: Metro's Transit-Oriented Development program is undertaking a strategic plan and work plan update. The purpose of the presentation is to brief the committee on plans to strengthen the TOD program's alignment with Metro's racial equity and climate resilience goals.</p>	Andrea Pastor, Metro Patrick McLaughlin, Metro
11:00 a.m.	Tigard's mid-cycle UGB proposal/COO recommendation <p>Purpose: To provide an update on the COO's recommendation of a UGB exchange for the Tigard mid-cycle UGB proposal</p>	Ted Reid, Metro Tim O'Brien, Metro Roger Alfred, Metro Schuyler Warren, City of Tigard
12:00 p.m.	Adjournment	Chair Kloster

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act, Section 504 of the Rehabilitation Act and other statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit oregonmetro.gov/civilrights or call 503-797-1890. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1890 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. Individuals with service animals are welcome at Metro facilities, even where pets are generally prohibited. For up-to-date public transportation information, visit TriMet's website at trimet.org

Thông báo về sự Metro không kỳ thị của

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

Повідомлення Metro про заборону дискримінації

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

Metro 的不歧視公告

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

Ogeysiiska takooris la'aanta ee Metro

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

Metro의 차별 금지 관련 통지서

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

Metroの差別禁止通知

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

សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

إشعار بعدم التمييز من Metro

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

Paunawa ng Metro sa kawalan ng diskriminasyon

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

Notificación de no discriminación de Metro

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

Уведомление о недопущении дискриминации от Metro

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

Avizul Metro privind nediscriminarea

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

Metro txoj kev ntux ntux daim ntawv ceeb toom

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

2022 Metro Technical Advisory Committee (MTAC) Work Program

As of 5/10/2022

<p><u>May 18, 2022 – 10 am – noon</u> <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chairman Kloster and all) • Fatal Crashes Update (Lake McTighe) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Transit-Oriented Development (TOD) Program Strategic and Work Plan update (Andrea Pastor & Patrick McLaughlin, Metro, 30 min) • Tigard’s mid-cycle UGB proposal/COO recommendation (Ted Reid, Tim O’Brien, Roger Alfred, Metro/ Schuyler Warren, City of Tigard; 60 min) 	<p><u>June 15, 2022 – MTAC/TPAC Workshop</u> 9:30 am – noon</p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • DLCD Climate Friendly & Equitable Communities Rulemaking item (Kim Ellis, Metro, 60 min) • Emerging Transportation Trends Study Recommendations (Eliot Rose, Metro; 30 min) • Regional Freight Delay & Commodities Movement Study (Tim Collins, Kyle Hauger & Joe Broach, Metro; 60 min)
<p><u>July 20, 2022 – 10 am – noon</u> <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chairman Kloster and all) • Fatal Crashes Update (Lake McTighe) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Title 11 Concept Planning project update: Sherwood West (Erika Palmer, 30 min) • Introduction to the High Capacity Transit Strategy Update for the 2023 RTP (Ally Holmqvist, Metro, 45 min) 	<p><u>August 17, 2022 – MTAC/TPAC Workshop</u> 10 am – noon</p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Urban Growth Management Functional Plan Amendments – discussion (Ted Reid & Tim O’Brien, Metro; 60 min)
<p><u>September 21, 2022 – 10 am – noon</u> <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chairman Kloster and all) • Fatal Crashes Update (Lake McTighe) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • High Capacity Transit Strategy Update: Network Vision (Ally Holmqvist, Metro, 60 min) 	<p><u>October 19, 2022 – MTAC/TPAC Workshop</u> 10 am – noon</p> <p><u>Agenda Items</u></p>
<p><u>November 16, 2022 – 10 am – noon</u> <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chairman Kloster and all) • Fatal Crashes Update (Lake McTighe) <p><u>Agenda Items</u></p>	<p><u>December 21, 2022 – MTAC/TPAC Workshop</u> 10 am – noon</p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • <i>2024 Growth Management Decision work program (Ted Reid, 60 min)</i>

Parking Lot/Bike Rack: Future Topics (These may be scheduled at either MTAC meetings or combined MTAC/TPAC workshops)

- SW Corridor Updates and Equity Coalition (Brian Harper, Metro and others?)
- Status report on equity goals for land use and transportation planning
- Regional city reports on community engagement work/grants

- Regional development changes reporting on employment/economic and housing as it relates to growth management
- Update report on Travel Behavior Survey
- Updates on grant funded projects such as Metro's 2040 grants and DLCD/ODOT's TGM grants. Recipients of grants.
- Transit-Oriented Development (TOD) annual report/project profiles report
- Reports from regional service providers affecting land use and transportation, future plans
- Best Practices and Data to Support Natural Resources Protection
- Employment & industrial lands (Jeff Raker?)
- 2040 grants highlights update
- Tigard's Washington Square Project (2040 Grant?)
- 2024 UGB cycle

For MTAC agenda and schedule information, e-mail marie.miller@oregonmetro.gov

In case of inclement weather or cancellations, call 503-797-1700 for building closure announcements.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: April 29, 2022
To: Transportation Policy Advisory Committee (TPAC), Metro Technical Advisory Committee (MTAC) and interested parties
From: Lake McTighe, Regional Planner
Subject: April 2022 Report - Traffic Deaths in the three counties

The purpose of this memo is to provide a monthly update to TPAC, MTAC and other interested parties on the number of people killed in traffic crashes in Clackamas, Multnomah and Washington Counties in 2022. ¹

There are typically several factors that contribute to the seriousness of crashes, including speed and vehicle size; when crashes occur at higher speeds and/or when larger vehicles are involved there is a greater likelihood of the crash being serious.

There have been at least 41 traffic fatalities in the three counties since the beginning of the year. Twenty-one of the people have been walking, including one person in a wheelchair. At least six of the crashes involved a hit and run.

Traffic crash deaths in Clackamas, Multnomah and Washington Counties

Source: ODOT preliminary crash report as of 4/21/22, and police and news reports

Fatalities	Name, age	Mode(s) of travel	Roadway	County	Date
41					
1	Kathleen Hupp, 72	walking	SE Harmony Rd and SE Fuller St, Milwaukie	Clackamas	4/5/22
1	Eric Canty, 43	motorcycling	Hwy 224, near SE Edison Street, Milwaukie	Clackamas	4/15/22
2	Matthew Amaya, 17 and Juan Pacheco Aguilera, 16	driving	SW Tualatin Valley Hwy and SW Murray Blvd	Washington	4/27/22
1	Wendy Falk, 52	driving	Hwy 211 near Eagle Creek	Clackamas	4/14/22
1	unidentified man	walking (skateboarding)	Tualatin Valley Hwy & SW 198th Ave	Washington	4/19/22
1	Michael Philip Frainey, 52	walking	SW Barrows Rd/ SW160th St	Washington	4/11/22
1	Angela C. Boyd, 47	walking	SE Powell Blvd/SE 47th Ave	Multnomah	4/4/22
1	Michael Scott Fields, 64	driving	Washington St & Agnes Ave	Clackamas	3/22/22
1	Catherine M Jarosz, 70	walking	SW Hall Blvd & SW Farmington Rd	Washington	3/15/22

¹ Metro develops this memo using fatal crash information from the Preliminary Fatal Crash report provided by the Oregon Department of Transportation (ODOT) Transportation Data Section/Crash Analysis and Reporting Unit, as well as news and police reports. See the [Oregon Daily Traffic Toll](#) for additional information on ODOT data.

Metro monthly traffic fatalities report

Fatalities	Name, age	Mode(s) of travel	Roadway	County	Date
1	Unidentified	bicycling	SW Rood Bridge Rd & SW Burkhalter Rd	Washington	3/15/22
1	Donald William Sharpe, 24	driving	S Springwater Rd, near S Spring Creek Rd	Clackamas	3/3/22
1	Unidentified man	walking	NE Marine Dr and NE 148th Ave	Multnomah	3/25/22
1	James Martin, 35	motorcycling	N Vancouver Ave & NE Columbia Blvd.	Multnomah	3/24/22
1	Raymond M. McWilliams, 58	wheelchair	NE Vancouver Way & NE Gertz Road	Multnomah	3/18/22
1	Karen R. Kain, 57	walking	SW Hall Blvd & SW Lucille Ct.	Washington	3/4/22
1	Laysea Mykal Liebenow, 22	driving	US 30 Lower Columbia River HWY	Multnomah	3/7/22
1	Unidentified	driving	Hillsboro-Silverton HWY & SW Farmington Rd	Washington	3/6/22
1	Patrick Heath Bishop, 46	walking	SE Division St	Multnomah	3/3/22
1	Catherine McGuire Webber, 89	walking	SW Highland Dr & SW 11th St	Multnomah	1/3/22
1	Anthony Dean Ward, 55	driving	Firwood Rd near Cornog Rd	Clackamas	2/6/22
1	Clayton Edward Briggs, 48	driving	SE Sunshine Valley Rd	Clackamas	2/12/22
1	Alexander Lee, 23	walking	I-84	Multnomah	2/17/22
1	Cedar C. Markey-Towler, 41	walking	SE Foster	Multnomah	2/25/22
2	Unidentified (Double), 11, 16	walking	SW Edy Rd & SW Trailblazer Pl	Washington	2/20/22
1	Jade Dominic Pruitt, 51	motorcycling	OR211 Eagle Creek-Sandy HWY & SE Eagle Creek Rd.	Clackamas	2/18/22
1	David N Wickham, 43	motorcycling	NE Glisan St. & NE 87th Ave.	Multnomah	2/16/22
1	Unidentified	motorcycling	I-5	Multnomah	2/5/22
1	Liam David Ollila, 26	walking	I-5	Multnomah	1/31/22
1	Duane M Davidson, 56	walking	SE Division St & SE 101st Ave	Multnomah	1/29/22
1	Norman Ray Sterach Jr., 34	motorcycling	OR99E	Clackamas	1/28/22
1	Awbrianna Rollings, 25	walking	US26 SE Powell	Multnomah	1/22/22
1	Douglas Joseph Kereczman, 40	driving	OR99E SE McLoughlin	Multnomah	1/20/22
1	Marcos Pinto Balam, 30	walking	OR99E	Clackamas	1/16/22
1	Unidentified	walking	I-205	Multnomah	1/13/22
1	Kyle M. Beck, 35	walking	I-5	Multnomah	1/12/22
1	Mark Wayne Barnette, 60	driving	OR213	Multnomah	1/9/22
1	Unidentified	walking	NE Alderwood Rd/ NE Cornfoot Rd	Multnomah	1/3/22
1	Levi S. Gilliland, 33	driving	NE Glisan St & NE 56th Ave	Multnomah	1/3/22

Metro monthly traffic fatalities report

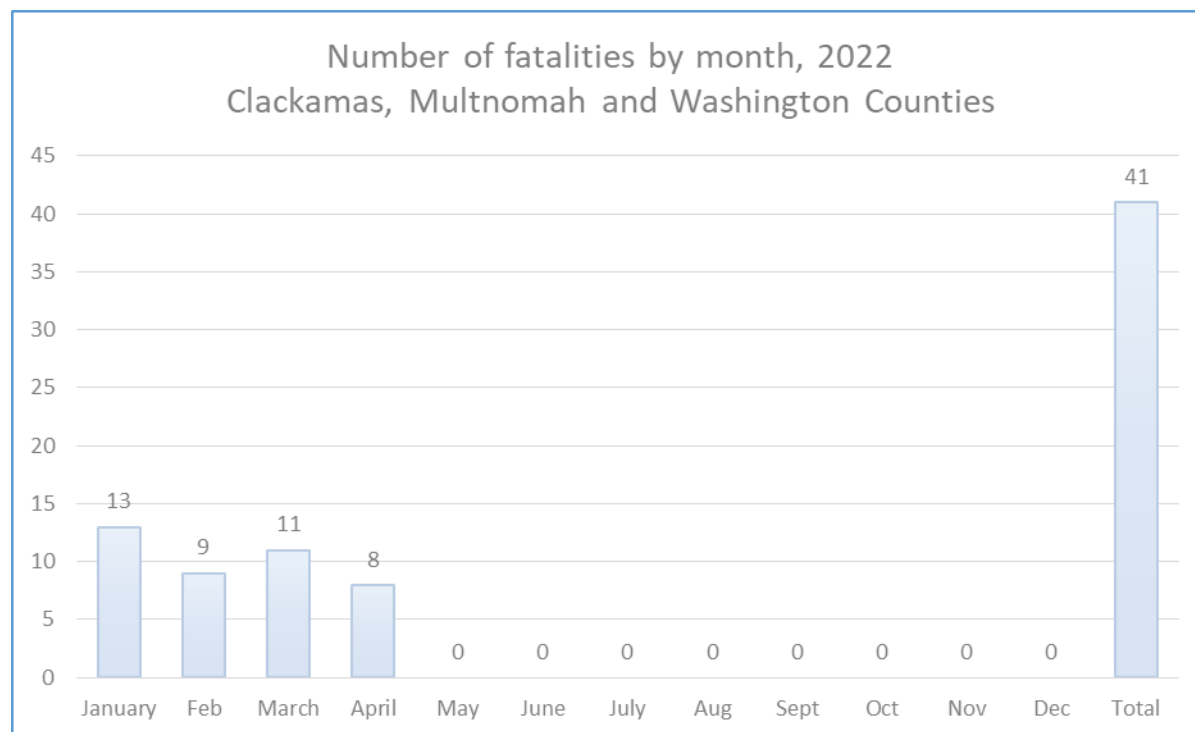
Fatalities	Name, age	Mode(s) of travel	Roadway	County	Date
1	Salvador Rodriguez-Lopez, 34	driving	I-5	Multnomah	1/2/22

A note on crash data

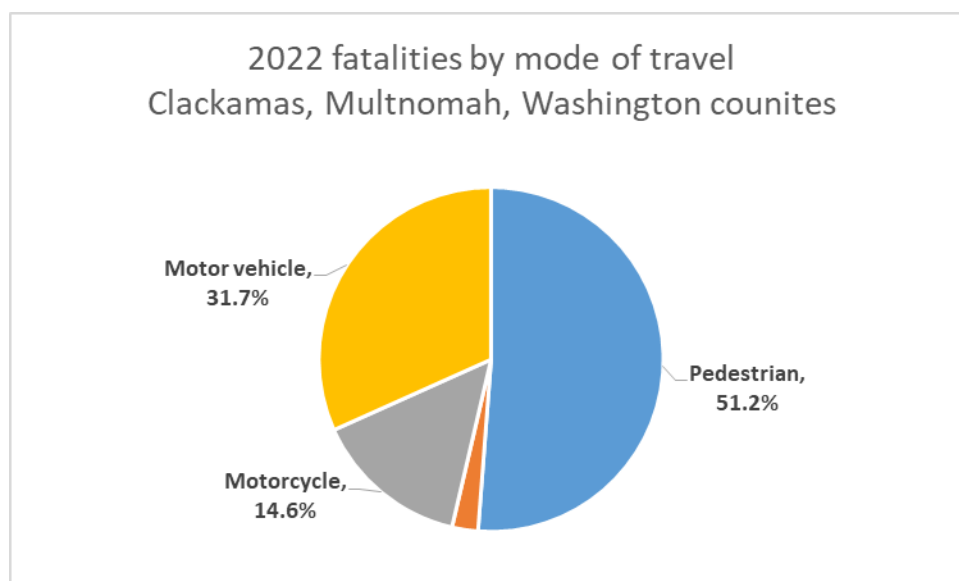
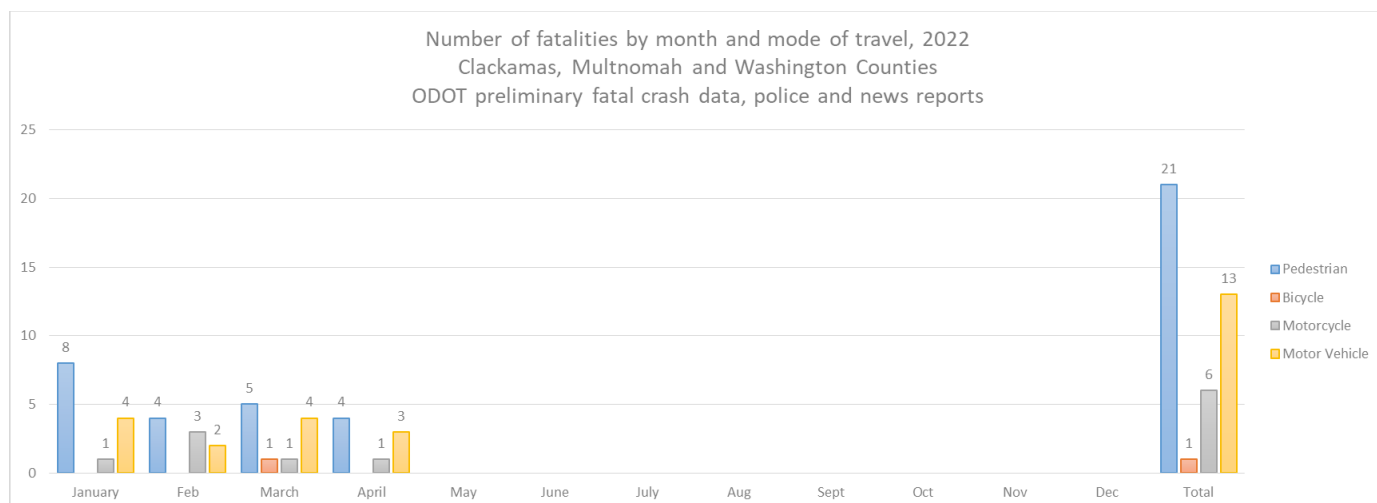
Metro includes the names of traffic crash victims included in this report based on the most recently available traffic crash data compiled by the Oregon Department of Transportation (ODOT), as well as police and news reports. ODOT compiles the official crash record for the state using traffic crash investigations and self-reported information. Metro follows national traffic crash reporting criteria, which the Portland Bureau of Transportation also uses. The criteria excludes people who die under the following circumstances:

- More than 30 days after a crash,
- Intentionally (suicide),
- In an act of homicide (a person intentionally crashes into another person),
- In a crash not involving a motor vehicle,
- From a prior medical event (e.g. a heart attack or drug overdose), or
- In a crash in a parking lot

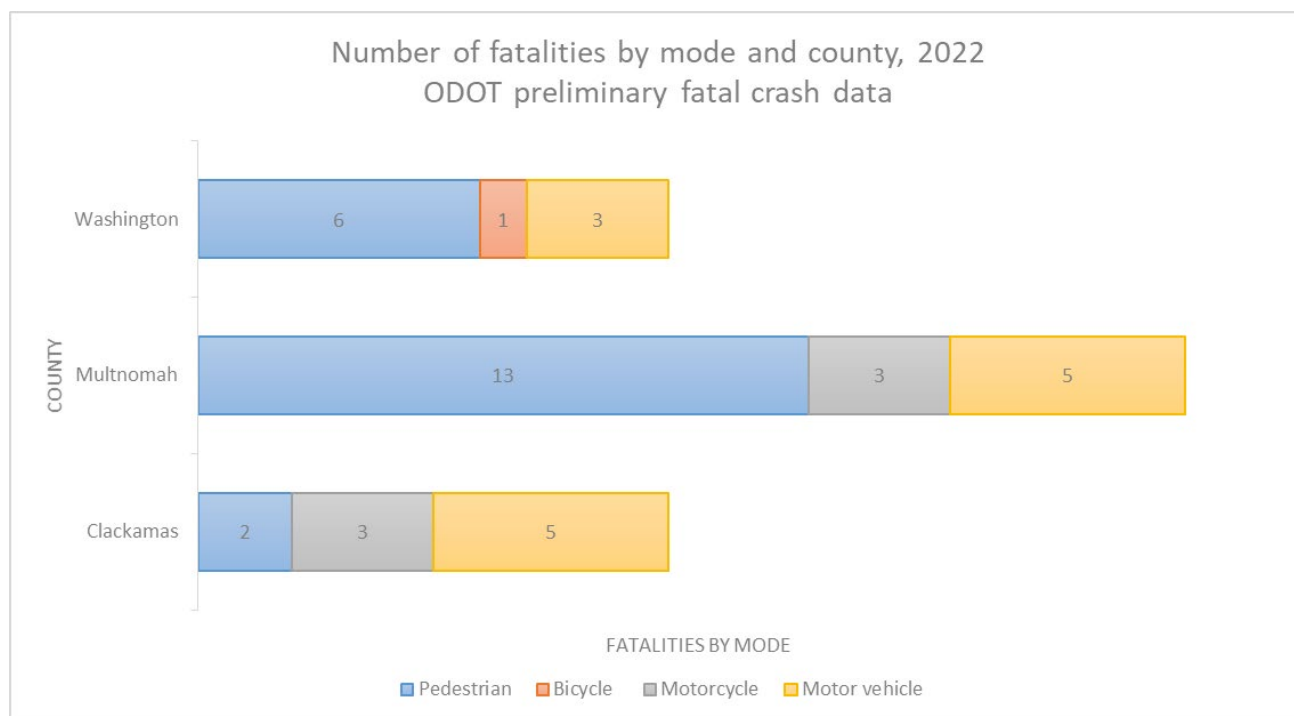
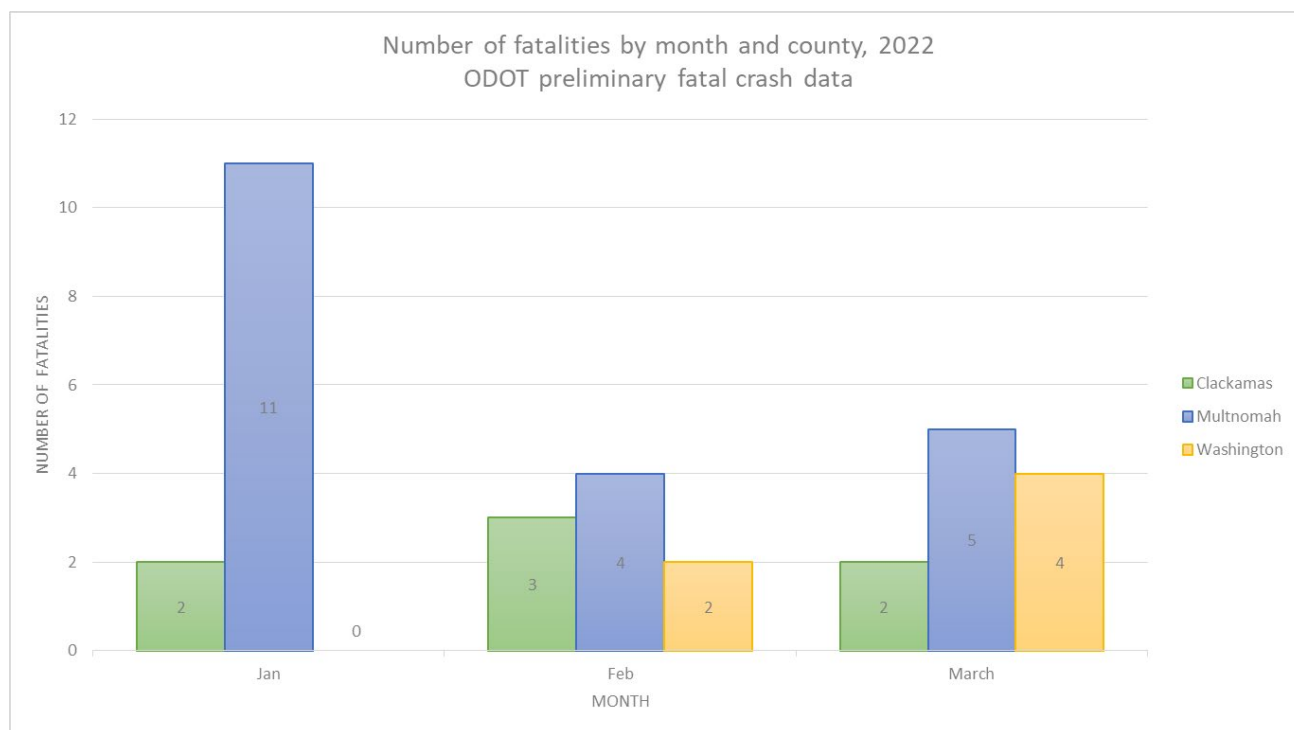
Source for all charts: ODOT preliminary crash report as of 4/29/22 and news and police reports



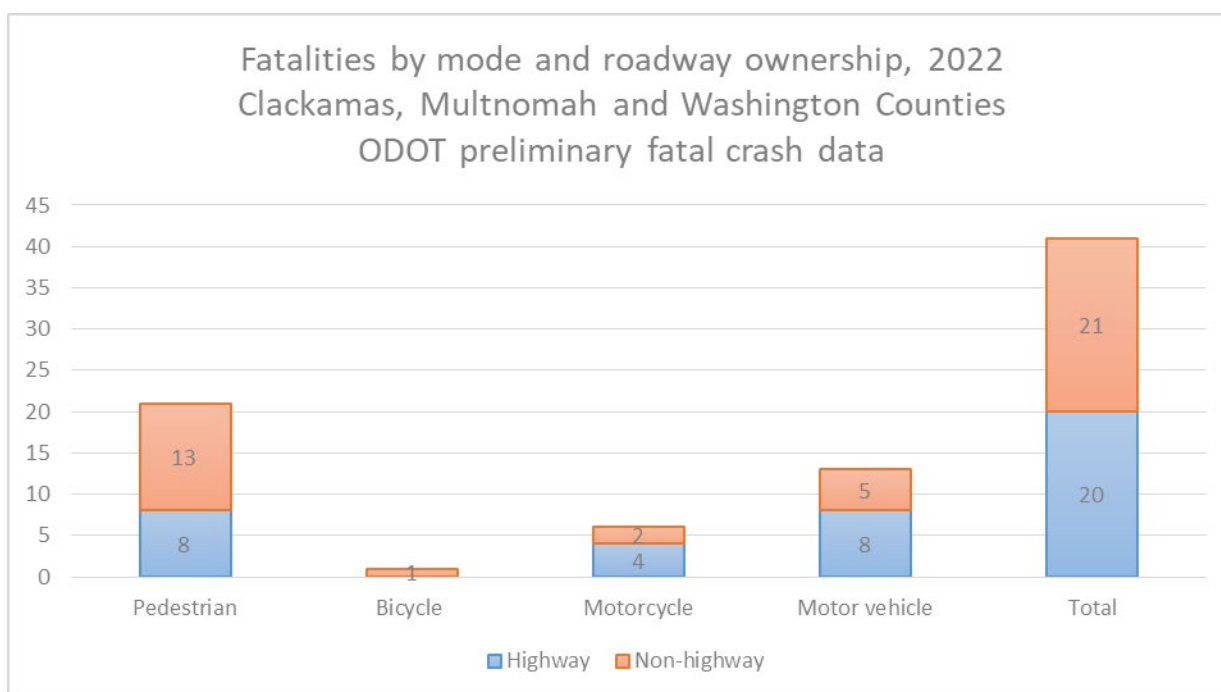
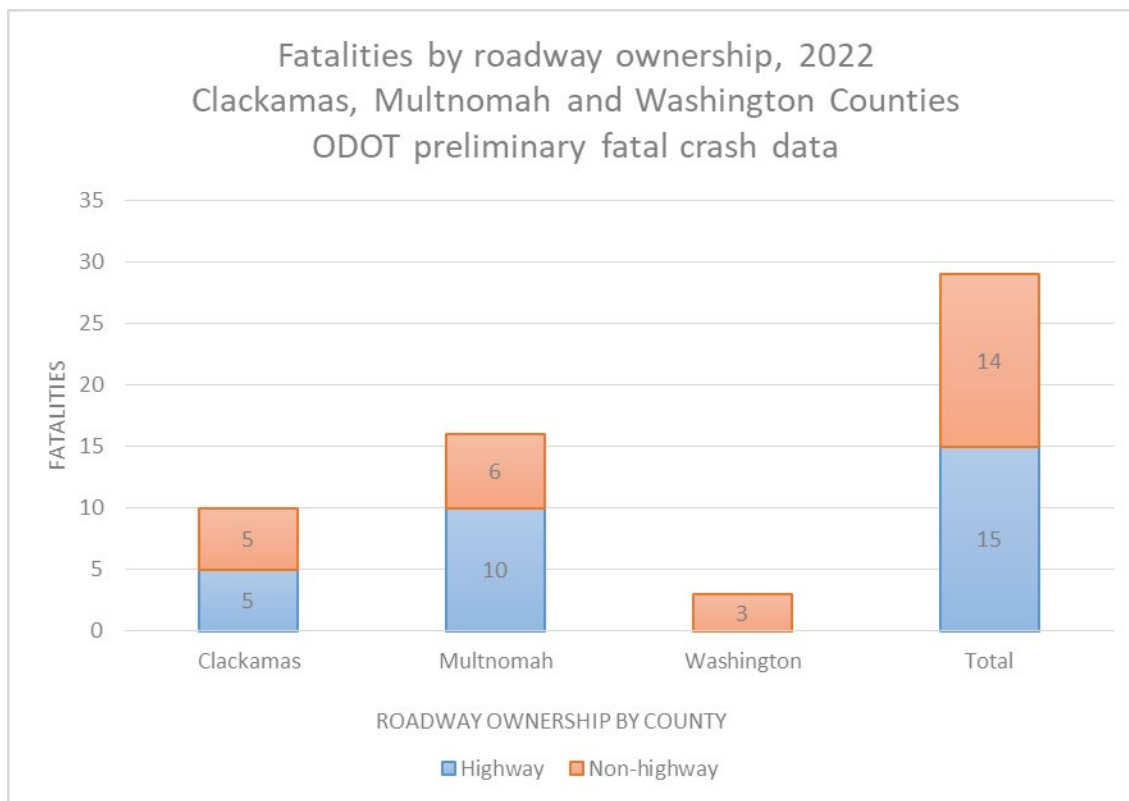
Metro monthly traffic fatalities report



Metro monthly traffic fatalities report



Metro monthly traffic fatalities report



May traffic deaths report for Clackamas, Multnomah and Washington counties *

**ODOT preliminary fatal crash report
as of 5/4/22, police and news reports*

Unidentified person, walking, Morrison Bridge, Portland, Multnomah, 5/8

Shane Johnson, 43, motor-bicycling (e-dirt bike), SE Powell/SE 50th, Portland, Multnomah, 5/4

David Carl Paulsen, 36, motorcycling, SE 208th Ave & SE Stark St, Gresham, Multnomah 5/3/2022

Joseph Dubois, 44, driving, Hwy 30, just south of St. John's Bridge, Portland, Multnomah, 4/30

Andrew Michael Bachman, 21, driving, N Columbia Blvd & N Peninsular Ave, Portland, Multnomah, 4/30

Unidentified, motorcycling, Hwy 47, Forest Grove, Washington, 4/20

Kathleen Hupp , 72, walking, SE Harmony Rd and SE Fuller St, Milwaukie, Clackamas, 4/5

Eric Canty, 43, motorcycling, Hwy 224, near SE Edison Street, Milwaukie, Clackamas, 4/15

Matthew Amaya, 17 & Juan Pacheco Aguilera, 16, driving, SW TV Hwy and SW Murray Blvd, Beaverton, Washington, 4/27

Wendy Falk, 52, driving, Hwy 211 near Eagle Creek, Clackamas, 4/14

Unidentified man, walking (skateboarding), Tualatin Valley Hwy & SW 198th Ave, Aloha, Washington, 4/19

Michael Philip Frainey, 52, walking, SW Barrows Rd/ SW160th St, Beaverton, Washington, 4/11

Angela C. Boyd, 47 walking, SE Powell Blvd/SE 47th Ave, Portland, Multnomah, 4/4





Meeting minutes

Meeting: **Metro Technical Advisory Committee (MTAC) meeting**

Date/time: Wednesday March 16, 2022 | 10:00 a.m. to 12:00 p.m.

Place: Virtual video conference call meeting via Zoom

Members Attending

Tom Kloster, Chair
Jerry Andersen
Carol Chesarek
Raymond Eck
Terra Wilcoxson
Colin Cooper
Aquilla Hurd-Ravich
Laura Weigel
Chris Damgen
Jamie Stasny
Chris Deffebach
Glen Bolen
Laura Kelly
Aisha Panas
Cindy Detchon
Tara O'Brien
Brittany Bagent
Ramsay Weit
Ryan Makinster
Andrea Hamberg

Affiliate

Metro
Clackamas County Citizen Representative
Multnomah County Citizen Representative
Washington County Citizen Representative
Largest City in Multnomah County: Gresham
Largest City in Washington County: Hillsboro
Second Largest City in Clackamas County: Oregon City
Clackamas County: Other Cities, City of Milwaukie
Multnomah County: Other Cities, City of Troutdale
Clackamas County
Washington County
Oregon Department of Transportation
Department Land Conservation and Development
Tualatin Hills Park & Recreation District
North Clackamas School District
TriMet
Public Economic Dev. Org: Greater Portland, Inc.
Housing Affordability Organization
Home Builders Association of Metropolitan Portland
Public Health & Urban Forum: Multnomah County

Alternate Members Attending

Jean Senechal Biggs
Laura Terway
Kevin Cook
Andrew Degner
Brendon Haggerty

Affiliate

Second Largest City in Washington Co.: Beaverton
Clackamas County: Other Cities, Happy Valley
Multnomah County
Service Providers: Water & Sewer: City of Gresham
Public Health & Urban Forum: Multnomah County

Guests Attending

Barbara Fryer
Schuyler Warren
Chris Greene

Affiliate

City of Cornelius
City of Tigard
HHPR

Metro Staff Attending

Kim Ellis, Principal Transportation Planner
Christine Rutan, Senior GIS Specialist
Thaya Patton, Senior Researcher & Modeler
John Mermin, Senior Transportation Planner
Cindy Pederson, Research & Modeling Mgr.

Matthew Hampton, Sr. Transportation Planner
Ally Holmqvist, Sr. Transportation Planner
Lake McTighe, Sr. Transportation Planner
Molly Cooney-Mesker, Sr. Public Affairs Associate
Chris Johnson, Research & Modeling Mgr.

Call to Order, Quorum Declaration and Introductions

Chair Tom Kloster called the meeting to order at 10:00 a.m. Introductions were made. A quorum was declared. Zoom logistics and meeting features were reviewed for online raised hands, renaming yourself, finding attendees and participants, and chat area for messaging and sharing links.

Comments from the Chair and Committee Members

- **New Zoom online meeting format with panelists/attendees, discussion** (Chair Kloster) It was announced for committee meetings (not including workshop meetings) that committee members, alternate members and presenters on the agenda would be listed as “panelists” with guests attending as “attendees” in the Zoom webinar. A memo from the Chair detailed more specifics on the new meeting protocols for online meetings (later placed in the meeting packet). In addition, a link was sent to committee members and alternate members for a free online copy of the *Rules of Democratic Order*, which the committee follows.
- **Updates from committee members around the Region** (all) Glen Bolen announced that ODOT has posted the job position opening for Planning Manager, Region 1 on their website. The deadline to apply is April 5. The link to the posting was shared:
https://oregon.wd5.myworkdayjobs.com/en-US/SOR_External_Career_Site/job/Portland--ODOT--Region-1-Headquarters/Planning-Manager_REQ-91279-1
- **Fatal crashes update** (Lake McTighe) An update was provided on the number of people killed in traffic crashes in Clackamas, Multnomah and Washington Counties in 2022 since the last MTAC meeting. Individual names were reported from the preliminary information, noting that over 50% of fatalities are now pedestrian walking incidents. The committee was reminded of the Regional transportation safety webinar training *Part 1- The Safe System Approach: What is it and why is it getting so much attention?* The webinar was scheduled Monday, March 28 at 10-11:30 a.m. The registration link was shared.
- **Department of Land Conservation & Development (DLCD) Climate Friendly and Equitable Communities (CFEC)** (Kim Ellis) An update on the Climate Friendly and Equitable Communities Rulemaking process was provided. On March 1 the Secretary of State published a revised set of draft rules responding to feedback from local jurisdictions and other stakeholders that have been involved in the process. DLCD staff are considering further revisions, which are expected as an update to the Commission meeting March 31, the first hearing scheduled.

DLCD provided Metro Council on the draft rules, and will provide one final draft RAC meeting for input scheduled April 11. Final hearing and tentative action by the Commission is scheduled May 19. Metro staff continues to work with DLCD staff to coordinate rules with various planning documents and projects. The CFEC website was shared:

<https://www.oregon.gov/lcd/LAR/Pages/CFEC.aspx>

Laura Kelly noted the last RAC meeting scheduled was tentative. DLCD was still tweaking the rules with updates right up to the last hearing May 19, with meeting packets sent 2 weeks in advance. It was confirmed there is a CFEC work session scheduled for March 29 from 2-4pm, which will be a presentation from staff and questions from the Commission.

- **Metro Regional Mobility Policy Practitioners Forum #2 Announcement** (Kim Ellis) Building on past TPAC and MTAC workshops where discussions were held on the Regional Mobility Policy update, it was requested for MTAC members, alternates, and other interested practitioners to participate in a Regional Mobility Policy practitioners forum that will be hosted by Metro and ODOT on April 7 from 2-4 pm. The forum will be held in Zoom. The forum purpose will provide an update on the project and focus on discussing proposed measures of mobility for the Portland area related to system completion for all modes, congestion and land use/transportation efficiency and where and when these measures should apply. An invitation with registration details and materials will be sent out soon.

Ms. Ellis noted staff is also sending out a survey to TPAC and MTAC members and alternates as a follow-up to last week's TPAC workshop on this project. We will be requesting responses to the survey by the end of next week so we can report the feedback at the forum. More information about the project can be found at oregonmetro.gov/mobility.

Public Communications on Agenda Items - none

Consideration of MTAC minutes January 19, 2022 meeting

MOTION: To approve minutes from January 19, 2022 meeting

Moved: Ray Eck

Seconded: Cindy Detchon

ACTION: Motion passed unanimously with three abstentions: Aisha Panas, Andrew Degner, and Jean Senechal Biggs.

2023 Regional Transportation Plan – Values, Outcomes and Actions (VOA), Work Plan and

Engagement Plan – Discussion and action item: Recommendation to MPAC (Kim Ellis and Molly

Cooney-Mesker, Metro) Kim Ellis began the presentation with a brief review of the Regional Transportation Plan (RTP) and importance in the region. Since October staff has been engaging with partners and the public for feedback and input on the RTP priorities and strategies.

- Focus on people and values
- Advance Metro's commitment to racial justice, climate leadership and resilient communities
- Improve understanding of regional transportation needs and disparities
- Improve understanding of transportation funding
- Use storytelling and inclusive engagement strategies combined with quantitative data
- Update process for updating and prioritizing the project list
- Provide space for robust policy discussions on funding, climate, congestion pricing, urban arterials and transit
- Think differently about how to fund transportation to support equity and climate outcomes
- Prioritize safety and transit, biking and walking/rolling connections, especially in underserved areas
- Recognize different areas in the region have different needs and priorities
- Leverage and build on equity work already happening in communities
- Ensure investment priorities are informed by community members
- Safety, equity, climate and congestion are still important; these priorities intersect in many ways
- Addressing equity means addressing the other priorities in equitable ways

- Elevate accessibility in the RTP, especially affordability and connections to transit
- Transit is seen as an essential service that can help achieve priorities - however, its future is uncertain
- People feel unsafe using the transportation system • Be more explicit about providing access and support for jobs, freight, and commerce
- Most people drive as part of their daily commute. Many communities have been dependent on cars and feel that they have no practical alternatives
- Focus on people to address racial, social and economic disparities, disinvestment and past decisions that have harmed communities
- Prioritize investment in communities underserved by the current transportation system while addressing systemic inequities and risk of displacement
- Address the impacts of transportation on climate change, clean air and the environment
- Improve safety, security and health outcomes and access for communities

The Values, Outcomes and Actions (VOA) for the 2023 RTP was described. It provides a means for Metro Council and JPACT to discuss and agree on higher-level outcomes and expectations for the 2023 RTP, guides Metro staff on how to design the process and engage policymakers, partners and the community, and informs the larger outcomes-based policy framework in the 2023 RTP. Each value was described with designed outcomes; racial equity, climate leadership and resilience, safe and healthy streets, mobility, and accountability and transparency.

Molly Cooney-Mesker provided information on the engagement process and those involved moving forward. Public engagement goals include center equity in the process and outcomes, learn about the transportation needs and priorities of communities across greater Portland, reflect the priorities identified through community engagement, prioritizing the input provided by underserved and marginalized communities, build support for momentum to achieve community-driven objectives and build public trust in Metro's transportation planning process, and strengthen existing and build new partnerships.

The RTP timeline – key engagement and decision points was shown.

Scoping October 2021 to May 2022

Key Tasks:

Research trends and challenges

Define values, outcomes and actions to guide development of 2023 RTP

Review vision and priority outcomes

Use Metro's Racial Equity Framework to design the planning process

Develop work plan and engagement plan to guide the update

Data and Policy Analysis May to August 2022

Key tasks:

Refine vision, goals, objectives and targets

Update policies related to congestion pricing, mobility, safe and healthy urban arterials, climate smart strategy and high capacity transit strategy

Update data, tools and methods

Report on current conditions, system performance, Climate Smart Strategy and Congestion Management Process

Revenue and Needs Analysis August to December 2022

Key tasks:

Document regional transportation needs and identify investment priority gaps
Update forecast of revenues anticipated to pay for priority investments
Set funding level for the RTP investment strategy (“Constrained” list and “Strategic” list)
Define process for updating RTP project and program priorities

Build RTP Investment Strategy January to June 2023

What:

Update RTP project list (near-term and long-term priorities)
Seek public feedback on draft project lists
Evaluate and report performance Identify revisions to project lists

Public Review and Adoption Process July to November 2023

Key tasks:

Seek feedback on updated draft plan, appendices and projects
Address feedback in recommended plan, appendices and projects

Committee and Metro Council meeting dates to consider approval of VOA, work plan and engagement plan to guide RTP update was outlined. Input and approval from MTAC at this meeting would be forwarded to MPAC for their March 30 meeting. Questions from staff were posted with discussion following.

Comments from the committee:

- Jaimie Stasny acknowledge the great work on this from Kim Ellis and staff. It was noted Clackamas County staff submitted comments on this agenda item document (*this was shared by a link in the chat area at the meeting, and later added to the packet, starting on page 100*). It was asked with the specific actions listed on moving forward and approaches taken, before brought to MPAC and JPACT, was this meant to be viewed as a living document that we continue to evolve as part of the process, or adopted as final actions to do.

Kim Ellis noted this is a little of both. It’s a marker of what we want to achieve in the RTP, with actions being discussed and what possible outcomes might be. Some of these are sets of work defined in the work plan with each of the actions needing to be reflected in the work plan. It was noted that as you get into the process you learn things and make adjustments. The actions help indicate for policy makers where we should be focused and dedicate our time on, and help address what most important. Ms. Stasny added there is a lot to be learned from the public outreach planned and would encourage this opportunity to have this included into the planned actions with the outcomes hoped for.

Overall, it is a bit concerning that the Values and Outcomes document is being created at this stage of the process, before the various key policy updates that are currently underway are completed. For consistency, the Actions will hopefully include all of the various Key Policy Updates and Engagement activities. These should not be bringing in new concepts, only connecting the Actions to the Outcomes and sorting them under Values. It is easy to confuse these 5 Values with the existing Goals in the RTP. There needs to be more explanation on how these relate to the 11 goals.

Ms. Ellis noted that all 11 of these goals are important. The values are a level above and where we should be emphasizing and how we're addressing these goals. More work can be done to tighten the framework between the values and goals in the RTP.

- Tara O'Brien also acknowledged the efforts from Ms. Ellis on the project. It was noted that in the last RTP update there were working groups engaged in the process. It was asked if this RTP cycle would engage with the work groups ahead of workshops on key policy areas that focused on targeted discussions from jurisdictions and partners that put some time into developing actions, prior to workshops from full committees. Ms. Ellis noted the last RTP cycle workgroups focused on strategies of topics in the RTP. This cycle they are concentrating on workshops to bring forward input with jurisdictions with coordination with partners.
- Kevin Cook referred to the safe and healthy arterials. Many of our areas have minor arterials that include major collectors that are freight routes, high-injury corridors, and within the Regional Active Transportation Network with sidewalks and bike lanes. It was asked to make sure these are not overlooked, and could have more discussed about them.

Ms. Ellis noted the policy brief includes the need to address safety on the major arterials. These are not more important than the minor arterials mentioned, but the substantive focus of this RTP should address these routes. We can't look at everything in the same level of detail, but as part of the broader issue and address who we're going to get to our Vision Zero goals on the transportation system and region.

- Lake McTighe noted another consideration for safe and healthy streets, is that most, if not all, of the Major Arterials are also on the National Highway System (NHS), which can add another level of complexity in achieving complete street design. Over 40% of serious crashes occur on the Major Arterials, and 50% of fatal bike and pedestrian crashes occur on the Major Arterials. So achieving complete street design on these roadways is critical.
- Jean Senechal Biggs agreed with the comment that times matter with climate change and the more we can elevate this through the RTP, the better we will implement positive changes. It was noted the outcomes read more like strategies. Ms. Ellis noted this was a fair critique. Similar documents have been combinations of the two. They are both part of the process. One area of critique that will be added to be addressed in economic development and access to inter-related industries which is to be included in the outcomes per Metro Council direction. If other issues are missing staff would appreciate hearing of them. Ms. Biggs concurred with adding the slight shifting of the pillars in the RTP with values and appreciated the transparency.

- Glen Bolen noted that laudable goals with active transportation and minor arterials, these could be framed more as objectives, with further discussion of tradeoffs in project scoping and development. It was noted that the Metro economic element in the RTP may differ from the Statewide needs plan. Notes on the work plan included the relationship between JPACT and Metro Council more clearly defined with Council work sessions suggested. With scenario planning and setting up modeling materials it is easy to agree on policy measures, but outcomes may not match given the changes in plans and resources over time. This could be included in the process with feedback reviews.
- Chris Deffebach commented on money and project priorities. In the past the revenue forecast was reviewed that included ODOT and local jurisdiction contributions. It appears we are having a finance plan called out where some sources may not be correctly listed. Are we doing the revenue forecasting differently this cycle? And how are they used to do provide project priorities that the region would pursue? It appears this cycle more modeling is planned during the process rather than the end. If so, how does that work with submitted projects to achieve goals? It was noted the STPs were done at the community level, but should not become the RTP's STP.

Ms. Ellis noted the revenue forecast is still being done in the same basic way as in the past. They are working ODOT staff with expected state revenues and Metro will work with each of the cities and counties, transit providers and Port of Portland to identify an update. Mr. Lobeck's work from the last cycle is our starting point. Metro is hiring more support on this work with forecast work being developed.

Ms. Ellis noted Metro has some federal corrections to address accounting with costs and revenues, costs and maintenance of the transportation system and how they these are reported and accounted for in the plan.

The equitable finance plan is not part of the revenue forecast plan, but trying to identify what types of the revenues are actually paying for our transportation system. There are inequities around them and Metro is starting to understand what that means and what the implications mean when unfolded. Inequities are built into the system, and need highlighting to see what exists, needs changing and how we can pay for these changes in the system.

STPs need to be accounted for with RTP projects. Other investments in the plan and further discussion is needed with coordination and project priorities. Metro wants further engagement at the community level and have heard the RTP does not reflect the values and priorities in the communities. There is a lack of understanding at what's in the plan with more transparency needed and identification on where we are not investing where we should invest.

- Colin Cooper noted a concern ongoing support with economic development that are fundamental to quality of life in whatever we are doing with the RTP and continue to support what this region has which is trade intersection employment that creates tremendous amount in economic leverage in this regional, as well as the other goals and outcomes that we seek

which is equitable economic development and equitable transportation outcomes. It was important we make sure we have the fundamentals down and are part of the center of what will be done in the RTP update.

Chair Kloster and Kim Ellis noted that MTAC provided general support for the direction of the RTP and rather than a formal action vote, their comments and feedback would be added to those received already to present to MPAC. More discussion on the RTP will be presented to MTAC, and any additional input or comments are always welcome, which can be submitted directly to Ms. Ellis, Chair Kloster or Marie Miller.

Adjournment

There being no further business, meeting was adjourned by Chair Kloster at 11:50 a.m.

Respectfully submitted,

Marie Miller, MTAC Recorder

Attachments to the Public Record, MTAC meeting March 16, 2022

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	3/16/2022	3/16/2022 MTAC Meeting Agenda	031622M-01
2	MTAC Work Program	3/8/2022	MTAC Work Program as of 3/8/2022	031622M-02
3	Memo	2/24/2022	TO: MTAC members and interested parties From: Lake McTighe, Regional Planner RE: Jan-Feb 2022 traffic fatalities in Clackamas, Multnomah and Washington counties	031622M-03
4	Slide	3/16/2022	2022 traffic fatalities in Clackamas, Multnomah and Washington counties	031622M-04
5	Slide	3/16/2022	Regional transportation safety webinar training <i>Part 1- The Safe System Approach: What is it and why is it getting so much attention?</i>	031622M-05
6	Meeting Minutes	01/19/2022	Meeting minutes from MTAC January 19, 2022	031622M-06
7	Memo	3/9/2021	TO: MTAC members and interested parties From: Kim Ellis, RTP Project Manager Molly Cooney-Mesker, RTP Engagement and Communications Lead RE: 2023 Regional Transportation Plan (RTP) – Draft Values and Outcomes, Key Tasks, Work Plan and Engagement Plan – FEEDBACK AND RECOMMENDATION TO MPAC REQUESTED	031622M-07
8	Attachment 1	2/7/2022	Overview of Key Tasks and Areas of Focus for 2023 Regional Transportation Plan Update	031622M-08
9	Attachment 2	3/9/2022	2023 Regional Transportation Plan Update Work Plan - DRAFT	031622M-09
10	Attachment 3	2/25/2022	2023 Regional Transportation Plan Update Public Engagement Plan - DRAFT	031622M-10
11	Attachment 4	2/7/2022	DRAFT Values and Outcomes for the 2023 Regional Transportation Plan	031622M-11
12	Attachment 5	11/17/2021	Community leaders' forum summary November 17, 2021	031622M-12
13	Attachment 6	2/6/2022	2023 Regional Transportation Plan scoping Summary of stakeholder interviews	031622M-13
14	Handout	3/9/2022	Key Dates for Developing Work Plan and Engagement Strategy to Guide Update	031622M-14

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
15	Memo	3/16/2022	TO: MTAC members and interested parties From: Tom Kloster, MTAC Chair RE: MTAC Virtual Meeting Protocols	031622M-15
16	Memo	3/16/2022	TO: Kim Ellis, RTP Project Manager From: Karen Buehrig, Long Range Planning Manager, Clackamas County RE: Comments for 2023 Regional Transportation Plan (RTP) – Draft Values and Outcomes, Key Tasks, Work Plan and Engagement Plan	031622M-16
17	Presentation	3/16/2022	2023 Regional Transportation Plan Update	031622M-17



Metro



Transit-Oriented Development Program

Strategic & Work Plan Update

May 2022

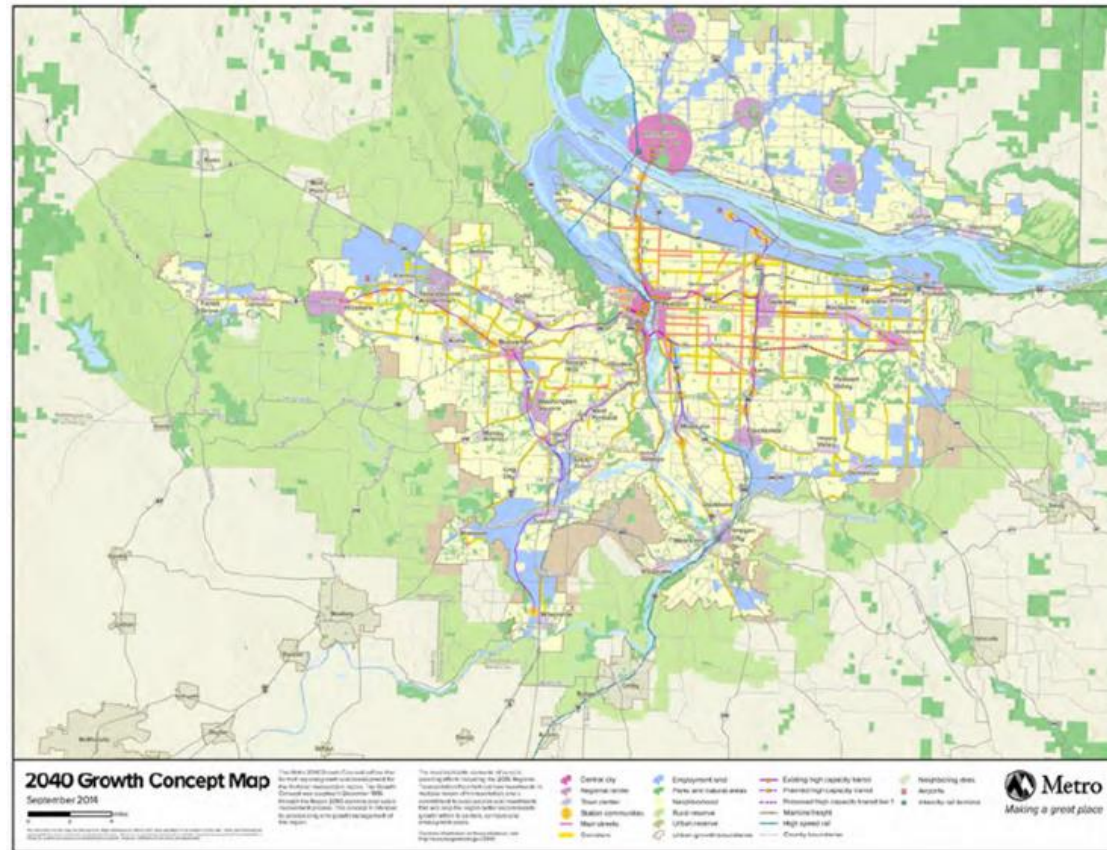
Today

- Program Purpose & Overview
- Regional Goals and Performance Measures
- Areas to Explore with TOD Plan Update
- Planned Engagement
- Plan Timeline



TOD Program Purpose

Implement 2040 Growth Concept by investing in compact, mixed-use development projects near high frequency transit and in town and regional centers.



Program Overview

- Gap Financing
- Site Acquisition and Disposition
- Urban Living Infrastructure



Regional Goals and Performance Measures

- **Vibrant Communities**

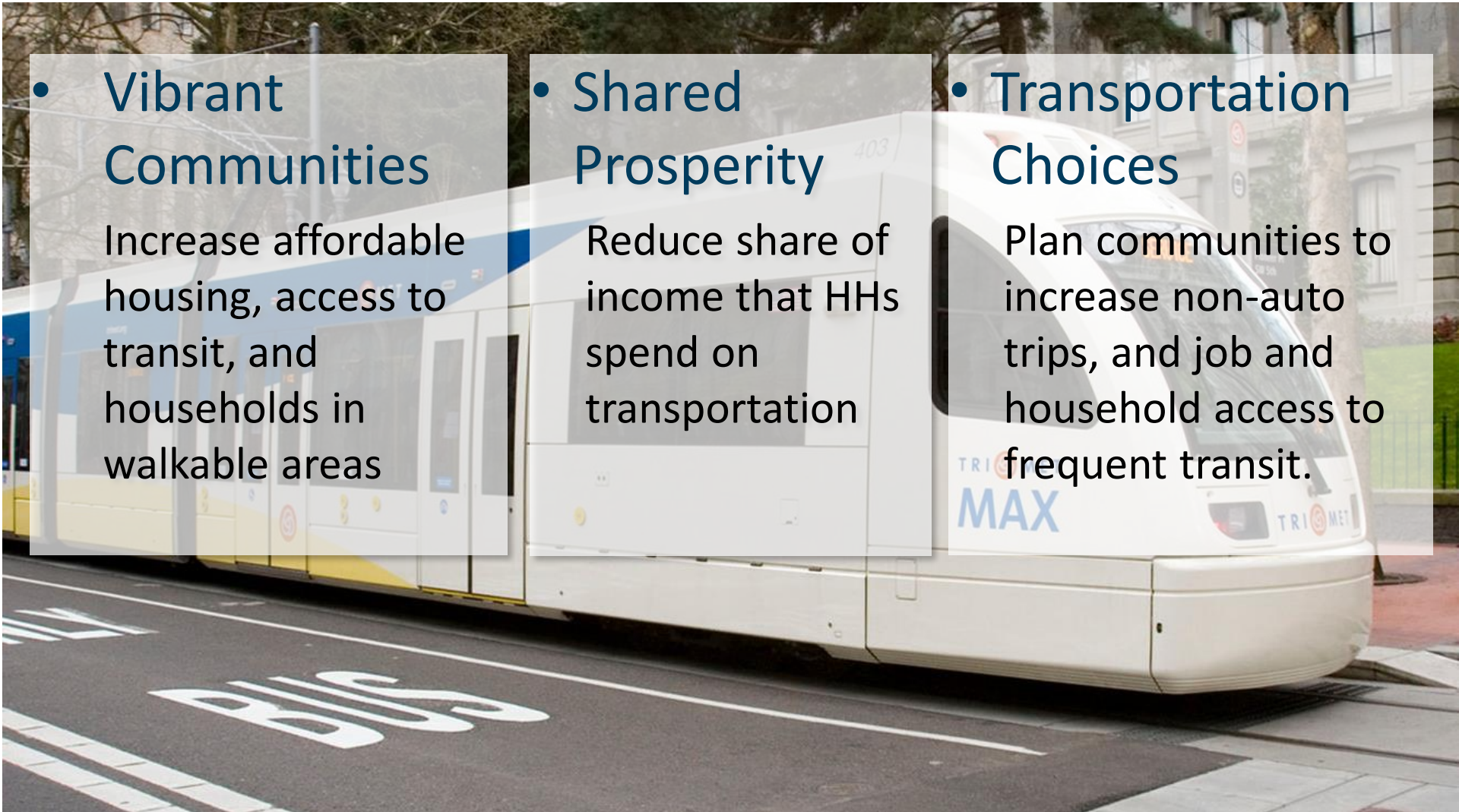
Increase affordable housing, access to transit, and households in walkable areas

- **Shared Prosperity**

Reduce share of income that HHs spend on transportation

- **Transportation Choices**

Plan communities to increase non-auto trips, and job and household access to frequent transit.



Regional Goals and Performance Measures

- **Healthy Environment**

- Preserve land through efficient development

- **Climate Leadership**

- Support Climate Smart Strategy, Reduce VMT

- **Healthy People**

- Reduce transportation-related air pollutants

- **Equitable Transportation**

- Increase affordable housing near transit

Program Accomplishments

Since 1998, \$35,530,541 in TOD Program Investments have yielded \$1.19 billion in housing, office space, and retail served by high quality transit.



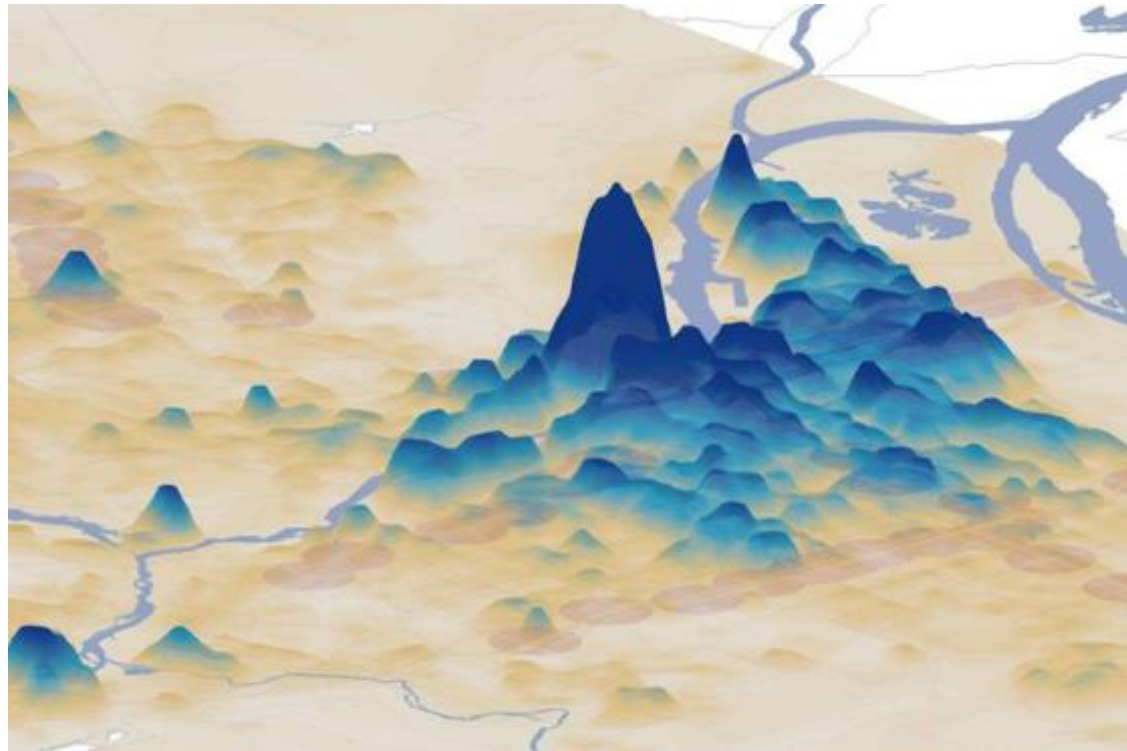
1998-2019

Completed transit-oriented development projects and eligible areas



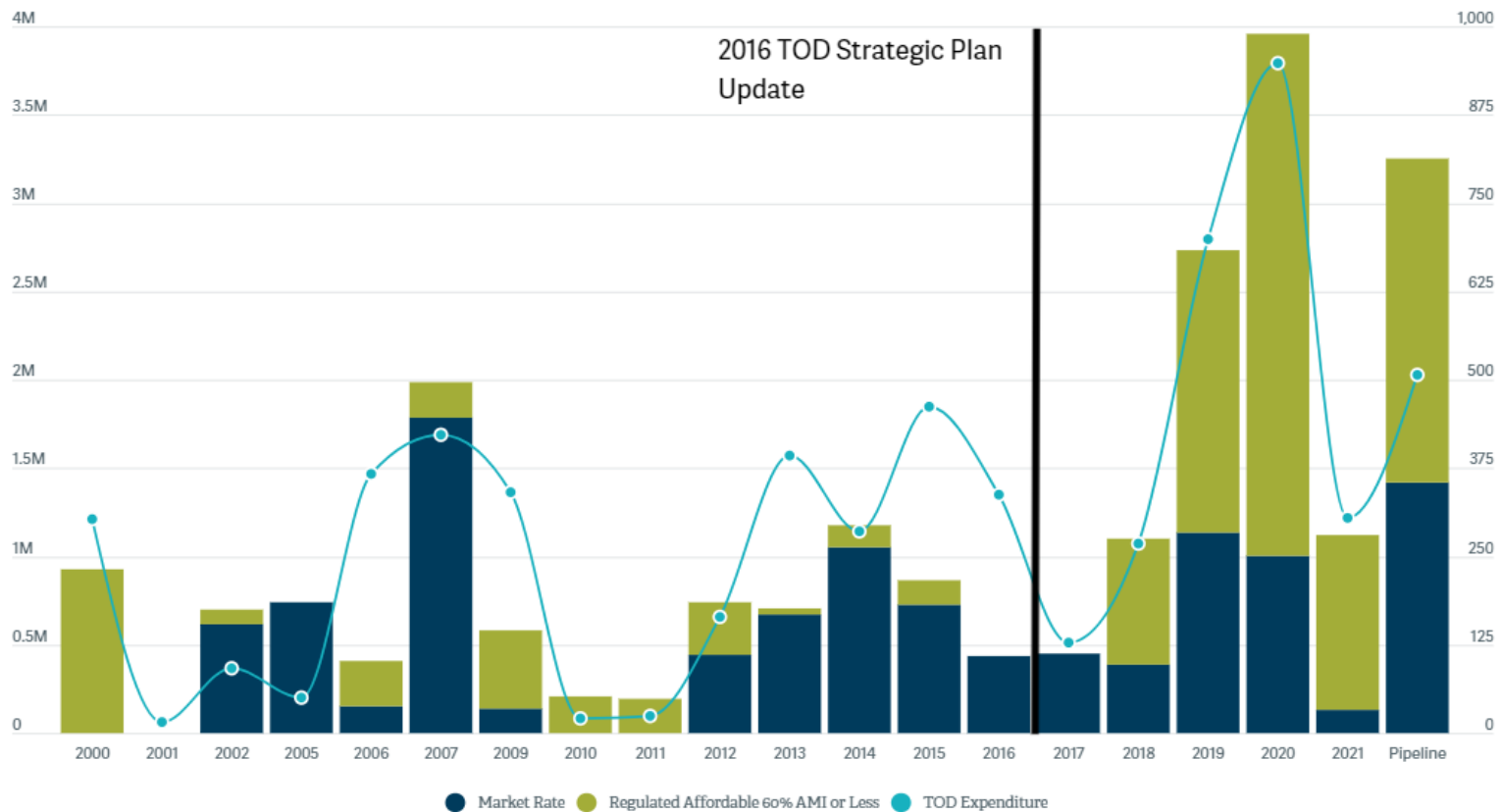
TOD Strategic Plan

- Created in 2011 & updated in 2016
- Eligible areas: ½ mile of MAX, ¼ mile frequent service bus, and 2040 Centers
- Investments guided by **market strength** and **transit-orientation**



Program Evolution

TOD Program Unit Type by Affordability



Areas to Explore with TOD Plan Update

Implementing Metro's racial equity strategies

- Advancing workforce equity and contracting
- Prioritizing development partnerships with culturally-specific community based organizations
- Ensuring POC inform decisions around program investments



Areas to Explore with TOD Plan Update

Furthering Metro's climate mitigation and resilience goals

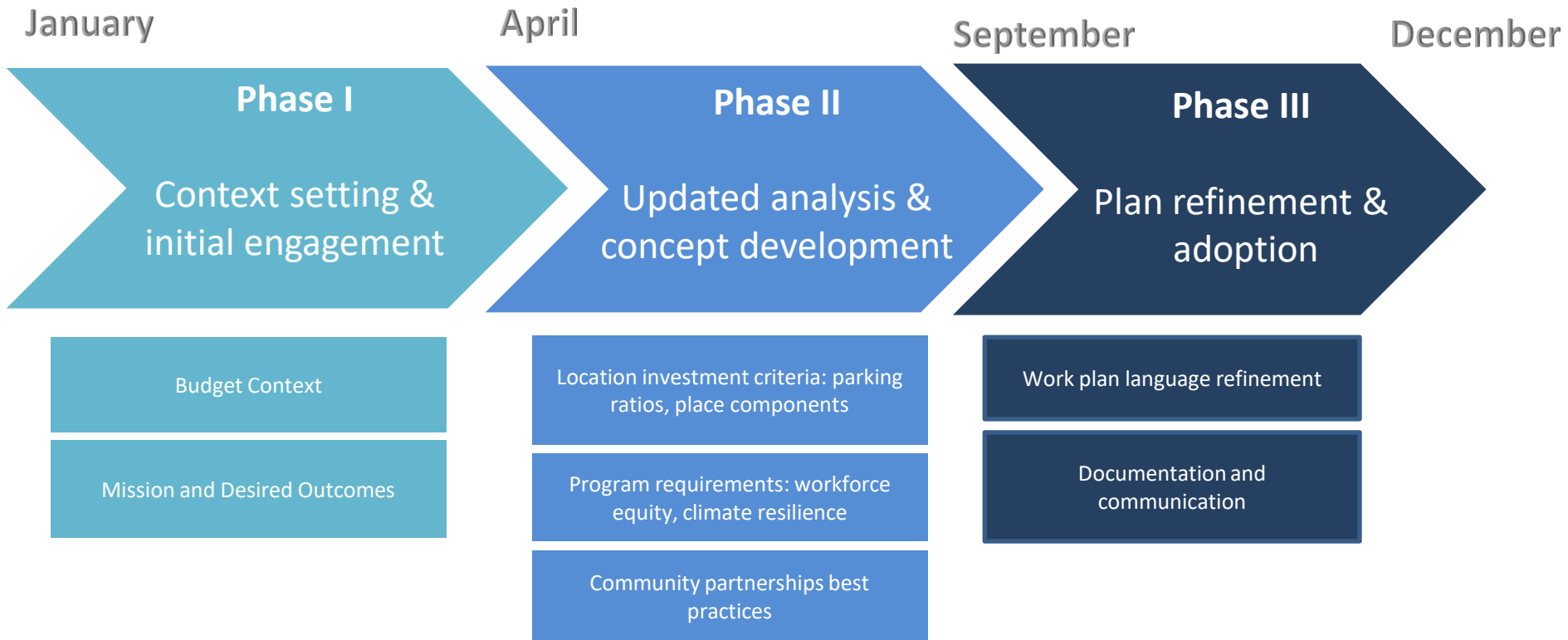
- Consider urban heat island mitigation design requirements
- Explore building energy efficiency standards for projects
- Formalize parking ratio standards and consider other requirements to incentivize transit use (TDM programs, shared mobility hubs)



Stakeholders for Engagement

- TOD Steering Committee
- Metro Council, MTAC, TPAC, MPAC, JPACT, CORE
- Market rate and Affordable housing developers
 - Climate smart design
 - Equity in labor and contracting
- Community-Based Organizations
 - Partnerships in affordable housing projects
 - Community-serving uses
- Jurisdictional Partners
 - Placemaking and community priorities for projects
- Metro staff (DEI, Planning, DRC, P&N)

Process Timeline



oregonmetro.gov



Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Thursday, May 12, 2022
To: MTAC Members and Interested Parties
Metro Councilors
From: Tim O'Brien, Principal Regional Planner
Ted Reid, Principal Regional Planner
Roger Alfred, Senior Assistant Attorney
Subject: Tigard's mid-cycle UGB proposal/COO recommendation/exchange process

Introduction

The City of Tigard is a consistent and dependable regional partner in its forward-looking approach to housing planning. Tigard has been at the vanguard of allowing middle housing that serves residents and the region so well. Now, Tigard has proposed a well-planned UGB expansion that includes middle housing under Metro's new mid-cycle UGB amendment process. The Metro Chief Operating Officer has recommended that the Council approve this expansion, but through a UGB exchange instead of the mid-cycle process. At an April 28 work session, the Metro Council directed staff to develop a work program that will allow the Council to consider a UGB exchange by this fall.

The UGB exchange process, while already enabled under state law, has not been used in the Metro region. It would entail adding the River Terrace 2.0 area to the UGB and removing a comparable amount of buildable land elsewhere in the region. This approach is consistent with Metro's focus on city readiness in its growth management decisions. It recognizes that Tigard is ready for growth while some other areas that were added to the UGB in the past have not resulted in housing and may not for decades to come. Ultimately, adding land to the UGB can only help us address our housing shortage if it develops in a thoughtful, predictable way. Tigard has demonstrated that it is ready to develop River Terrace with a mix of middle housing types that makes efficient use of land.

The Council has asked staff to return to a June 14 work session with a proposed work program that describes, among other things, the characteristics of land that could be exchanged. This memo lays out staff's initial suggestions. Staff seeks MTAC's input regarding these proposed exchange land characteristics.

UGB Exchange Process

The UGB exchange process is codified in Oregon Administrative Rule Chapter 660, Division 24. Specifically OAR 660-024-0070 provides the requirements for exchanging land inside the UGB for land outside the UGB. A local government may remove land from a UGB provided it determines:

- a) The removal of land would not violate applicable statewide planning goals and rules;
- b) The UGB would provide roughly the same supply of buildable land after the exchange;
- c) Existing public facilities agreements do not provide for urban services in the area to be removed from the UGB, unless the public facilities provider agrees to removal and concurrent modification of the agreement;
- d) Removal of the land does not preclude the efficient provision of urban services to any other buildable land that remains inside the UGB; and
- e) The land removed from the UGB is planned and zoned for rural use consistent with all applicable laws.

The rule does not provide any additional criteria or factors to consider when removing land from the UGB. Metro staff is suggesting the following two step process for determining areas to consider for the UGB exchange. As noted this is a first draft of the proposed process.

GIS Mapping Exercise Completed by Metro Research Center/Planning Dept.

- Identify lands within and adjacent to the UGB that are not developed to urban levels using aerial photos and 2018 buildable land inventory as a starting point
- Identify larger blocks of land using natural features, roadways, development patterns etc. to help define the areas
- Document when the land was added to the UGB and the level of planning (concept/comprehensive) that has been completed for the identified blocks of land

Consultations with City/County Planning Staff/Service Providers

- Confirm status of planning for the areas
- Document why the land has not been developed such as infrastructure deficiencies, lack of property owner interest, inability to annex, or other reasons
- Identify public facility agreements, planning area agreements and other conditions/moratoriums that are holding up or limiting development
- Identify any development proposals pending for the areas
- Identify local plans or programs intended to help accelerate the development process (CIP, funding of major infrastructure)
- Refine potential land areas if necessary based on conversations with local government and service provider staff

Report Products

- Series of maps for each potential exchange area that shows:
 - ✓ General area
 - ✓ Buildable land
 - ✓ Natural resources, topography or other constraints
 - ✓ Local zoning
- A matrix of readiness characteristics that could include the following:
 - ✓ Total acreage
 - ✓ Buildable land acreage and description of spatial distribution of buildable land
 - ✓ Number of parcels and average size
 - ✓ Status of local adopted plans for the area
 - ✓ Infrastructure limitations – sanitary sewer, water, storm water and transportation
 - ✓ Risk of potential takings claim
 - ✓ Other development barriers or considerations

River Terrace 2.0 Mid-Cycle Urban Growth Boundary Proposal from the City of Tigard: Metro Chief Operating Officer Recommendation to the Metro Council

Summary

The City of Tigard is a consistent and dependable regional partner in its forward-looking approach to housing planning. Tigard has been at the vanguard of allowing middle housing that serves residents and the region so well. Now, Tigard has proposed a well-planned UGB expansion that includes middle housing under our new mid-cycle UGB amendment process. For the reasons described below, I recommend that the Council approve this expansion, but through a UGB exchange instead of the mid-cycle process.

The UGB exchange process is different than a mid-cycle UGB expansion as it would entail adding the River Terrace 2.0 area to the UGB and removing a comparable amount of land elsewhere in the region. This approach is consistent with Metro's focus on city readiness in its growth management decisions. It recognizes that Tigard is ready for growth while some other areas that were added to the UGB in the past have not resulted in housing and may not for decades to come. Ultimately, adding land to the UGB can only help us address our housing shortage if it develops in a thoughtful, predictable way. Tigard has demonstrated that it is ready to develop River Terrace with a mix of middle housing types that makes efficient use of land.

This UGB exchange approach also holds us to the core principle of only adding to the overall size of the UGB when there is a regional need for additional 20-year land supply. This highlights an important distinction that guides our work: the difference between a present day housing shortage and long-term land shortages. State law requires us to focus on the latter when considering whether to add more land to the UGB. Given the trends of the last few years – most notably a slowing population growth rate and additional allowances for middle housing in existing neighborhoods – it is difficult to conclude that more land is needed now. What we need is to make more land inside the existing UGB ready for housing.

Next steps for a UGB exchange process

The UGB exchange process, while already enabled under state law (OAR 660-024-0070), has not been used in the Metro region. To ensure that we maintain an effective land supply inside the UGB, I recommend that Metro work with the City of Tigard and other jurisdictions to identify areas of approximately 500 acres that are inside and adjacent to the UGB that have not demonstrated readiness to accommodate population growth. Once we have identified appropriate locations, we would return to the Metro Council for consideration of the exchange, including the addition of River Terrace 2.0 to the

UGB. I recommend that we strive to complete this process this year, which is within the timeframe required by Metro code for Council action on Tigard's UGB expansion proposal.

Pending Council direction, I propose that Metro staff begin the process of identifying exchange options following the following principles:

- Focus on areas where urbanization has not occurred in a timely fashion because of infrastructure challenges, governance challenges, market conditions or other lack of readiness for growth.
- Lands must be adjacent to the UGB.
- Removing lands from the UGB must not create an "island" that remains in the UGB.
- A contiguous block of land is preferable to multiple areas.
- Lands must not yet have received urban zoning.

Improving our growth management process

One of the Metro Council's fundamental responsibilities that dates back to the 1970s is determining whether there is a regional need to expand the UGB. We undertake these processes in a thoughtful manner so that growth is intentional. Though our approach has changed and improved over the years, the basics of how we go about determining whether there is a need to expand the boundary are laid out in state law. Generally, we have moved towards an approach that recognizes analytic uncertainty and attempts to create space for the Council to exercise policy judgement and common sense.

Through experience, we have realized that – while analytic improvements are helpful for informing discussions – in order for an expansion to lead to housing or jobs, city leaders and community members need to have a plan for the expansion area and commit to providing urban infrastructure and city governance. Only with that readiness in place will the community's growth aspirations, and the demonstrated regional need for new development, be successful. This was a hard-learned lesson that resulted in lands added to the UGB decades ago that sit underutilized today.

In response, the region designated urban and rural reserves in 2010. Urban reserves are areas adjacent to the UGB that the region determined are the most suitable for urbanization and are the first candidates for future UGB expansions. Rural reserves will be kept in agricultural, forestry, or natural uses for decades to come. The Council also adopted a policy in 2010 to only expand the UGB into urban reserves that have been concept planned.

The Council first used this changed approach in its 2015 urban growth management decision and found no need to expand the UGB. Notably, development in existing urban centers had taken off, showing even greater potential for accommodating future housing and job growth. Nevertheless, some stakeholders were frustrated with the decision and felt that the Council needed additional flexibility in its growth management decisions.

In 2016, the Metro Council convened the Urban Growth Readiness Task Force to explore ways to improve the region's process for growth management decisions. This group included mayors, county commissioners, Metro councilors, the Oregon Department of Land Conservation and Development, land use advocates, and representatives of the homebuilding industry. The Task Force recommended modifications to the UGB process to allow cities to propose UGB expansions to Metro, rather than

Metro recommending areas to add to the UGB as had been previously done. This approach allows cities to identify how they could accommodate new development by completing a concept plan for the proposed expansion area. The Task Force also laid out a framework for what the region should expect of cities that propose expansions, emphasizing a focus on citywide development readiness and attention to housing affordability.

The Council used this approach of focusing its policy discussions on the merits of city proposals for expansions in its 2018 decision. In that decision, the Council found a regional need for more residential growth capacity and added approximately 2,100 acres to the UGB in four well-planned urban reserve areas as proposed by the cities of Beaverton, Hillsboro, King City and Wilsonville.

The 2017 Task Force also recommended a new UGB process to provide for opportunities to expand the UGB for residential needs midway through Metro's regular six-year growth management cycle. Throughout its discussions, the Task Force emphasized that this new process should set a high bar for proposals and that the process should address unanticipated housing land needs.

The Oregon Legislature codified this process in 2017 through the adoption of House Bill 2095, which allows Metro to make mid-cycle residential UGB expansions by amending its most recent Urban Growth Report analysis. In 2017, the mid-cycle process was added to Metro's UGB processes outlined in Title 14 of the Urban Growth Management Functional Plan (Functional Plan). Tigard has proposed an expansion through this new process.

The Task Force also discussed UGB exchanges and recommended that they were worthy of longer-term consideration. The exchange process is outlined in state law, though Metro has not relied on in the past. I believe that now is the time to use this exchange process to be responsive to Tigard's readiness while also holding to core principles of using land efficiently and remaining focused on city readiness.

This proposed shift to use the exchange process is the latest example of how Metro and its partners have worked over the years to improve how the region manages growth. When there are ways to adapt and improve our process, we should continue to seek them out.

Tigard's River Terrace 2.0 Concept Plan

Prior to land being added to the UGB, a concept plan consistent with Metro Functional Plan Title 11 must be completed. Completion of a concept plan is the initial step in Metro's mid-cycle UGB amendment process and the concept plan must meet the requirements of Metro Code Section 3.07.1110: Planning for Areas Designated Urban Reserve. Metro staff reviewed the River Terrace 2.0 Concept Plan and determined it is in substantial compliance with Functional Plan Title 11 requirements.

The City of Tigard received a Metro 2040 Planning and Development Grant to assist in funding the completion of a concept plan for the River Terrace area. The River Terrace 2.0 area is composed of the previously identified Roy Rogers East and West urban reserve areas, total approximately 500 acres and can be seen in Figure 1. The River Terrace West sub-area is bounded to the north by SW Scholls Ferry Road and the South Cooper Mountain community in Beaverton, including the new Mountainside High School. To the west is rural land that is mostly designated as rural reserve. The River Terrace South sub-area is bounded by SW Roy Rogers Road to the west and SW Beef Bend Road to the south, including the future Kingston Terrace neighborhood of King City that was added to the UGB in 2018.

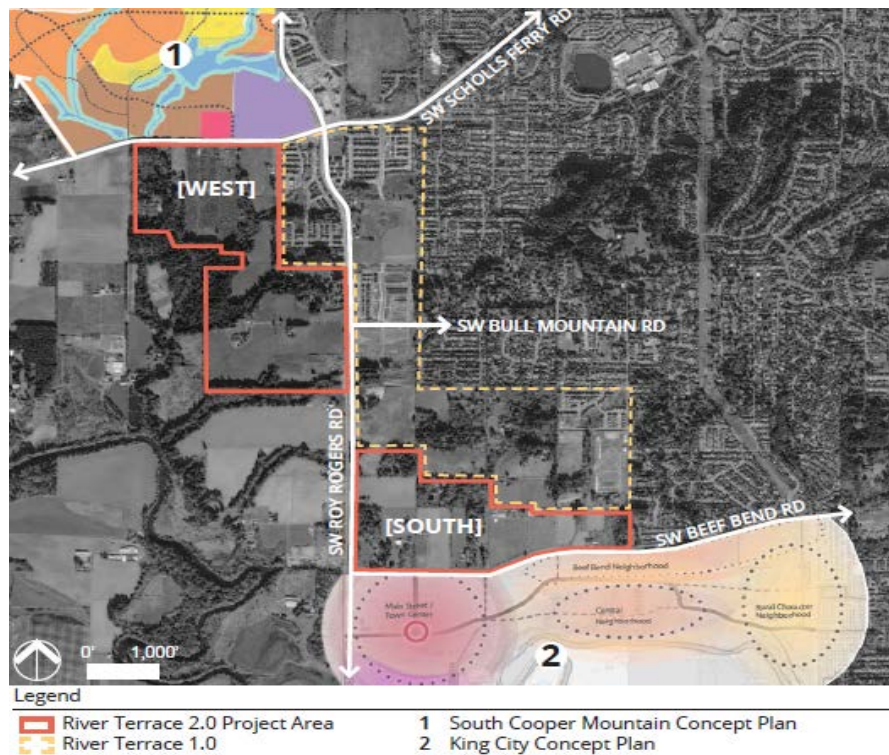


Figure 1: River Terrace 2.0 context map

The River Terrace 2.0 concept plan was completed with an equity and climate change focus. Even though the project was completed during a worldwide pandemic that limited many public outreach activities, the project team focused on ensuring broad and inclusive representation, especially for those segments of the population that have historically been underrepresented in these types of planning processes. The vision for River Terrace 2.0 is a complete community that offers a full range of housing opportunities to meet the diverse needs of the citizens of Tigard while providing accessible parks and open spaces and a transportation system that treats all modes equally with biking and walking trails spread throughout the plan area.

Guiding Principles

Creation of the River Terrace 2.0 concept plan followed five guiding principles that were developed collaboratively with the project's Community Advisory Committee: Neighborhoods & Housing; Transportation; Commercial and Employment; Parks & Open Space; and Natural Resources.

Neighborhoods in River Terrace 2.0 are envisioned to provide a diversity of housing choices that will meet a range of housing needs for current and future residents. The plan incorporates regulated affordable housing with market rate housing to provide home ownership opportunities at a range of income levels. The neighborhoods are designed to provide the opportunity to be built at an average of twenty housing units per acre with small commercial centers and access to nearby natural areas.

The **transportation** system in River Terrace 2.0 will be designed to safely serve all modes of transportation including vehicles, pedestrian, bicycles and transit. Pedestrian and bicycle connections in

neighborhoods will play a key role in the local system with thoughtful connections to the regional system and existing streets to provide an overall complete transportation network.

Commercial areas will allow residents to acquire goods and services to meet their daily needs without travelling long distances while also providing business and employment opportunities for residents of River Terrace.

Community and neighborhood **parks** will be located throughout River Terrace 2.0 to provide recreation opportunities that are accessible and connected to the commercial areas and neighborhoods. **Open spaces** will emphasize the protection of **natural resources** to support wildlife habitat corridors, enhance stream channels and wetlands and connect to existing protected natural areas where possible to provide a continuous natural landscape.

Housing

Housing in River Terrace 2.0 is expected to provide a diversity of housing choices to meet the concentrated need for housing at lower income levels as identified in the City's recent housing needs analysis (HNA). To meet this need, the plan identified five housing prototypes based on block designs that are spread among the neighborhood and main street areas (even mix) and along edges of protected natural resource areas (feathered edge).

Housing types common to all the prototypes include single detached and middle housing types such as accessory dwelling units, duplexes, triplexes, quadplexes, cottage clusters, courtyard units and rowhouses. The mix of housing options in all prototypes provide the feasibility to achieve an average of 20-dwelling units per acre and a range of housing units from 3,000-4,500.

The plan also recommends a number of strategies for the City to consider to encourage affordable housing in River Terrace 2.0. These policy approaches and incentives include: land acquisition and banking, incentive or matching funds, tiered system development charges, tax abatement, community land trusts and education and information sharing to connect affordable developers and homebuilders to development opportunities as they arise.

Commercial/Employment Nodes

Commercial and employment areas are planned for both West and South sub-areas to provide opportunities for people to live, work and shop within their general neighborhood. There are two commercial nodes in River Terrace West, one in the north along SW Scholls Ferry Road and one in the center of the plan area near SW Bull Mountain Road.

The SW Scholls Ferry Road node includes a main street commercial corridor surrounded by a larger ten-acre employment node intended for a mix of office, institutional, technology and light industrial uses. This node could also include apartments and is intended to compliment the main street area of South Cooper Mountain adjacent to the north across SW Scholls Ferry Road.

The more neighborhood focused commercial node at SW Bull Mountain Road (about four acres) includes a main street corridor stretching two or three blocks with neighborhood-scale retail and civic uses.

The commercial node in River Terrace South (about five acres) is located along the extension of River Terrace Boulevard where it meets SW Beef Bend Road. This main street corridor includes a mix of retail

and civic uses that is intended to compliment the Kingston Terrace town center to the south that King City is currently planning for as part of the Kingston Terrace Master Plan project.

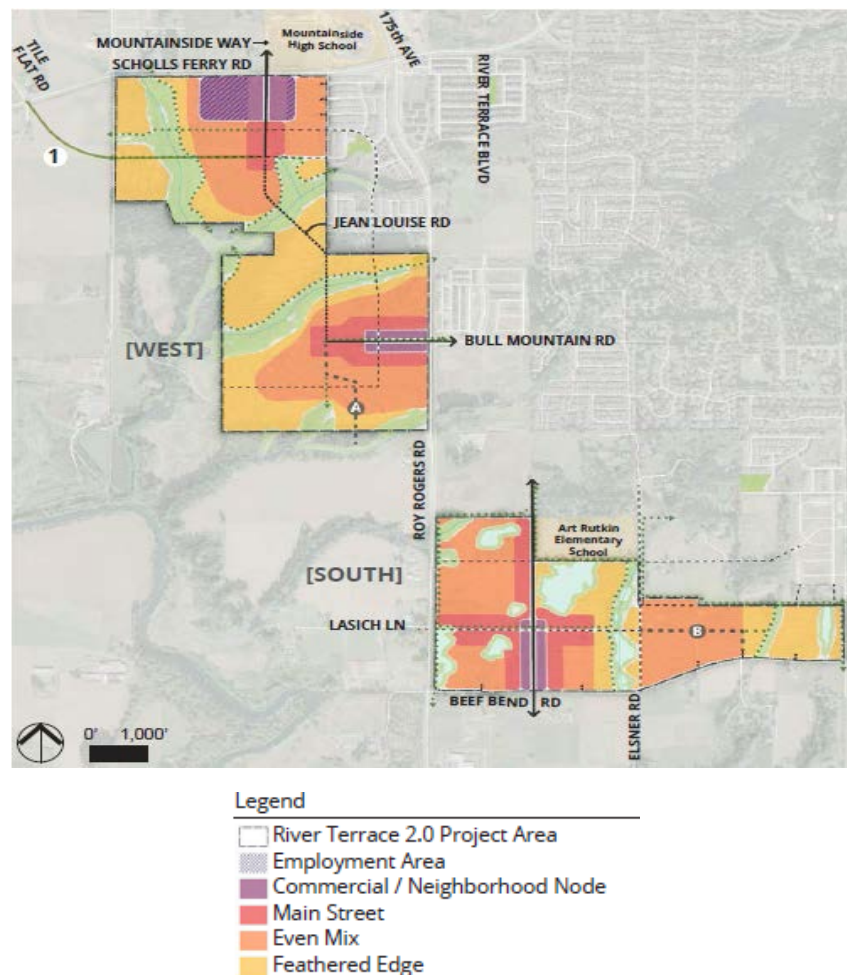


Figure 2: River Terrace concept plan map

Transportation

The transportation network was developed assuming the higher number of housing units expected under the housing plan (4,541), which represents the city's preferred level of development within River Terrace 2.0. Two transportation frameworks were evaluated for the River Terrace West sub-area. Both frameworks include street extensions with associated bike and pedestrian facilities and a trail network. The first framework assumed that the extension of SW Mountainside Way and an improved SW Bull Mountain Road provide the primary collector route between SW Scholls Ferry Road and SW Roy Rogers Road.

The second framework assumed all of the components first framework but also includes the extension of SW Tile Flat Road from SW Scholls Ferry Road to the SW Mountainside Way extension. This framework assumed that the extension of SW Tile Flat Road, the extension of SW Mountainside Way and an improved SW Bull Mountain Road are the primary collector route between SW Scholls Ferry Road and SW Roy Rogers Road. Both the SW Tile Flat Road extension and the extension of SW Mountainside Lane south of the sub-area will be studied in the future.

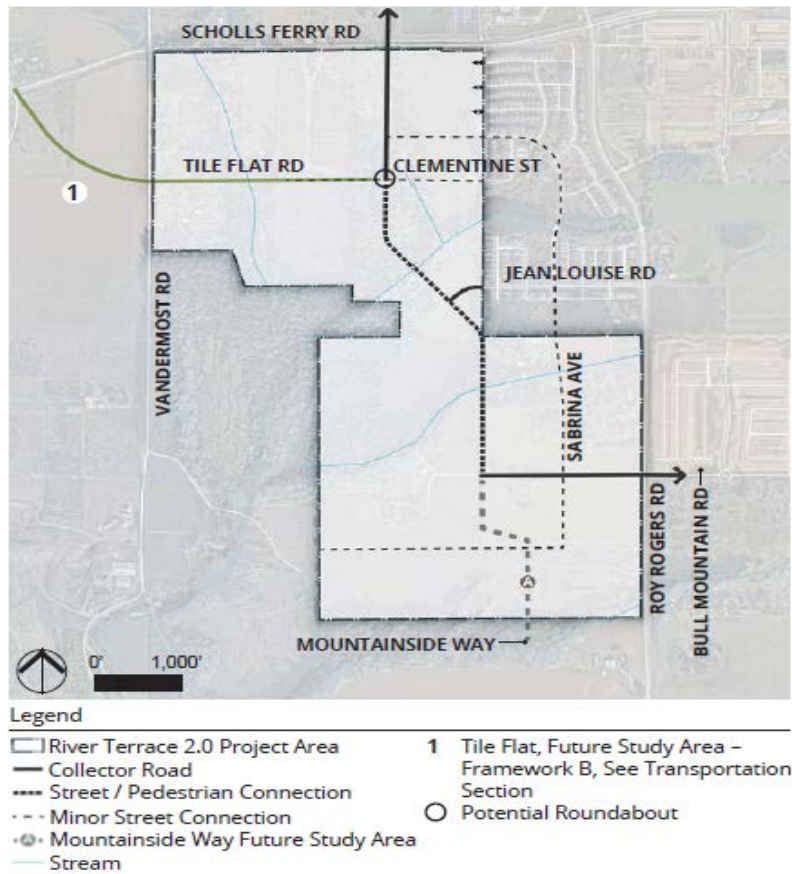


Figure 3: River Terrace 2.0 West street network

The transportation network for the River Terrace South sub-area is more straightforward with the extension of River Terrace Boulevard south to SW Beef Bend Road and SW Lasich Lane extending east into the sub-area from SW Roy Rogers Road. River Terrace Boulevard is expected to extend south of SW Beef Bend Road into the Kingston Terrace area of King City. Numerous intersections along SW Beef Bend Road will be improved and a future realignment of SW Beef Bend Road will be explored.

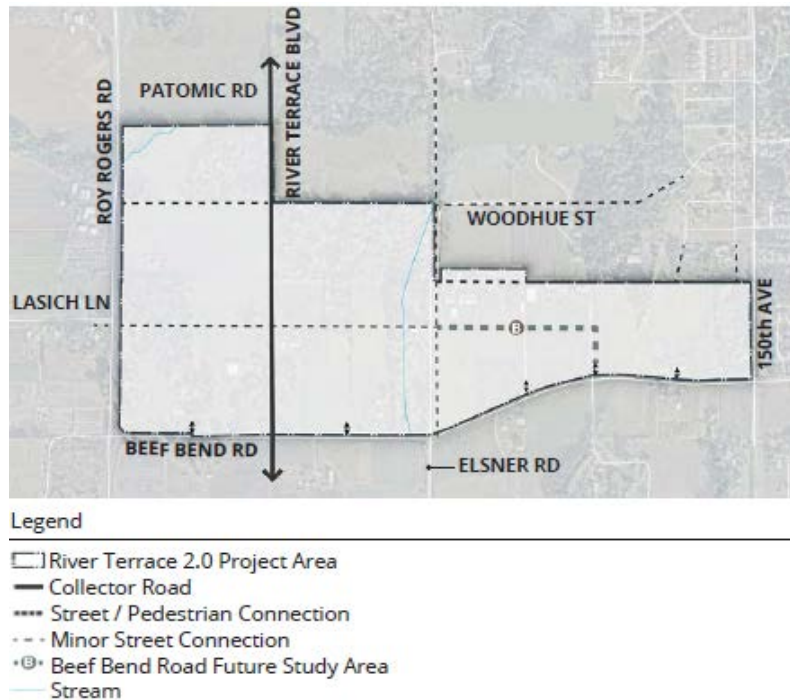


Figure 4: River Terrace 2.0 South street network

Parks and Open Spaces

Preliminary locations for community, neighborhood and linear park locations were explored to determine park service area coverage for the two sub-areas. Community parks have a one-mile service area and neighborhood and linear parks have a one-half mile service area. Based on these service areas, River Terrace West is proposed to have two community parks, four neighborhood parks and four linear parks.

Each of the park types are evenly divided between the upper and lower sections of the sub-area providing overlapping park coverage for future residents. In the River Terrace South sub-area one centrally located community park would provide park coverage for most of the area. Two neighborhood parks could be located in the western half and two linear parks in the eastern half to connect to natural areas and nearby trails. Open spaces are closely related to the protected and enhanced natural resource systems and provide habitat corridors for wildlife along stream corridors that stretch from the urban area to the rural landscape.

Public Utilities, Services and Cost Estimates

Preliminary designs for sanitary sewer, water, and stormwater management were developed based on the expected number of housing units at full build out of River Terrace 2.0. The system designs and infrastructure assumptions are based on what will be built at the time of development for the backbone components of the utility systems and are subject to change as development occurs. In addition, all of the utility systems are connected to future utility systems in the Kingston Terrace area of King City, which may alter location and sizing of key infrastructure components.

Cost estimates for the infrastructure services are summarized in Table 1 below. Cost estimates do not include the cost to build out the local street network or provide local service connections; those costs are the responsibility of developers.

Infrastructure Type	Estimated Total Cost
Water Service	\$10,661,000
Sanitary Sewer Service	\$5,876,000
Stormwater Management	\$33,559,465
Parks & Trails	\$35,534,426
Transportation	\$75,400,000
Tile Flat Road Extension (Framework B)	\$9,770,000
Total	\$170,800,891

Table 1: Infrastructure cost estimates

Funding Strategy

A preliminary funding strategy was developed for the significant public infrastructure (transportation, parks, sanitary sewer, water and stormwater) that is planned for the area. The preliminary funding strategy will be refined as planning for River Terrace 2.0 becomes more detailed through the community plan process. The funding strategy divides infrastructure into four general categories that correspond to the service area or geographic area of the infrastructure. This ranges from the small local or sub-district infrastructure to the larger district and major infrastructure needs. Generally developers will pay for the local and sub-district infrastructure whereas public agencies or public/private partnerships fund the district and major infrastructure components.

The preliminary funding strategy indicates that the planned infrastructure can be funded through a combination of revenue sources. For transportation this includes system development charges (SDCs), supplemental transportation fees and the Washington County Transportation Development Tax (TDT). Park SDCs are expected to fund 90 percent of future parks with the remaining funds generated through grants, cost reductions and other state, regional or city sources. For sanitary sewer, water and stormwater management SDCs are expected to cover the major costs; there is the potential for utilizing Clean Water Services Regional Stormwater Management Charge program to fund stormwater facilities.

Mid-cycle UGB Amendment Process

Metro's mid-cycle UGB amendment process is a new process and Tigard's request is the first proposal to be evaluated under the criteria contained in Metro Code. The criteria for a mid-cycle amendment are set forth in Metro Code Section 3.07.1428. The key question under state law is included in Section

3.07.1428(a), which is the requirement to demonstrate a regional need for more land to accommodate the most recent 20-year population growth forecast.

Because mid-cycle expansions are by definition limited in size and because this process does not call for an altogether new assessment of regional need (a new UGR, which is typically a two-year effort with considerable technical and policy review), Metro staff is constrained in its ability to quantify regional need for the expansion.

Recent population growth trends make it difficult to support a conclusion that there is an unanticipated regional need for additional land for housing that can't wait until Metro completes a new UGR in 2024, which is the threshold requirement for adding more land to the region's UGB.

However, I do see an ongoing challenge regarding the readiness of land inside the UGB to produce housing. The reasons are numerous: infrastructure costs, disagreement about community plans, lack of consistent governance, challenging topography, lack of market demand in some locations, and the desires of individual property owners, to name a few. This is why I recommend that the Council pursue a UGB exchange process that would result in adding River Terrace 2.0 to the UGB, while removing other unready lands from the UGB.

Background regarding state law UGB requirements for a 20-year land supply

Urban growth boundaries are a cornerstone of our statewide land use planning system. A primary purpose of Oregon's UGB requirements is to concentrate urban development in cities and to prevent unchecked growth from consuming valuable natural resource land across the state. All incorporated Oregon cities are required to have a UGB; in the greater Portland area, Metro is tasked with managing the UGB for the entire region.

While the purpose of a UGB is to create a distinct line between urban and rural uses and to focus growth inside the boundary, cities still need to have enough buildable land inside their UGBs to accommodate future growth. Accordingly, Oregon law requires Metro and all cities with populations greater than 25,000 to maintain a 20-year supply of buildable land inside the UGB for future housing growth. Every six years Metro is required by statute to conduct an analysis of whether there is still a 20-year supply of buildable land inside the UGB, based on a population forecast and development trends.

That analysis results in Metro's Urban Growth Report (UGR), which first analyzes every lot and parcel within the existing UGB to determine whether it is developable for housing in the next 20 years, and identifies how many housing units could be produced on that land. The inventory of buildable land and potential future housing units is then measured against a 20-year population forecast to determine how many new housing units will be required in 20 years. If there is a sufficient supply of buildable land inside the UGB to meet the projected number of housing units in 20 years, there is no "need" to expand the UGB. If the analysis finds there is not enough land, then the UGB must be expanded to meet that regional need.

Metro's current buildable land inventory and housing capacity

Metro's [most recent UGR](#) was completed in 2018, and found a need to expand the UGB by approximately 2,100 acres in order to provide 6,100 single family units and 3,100 multifamily units. The Metro Council found that the expansion was necessary to satisfy the state requirement to maintain a 20-year supply of buildable land inside the UGB.

Adding the housing capacity data from the 2018 UGR with the capacity added in the new expansion areas amounts to buildable land capacity inside the existing UGB for 329,200 housing units. In order to expand the UGB as part of a mid-cycle process, Metro would need to find that the existing land capacity is not sufficient to meet 20-year growth projections.

[Differentiating between a housing shortage and a land shortage](#)

There is a housing shortage in many places around the U.S. and the greater Portland region is no exception. This shortage is particularly acute for affordable housing. We see headlines about housing shortages around the country, in many regions with little or no growth management policy: Dallas, Atlanta, Phoenix, Las Vegas, Tampa, and Austin to name a few. We can't solve the housing crisis by doing what those regions have done. We have to keep our focus on good governance, infrastructure funding, and investments in affordable housing. Tigard offers that readiness.

The City of Tigard correctly emphasizes the housing shortage in its proposal and describes a city-level housing and housing land need in its Housing Needs Analysis. However, under state law, the Metro Council must determine not whether there is a local or regional housing shortage, but whether there is a regional deficit of buildable land for housing over the next 20-year period.

As described above, the 2018 growth management decision addressed all housing capacity needs identified at the time. The current housing shortage is less reflective of a shortage of land than challenges associated with building new housing, particularly affordable housing, on available land inside the existing UGB. The difference between immediate housing need and long-term land need is an important distinction under Oregon land use planning laws, Metro's goals for efficient land use, and specifically for this mid-cycle process since it allows for expansions that are intended to develop with housing within 10 years.

This distinction between housing needs and land needs can create some frustration for policy makers who want to do all they can to support housing development. However, there are many factors that intervene between land being included in the UGB and housing being built. Tigard has addressed a number of those factors, notably having a concept plan for the proposed expansion area that describes infrastructure provision. The city council's adoption of the concept plan also signals a willingness to govern the area. Other factors are out of the city's control including economic cycles, property owner willingness to sell, construction labor availability, lending availability, and building supply prices. Given Tigard's past performance, it seems likely that the proposed expansion area would develop in the future, likely faster than some other areas already in the UGB.

[Typical UGR factors that could indicate a regional need for housing capacity](#)

The mid-cycle process does not call for an altogether new analysis of regional need for housing capacity. Instead, it is intended as an opportunity for making slight revisions to the most recent adopted analysis. In this case, the most recent analysis is the 2018 UGR.

Reduced to its most basic terms, the UGR compares long-term supply and demand for housing capacity. Supply is described in the buildable land inventory and demand is described in the regional forecast. Since the completion of the 2018 growth management decision, there is evidence that demand has decreased and supply has increased. As described below, this makes it challenging to find a regional need to add more land to the UGB. These questions will be assessed more thoroughly in Metro's 2024 UGR.

Is there a reason to decrease the land capacity identified in the 2018 UGR?

Completing a buildable land inventory is a time-intensive process that includes extensive peer review of methods and results. This mid-cycle process is not designed to undertake that scale of an effort, but it is worthwhile reflecting on what has changed since 2018 that may influence future estimates of buildable land.

An overall slowdown of housing construction means that much of the region's buildable land identified in the 2018 UGR remains buildable. This slower development indicates that there is not an unexpected need for more buildable land that can't wait until the 2024 growth management decision.

Additionally, as a result of House Bill 2001 (2019), additional "middle" housing capacity will be created as Metro-area jurisdictions come into compliance by the June 30, 2022 deadline. Under this law, cities and counties around the region are updating their zoning codes to allow a greater variety of single-family housing at greater densities in their residential neighborhoods. This new mix includes single-family homes, duplexes, triplexes, quadplexes, townhomes, and cottage clusters. Though they may be attached, these housing types fall into the general category of single-family housing.

While development of "middle housing" types is widely expected to be a gradual process, these new zoning allowances introduce additional questions about how much infill is likely on lots with existing single-family homes. Because this law is recent and because many cities and counties have yet to amend their zoning, we do not yet have observed development trends to inform us. Future UGRs will need to grapple with the question of how much growth capacity has been added through HB 2001. On its face, however, implementation of HB 2001 will create some amount of additional single-family housing capacity inside the UGB.

Looking forward, another important question for Metro will be whether proposed expansion areas are more ready than existing neighborhoods inside the UGB to produce middle housing. As noted, implementation of HB 2001 is in its earliest stages, so answering this question will remain challenging for a number of years. Staff intends to continue its ongoing work to track middle housing and other residential development trends to inform future decisions.

Is the regional population growing faster than forecast?

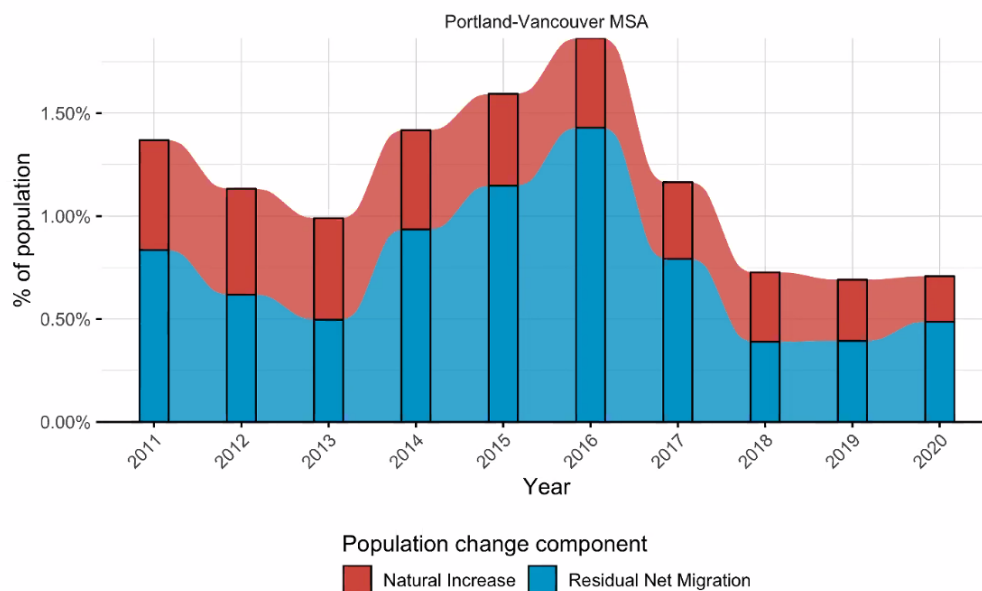
The 2018 UGR includes a forecast for the seven-county metropolitan statistical area. The clearest means of justifying a mid-cycle need for additional residential land would be to show that regional population growth is happening faster than forecast. However, that is not the case. Recent population growth rates have fallen well below the one percent long-term average annual growth rate forecast in the 2018 UGR.

As is the case for the U.S., deaths now outpace births in our region and are expected to continue to do so because of declining birth rates and an aging population. This trend predates the pandemic, but birth rates declined even further during the pandemic to historic lows in the U.S.

The pandemic and its resulting recession have also slowed the other source of regional population growth: migration. With people largely staying put, the pandemic has reduced residential relocations and migration and the Metro region is no exception. Though the regional population is growing, it is doing so at a slower rate than in the past (see Figure 5) and at a slower rate than forecast in the 2018 UGR.

Migration tends to be pro-cyclical. That is, it tends to decline during economic downturns and increase during economic upturns. To the extent that the greater Portland region remains an attractive destination, we would expect in-migration to return to trend over the longer term, particularly after COVID has moved from a pandemic to an endemic state that no longer disrupts life decisions such as moving to a new region. In other words, we may find that the recent slowdown in population growth was temporary. However, the downturn we've seen over recent years may mean that the region doesn't achieve the population numbers anticipated in the 2018 UGR forecast until a later year. This too means that there is not an unanticipated need for additional buildable land that can't wait until the 2024 growth management decision.

Portland Metro is growing half as fast as it was 5 years ago



Source: U.S. Census

Figure 5: Population growth rate for Portland-Vancouver seven-county Metropolitan Statistical Area (ECONorthwest, 2021)

Conclusion

Over the last 15 years, Metro has reoriented its growth management process to take an outcomes-based approach. Our intent has been to make these decisions practical, responsive and focused on readiness for growth. This proposed UGB exchange marks the continued adaptation of our regional processes. Taking this course will allow us to be responsive to the ongoing need for more housing, support the work of our good partner Tigard, uphold the integrity of UGBs by only growing the size of the region when there is a clear regional need, and staying focused on land readiness. Pending Council direction, Metro staff and I look forward to presenting the Council with UGB exchange options in the coming months.

Materials following this page were distributed at the meeting.



City of Tigard

River Terrace 2.0

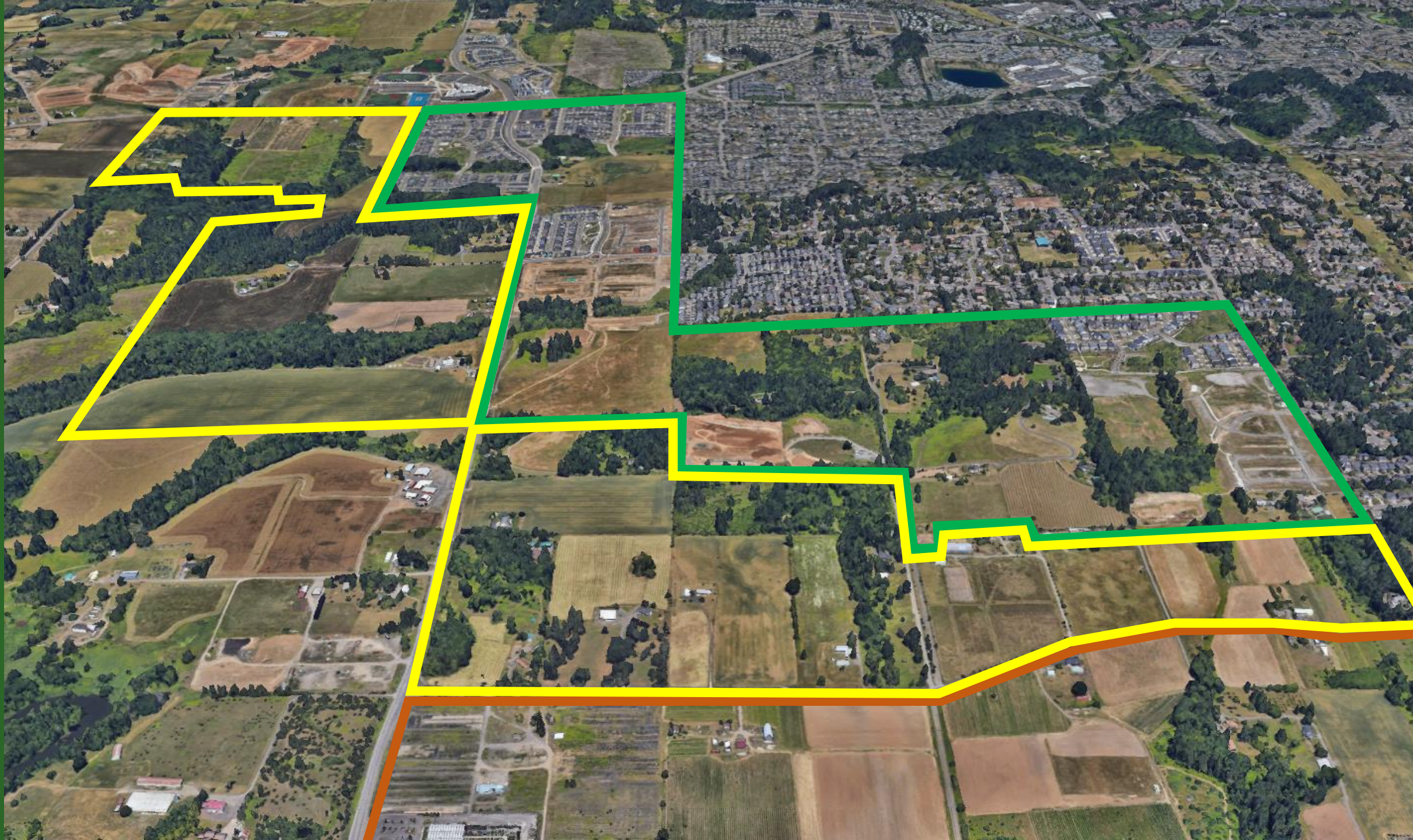
A Neighborhood for Everyone

MTAC
May 18, 2022









Project Focus Statement

This work is focused through two lenses that are centrally linked - equity and climate change. This project seeks to center the voices of communities of color, immigrants, and people with low incomes. These communities are among those most affected by the impacts of environmental inequities, climate change, and systemic racism. When we meet the needs of the most vulnerable communities, the health and wellbeing of all community members improves.

Project Vision

River Terrace 2.0 is a neighborhood for everyone and a complete community.

Housing: Full matrix of housing types intermixed throughout, 20 du/ac

Affordability: Policy options to incent and support affordable housing

Commerce: Walkable options for work, destinations

Transportation: Genuinely multi-modal, transit-supportive patterns

Parks: Focused on community gathering places distributed equitably

Natural areas: Ecological function, connectivity preserved and enhanced

Infrastructure: Cost-efficient and sustainable, serve housing goals



Feathered Edge Over Three Blocks



Concept A



Concept B

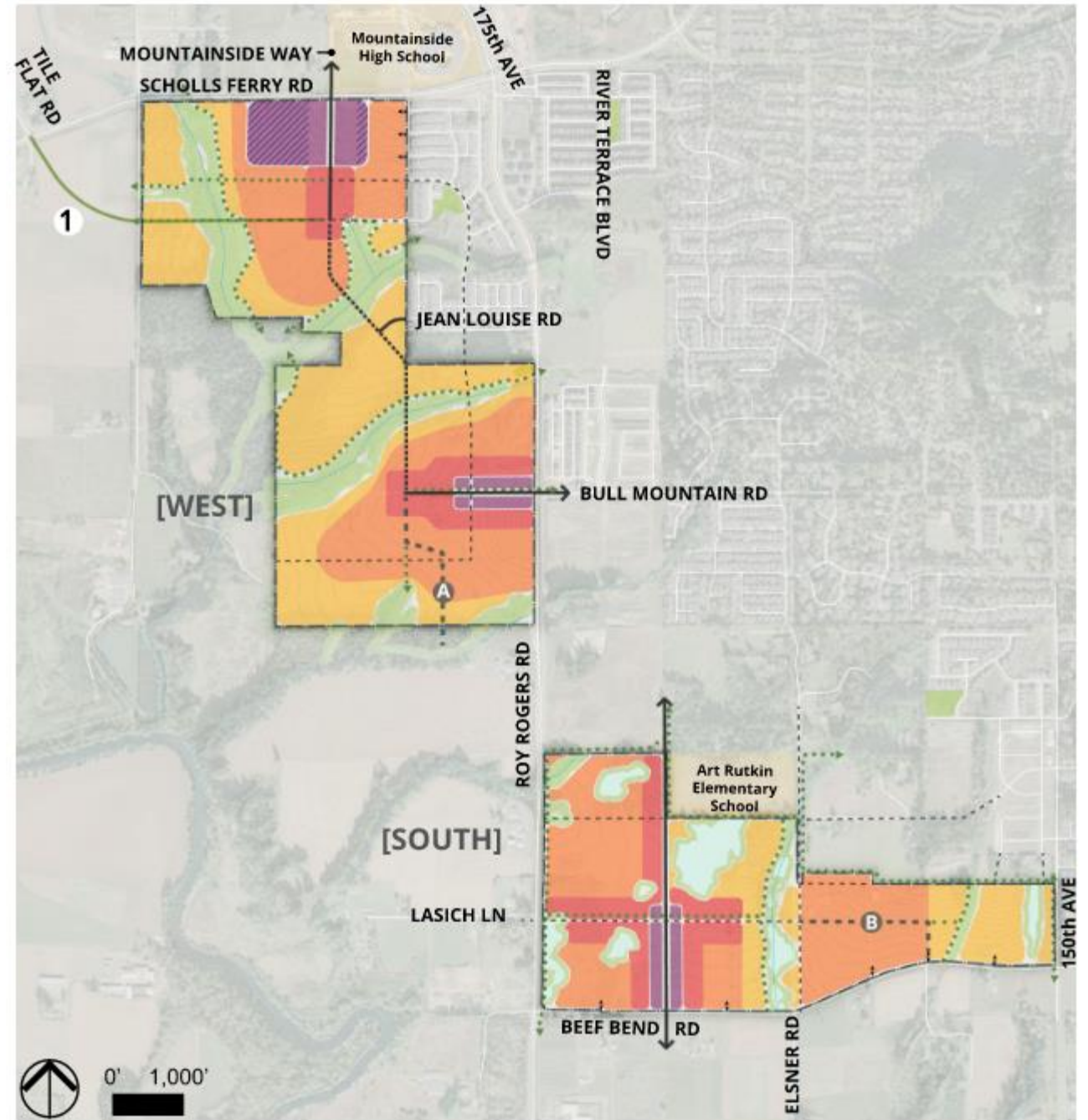


Concept C

Legend

- River Terrace 2.0 Project Area
- Employment Area
- Commercial / Neighborhood Node
- Main Street
- Even Mix
- Feathered Edge
- Collector Road
- Street / Pedestrian Connection
- Minor Street Connection
- A Mountainside Way Future Study Area
- B Beef Bend Road Future Study Area
- Community Connection
- Trail Network
- Stream
- Wetlands
- Vegetated Corridor
- Park (Outside Project Area)
- School (Outside Project Area)

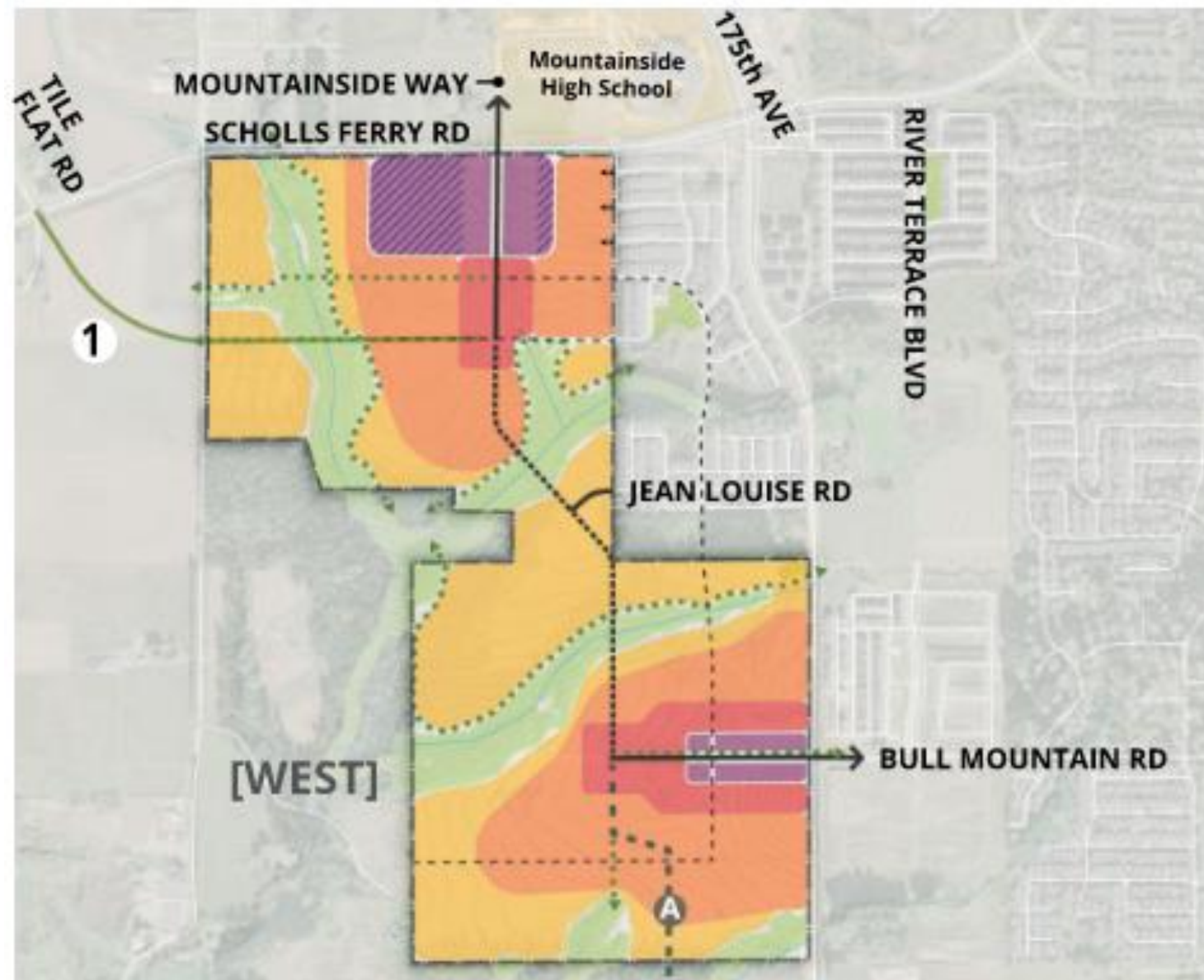
- 1** Tile Flat, Future Study Area – Framework B, See Transportation Section

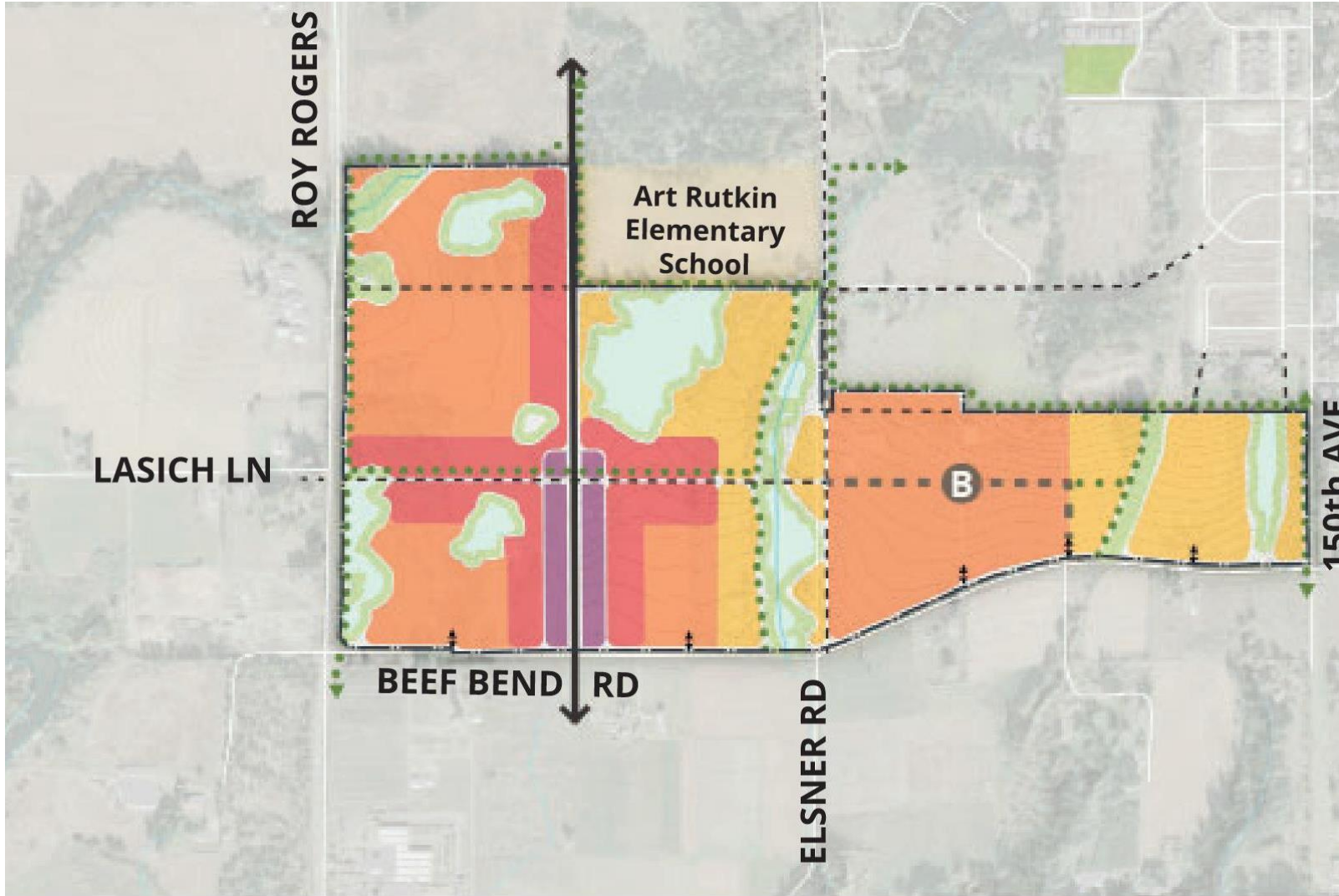


Legend

- River Terrace 2.0 Project Area
- Employment Area
- Commercial / Neighborhood Node
- Main Street
- Even Mix
- Feathered Edge
- Collector Road
- Street / Pedestrian Connection
- Minor Street Connection
- Mountainside Way Future Study Area
- Beef Bend Road Future Study Area
- Community Connection
- Trail Network
- Stream
- Wetlands
- Vegetated Corridor
- Park (Outside Project Area)
- School (Outside Project Area)

- 1** Tile Flat, Future Study Area – Framework B, See Transportation Section





Legend

- River Terrace 2.0 Project Area
- Employment Area
- Commercial / Neighborhood Center
- Main Street
- Even Mix
- Feathered Edge
- Collector Road
- Street / Pedestrian Connection
- Minor Street Connection
- A Mountainside Way Future Study Area
- B Beef Bend Road Future Study Area
- Community Connection
- Trail Network
- Stream
- Wetlands
- Vegetated Corridor
- Park (Outside Project Area)
- School (Outside Project Area)

Housing Typologies

Main Street

- Commerce-centered
- Taller Forms

Even Mix

- Diversity block-by-block

Feathered Edge

- Lower-profile forms
- Integrates natural edges



Feathered Edge Over Three Blocks

Housing Policies

- Tiered SCD structure – lower SDC for smaller housing types
- City-supported loan program
- Incentives for second and third units
- Land acquisition and banking
- Education and information
- Community land trust partnership



Affordable Housing Plan

Development of Resources

- Construction Excise Tax
- CDBG Entitlement Election

Contributions

- SDC Exemptions
- Tax Exemptions
- TIF Contributions
- Land Donations

Housing Options Project (2018)

Policy Changes

- Legalized middle housing in all residential zones
- Reduced parking requirements for housing
- Allowed up to 2 Accessory Dwelling Units per lot
- Clear and objective standards for housing
- Removed housing tenure and familial status from code
- Removed disparate treatment of group living

Housing Options Project (2018)

Subsequent Policies

- SDC exemptions for ADUs
- SDC reductions for middle housing (lowest rate)
- CET reduction for middle housing

HB2001+

- No land use for most housing other than apartments
- Improved standards based on experience
- Consolidated 1-3 unit housing types

Affordable Homeownership

Proud Ground Community Land Trust

- Down payment assistance from CET

Middle Housing Revolving Loan Fund

- \$1.5 million from ARPA allocation
- Leveraging \$4.5 million in construction lending
- Building capacity, moving the market
- Targeting quads, cottage clusters, courtyard units
- Requiring option to Proud Ground buyers, other DPAs

Tigard Strategic Vision

- Tigard: an equitable community that is walkable, healthy, and accessible for everyone.

Our Strategic Priorities

- Set the standard for excellence in public service and customer experience.
- Create a well-connected, attractive and accessible pedestrian network.
- Ensure development and growth supports the vision.

City of Tigard STRATEGIC PLAN 2020–2025

