

A G E N D A

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1538 | FAX 503 797 1793



METRO

MEETING: METRO COUNCIL REGULAR MEETING
DATE: July 11, 1996
DAY: Thursday
TIME: 2:00 PM
PLACE: Council Chamber

Approx.
Time*

Presenter

2:00 PM		CALL TO ORDER AND ROLL CALL	
(5 min.)	1.	INTRODUCTIONS	
(5 min.)	2.	CITIZEN COMMUNICATIONS	
(5 min.)	3.	EXECUTIVE OFFICER COMMUNICATIONS	
	4.	CONSENT AGENDA	
2:15 PM (5 min)	4.1	Consideration of Minutes for the June 27, 1996 Metro Council Meeting.	
	5.	INFORMATIONAL PRESENTATION	
2:20 PM (30 min)	5.1	Presentation of MPAC Recommendations on the Urban Growth Management Functional Plan by Portland City Commissioner Charlie Hales.	
	6.	ORDINANCES - FIRST READING	
2:50 PM (5 min)	6.1	Ordinance 96-647 , For the Purpose of adopting a Functional Plan for Early Implementation of the 2040 Growth Concept.	
	7.	RESOLUTIONS	
2:55 PM (5 min)	7.1	Resolution No. 96-2352 , For the Purpose of Approving Current and Future Leases Related to Metro's Open Spaces Property Acquisition.	McLain
3:00 PM (5 min)	7.2	Resolution No. 96-2354 , For the Purpose of Authorizing Change Order No. 2 to the Contract for Safety Railing at Metro South Household Hazardous Waste Facility.	McCaig

3:05 PM (5 min)	7.3	Resolution No. 96-2353 , For the Purpose of Authorizing an Exemption of Metro Code Chapter 2.04.041(c) Competitive Bidding Procedures and Authorizing a Sole Source Purchase with CyroGenetics Technology, Inc. for Two Computerized Controlled-Rate Semen Freezing Units.	Monroe
3:10 PM (5 min)	7.4	Resolution No. 96-2364 , For the Purpose of Authorizing an Exemption to Competitive Bidding Procedures Pursuant to Metro Code 2.04.041(c) and Authorizing a Source Contract with the Portland Oregon Visitors Association (POVA), for National Marketing Services at the Oregon Convention Center for the Metropolitan Exposition Recreation Commission.	Washington
3:15 PM (5 min)	7.5	Resolution No. 96-2365 , For the Purpose of Authorizing an Exemption to Competitive Bidding Procedures Pursuant to Metro Code 2.04.041(c) and Authorizing a Sole Source Contract with the Oregon Convention and Visitor Services Network (OCVSN), For Ethnic Minority Marketing Services at the Oregon Convention Center for the Metropolitan Exposition Recreation Commission.	Washington
	8.	EXECUTIVE SESSION HELD PURSUANT TO ORS 192.660(1)(E). DELIBERATIONS WITH PERSONS DESIGNATED TO NEGOTIATE REAL PROPERTY TRANSACTIONS.	
3:20 PM (5 min)	8.1	Resolution No. 96-2357 , For the Purpose of Approving A Refinement Plan for the Multnomah Channel Target Area as Outlined in the Open Space Implementation Work Plan.	Washington
3:25 PM (5 min)	8.2	Resolution No. 96-2358 , For the Purpose of Approving A Refinement Plan for the Sandy River Gorge Target Area as Outlined in the Open Space Implementation Work Plan.	McLain
3:30 PM (5 min)	8.3	Resolution No. 96-2359 , For the Purpose of Approving a Refinement Plan for the Beaver Creek Canyon Greenway Target Area as Outlined in the Open Space Implementation Work Plan.	Morrisette
3:35 PM (10 min)	9.	REQUEST COUNCIL APPROVAL OF WATER SUPPLY PLAN COMMENTS	McLain/Furfey
3:45 PM (10 min)	10.	COUNCILOR COMMUNICATIONS	
3:55 PM		ADJOURN	

Agenda Item Number 4.1

Approval of Minutes

For the June 27, 1996 Metro Council Meeting

**Metro Council Meeting
Thursday, July 11, 1996
2:00 PM - Council Chamber**

MINUTES OF THE METRO COUNCIL MEETING

June 27, 1996

Council Chamber

Councilors Present: Jon Kvistad (Presiding Officer), Patricia McCaig, Rod Monroe, Ed Washington, Don Morissette.

Councilors Absent: Susan McLain and Ruth McFarland.

Presiding Officer Jon Kvistad called the meeting to order at 2:04 p.m.

1. INTRODUCTIONS

None.

2. CITIZEN COMMUNICATIONS

None.

3. EXECUTIVE OFFICER COMMUNICATIONS

None.

4. CONSENT AGENDA

4.1 Consideration of the Minutes for the June 20, 1996 Metro Council Meeting.

Motion: Councilor Washington moved the adoption of the minutes of the June 20, 1996 Metro Council Meeting.

Second: Councilor Morissette seconded the motion.

Vote: The vote was 5 aye / 0 nay / 0 abstain. Presiding Officer Jon Kvistad declared the minutes unanimously approved by all those voting.

5. INFORMATIONAL PRESENTATION

5.1 Presentation by Joe D'Alessandro, Executive Director of POVA.

Joe D'Alessandro, the new Executive Director of POVA, introduced himself. He provided an overview of POVA and the state of the industry in the region. Since he has come on board, he has been evaluating POVA's mission and vision, also POVA's proper strategies to ensure success.

POVA focuses on two main areas, external operation which is the vast majority of what POVA does and where resources are allocated. External operations includes communication, sales and marketing efforts, marketing and promotion, convention sales, tourism sales, public relations and developments outside of the community to bring business into the region. The other area is the inside operation primarily focused on services, the Convention, Visitor Information and membership services.

POVA's contract with Metro has included hotel room sales of 57.3 million dollars over the past three years. These room sales generated 5.1 million dollars in room tax. An additional 67 million dollars in delegate spending has been brought to the economy of Portland. The Convention services area has brought 272 major groups to the region. The tourism leads, through group tours, value is estimated at 5.3 million dollars. Visitor information was provided to 230,000 visitors in past year. Public relations has placed stories about the Metropolitan area in national and international press. Last year has exceeded the goal, generating 1.3 million dollars in publicity, a return of \$23 for every dollar invested in the program. The new economic impact study completed by Dean Runyan and Associates estimated that, in 1995, visitors spent 1.6 billion dollars in the tri-county area. This is an increase over 1994 of 9.2%. National average increases last year were only 3.9%. The state average was an increase of 5.5%. What this figure means in terms of jobs - over 22,650 residents of the metropolitan area are employed in the visitor industry, this figure excludes the small business owners and large businesses that benefit from the industry. This generates a payroll of 359 million dollars. The job numbers increased 6% while the payroll increased 9% over the same period.

The future for the region is encouraging. The product is strong. The Convention Center is at or near capacity. POVA is writing a new strategic and business plan for the next two years outlining the goals and objectives, and specific strategies that are necessary to take to the next direction. Another objective is to develop partnerships with the other organizations and entities in the region that are involved in doing this. POVA has signed a letter of agreement with the Oregon Convention and Visitors Services Network to do a minority marketing partnership. This is a much more aggressive, seamless approach than has been done in the past. POVA is also working with the Portland Metropolitan Sports Authority to go out to businesses together as well as the Regional Arts and Cultural Tourism Coalition to build these programs. POVA is also working with the other county visitor associations to maximize the limited resources.

Councilor Washington thanked Mr. D'Alessandro for being here, welcomed him. He is pleased with his approach to minority/women marketing efforts, maximizing this throughout the region.

6. ORDINANCES - FIRST READING

6.1 **Ordinance No. 96-646.** For the Purpose of Amending the FY 1996-97 budget and appropriations schedule to continue Metro's match funding of Envirocorps, transferring \$25,000 from the General Fund to the Regional Parks and Expo Fund; and Declaring an Emergency.

Ordinance No. 96-646 was assigned to Finance Committee.

7. RESOLUTIONS

7.1 Resolution No. 96-2316, For the Purpose of Establishing a Position on a Third Columbia River Highway Bridge.

Motion: Councilor Monroe moved the adoption of Resolution No. 96-2316.

Second: Councilor McCaig seconded the motion.

Discussion: Councilor Monroe indicated that this resolution comes to the Council from JPACT. The request was initially made by friends in Clark County. They expressed concern that the Transportation Futures Committee appointed to review various transportation options for Clark County and for the interconnection between Clark County and Portland Metro region, was looking at two options that they felt were unacceptable and were concerned least the focus deviated away from options that might have an opportunity to work and facilitate what was needed. The first of the two options reviewed in this resolution is a third bridge past Vancouver Lake and across to Forest Park. This option was found to be inconsistent with state, regional and local land use policies in Oregon and would increase pressure to expand the Urban Growth Boundary as well as accelerate growth pressures on satellite communities such as Sauvie's Island, Scappouse, St Helens. This option would be extremely serious in terms of the environmental issues and the threat to species in the Columbia River, Vancouver Lake area and Forest Park. The study also indicated that only about 1% of the population would utilize this access. This option doesn't meet our land use and transportation standards and decisions at the local/regional level.

The second proposed bridge, from Camus to Troutdale, was found to be inconsistent with state, regional, local land use policies in Oregon. It was also found to increase pressure on expanding the urban growth boundary in that area and would accelerate growth pressures on communities in that region as well as the Columbia River Gorge, a national scenic area. It would also create serious environmental consequences on the Columbia River, Sandy River and the Sandy River Estuary. There was a lack of consistent travel market in this area, the feeling was that the I-205 bridge more than adequately served this area.

In conclusion, the two proposals for a third Columbia River bridge were inconsistent with state, regional, local policies which called for the improved accessibility through the development of multi-modal facilities. These proposals do not address fundamental regional and community goals and has serious environmental consequences. Councilor Monroe recommended that there be a limit on the amount of money spent studying these two proposals. He urge the Council's support of the resolution.

Councilor Morissette expressed his concern that the Council needs to work together with our Clark County partners. We may not always agree about some of the conclusions proposed but to suggest that they stop what they are doing goes too far. It is also important to acknowledge that well into the future, even with more transit oriented development happening and more use of alternative modes, the primary use for transportation in the region will continue to be an automobile. So, as

places like Clark County grow, there will be a need for people to get around in the future. Under these two circumstances, he can't support this resolution.

Presiding Officer Kvistad agreed with Councilor Morissette and indicated that he would not support this resolution.

Councilor Monroe closed with the statement that this resolution was perfectly consistent with regional partnership and was generated as a result of conversations with our regional partners in Clark County. It was approved unanimously by JPACT which includes several members from Clark County who were in support of the resolution. He does not believe that there is anything inconsistent, it was designed to help them to narrow the alternatives that they study and spend money on to those that have some chance of actually succeeding.

Vote: The vote was 3 aye/ 2 nay/ 0 abstain. The motion passed.
Councilors McCaig, Monroe and Washington voted aye, Councilors Morissette and Kvistad voted nay.

7.2 **Resolution No. 96-2351, For the Purpose of Extending the Current Operations Contracts for Metro Central and Metro South Transfer Stations Until April 30, 1997.**

Motion: Councilor McCaig moved the adoption of Resolution No. 96-2351.

Second: Councilor Morissette seconded the motion.

Discussion: Jim Watkins, Engineering Manager from Solid Waste, spoke to this resolution at Councilor McCaig's request. He indicated that we currently have two contractors that operate our current transfer stations, BFI at Metro Central and Oregon Waste Systems (Waste Management of Oregon) at Metro South. These contracts were competitively bid, the Metro Central contract has not been extended, the Metro South contract has been extended nine months. This resolution extends the operating agreements an additional seven months until April 30, 1997. Staff has developed a draft RFP for operation of one or both of the transfer stations which is currently undergoing internal review. Given the magnitude of the procurement, the policy and the operational issues involved, it has been suggested that the procurement process be delayed allowing the Metro Council, potential vendors and concerned citizens adequate time to review, discuss and recommend change the RFP prior to its release. When Solid Waste began their stakeholders meetings to develop a new rate, the consultant recommended that the procurement process be delayed to see what comes out of the stakeholders meetings. There is also additional uncertainty with regard to the MRF stations that are currently being proposed and some operational issues such as experimenting with diverting dry waste, organic waste, and wood waste. Solid Waste is asking for an extension until April for evaluation processes to occur.

Councilor McCaig added that both Susan McLain and Ruth McFarland agreed on this resolution. It was a unanimous vote out of the committee.

Presiding Officer Kvistad indicated that this is a major decision that has come before the Council and it has substantial policies implications for the agency and for

the solid waste system. He recommends that the Council might want to "get up to speed" on what exactly this means over the next few weeks and months as the Council moves to that decision.

Vote: The vote was 5 aye/ 0 nay/ 0 abstain. The motion passed unanimously.

8. EXECUTIVE SESSION HELD PURSUANT TO ORS 192.660(1)(e). DELIBERATIONS WITH PERSONS DESIGNATED TO NEGOTIATE REAL PROPERTY TRANSACTIONS.

8.1 Resolution No. 96-2343, For the Purpose of Approving A Refinement Plan for the Gales Creek Target Area As Outlined in the Open Space Implementation Work Plan.

8.2 Resolution No. 96-2342, For the Purpose of Approving A Refinement Plan for the Jackson Bottom Dairy/McKay Creeks Target Area As Outlined in the Open Space Implementation Work Plan.

Presiding Officer Kvistad opened an Executive Session pursuant to ORS 109-660(1)(e) at 2:25 pm.

Present: Greg Noker, Charles Ciecko, Chris Rigby, Amy Kirschbaum, Mike Smoke, Jason Tait, Jim Desmond, Amy Chesnut.

Presiding Officer Kvistad closed the Executive Session at 2:37pm.

Motion: Councilor Washington moved for adoption of Resolution No. 96-2343.

Second: Councilor Morissette seconded the motion.

Vote: The vote was 5 aye/ 0 nay/ 0 abstain. The motion passed unanimously.

Motion: Councilor Washington moved for adoption of Resolution No. 96-2342.

Second: Councilor Monroe seconded the motion.

Vote: The vote was 5 aye/ 0 nay/ 0 abstain. The motion passed unanimously.

9. COUNCILOR COMMUNICATIONS

Councilor Morissette spoke to the article in the editorial portion of the Oregonian. He indicated that there will be a correction coming out after talking with Larry Hildebrand. He specified that he owned no land outside of the urban growth boundaries as was stated in the

Oregonian. It is important that the Council all participates in the growth issues, but he wished to reiterate this to the Council.

Councilor Washington announced that the transition team for the City and Metro is scheduled for the July week of 8th. The place and time will be announced.

Presiding Officer Kvistad reminder that the end of the fiscal year is fast approaching, any Councilor who has special needs for their office, please submit them to Chris Billington.

10. ADJOURN

With no further business to come before Metro Council this afternoon, the meeting was adjourned by Presiding Officer Jon Kvistad at 2:41 pm.

Prepared by

Chris Billington
Clerk of the Council

Agenda Item Number 6.1

**Ordinance 96-647, For the Purpose of Adopting a Functional
Plan for Early Implementation of the 2040 Growth Concept.**

**Metro Council Meeting
Thursday, July 11, 1996
2:00 PM - Council Chamber**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING A) Ordinance No. 96-647
FUNCTIONAL PLAN FOR EARLY)
IMPLEMENTATION OF THE 2040) Introduced by
GROWTH CONCEPT) Executive Officer Mike Burton

WHEREAS, the Metro Council adopted regional goals and objectives entitled "Regional Urban Growth Goals and Objectives" by Ordinance No. 95-625A in December 1995; and

WHEREAS, the Regional Urban Growth Goals and Objectives (RUGGO) contain integrated goals and objectives describing a desired urban form entitled the "2040 Growth Concept"; and

WHEREAS, RUGGOs are the regional policy basis for regional implementation measures to be adopted in a regional framework plan by December 1997; and

WHEREAS, the Metro Council initiated a new functional plan for early implementation of the 2040 Growth Concept prior to adoption of any regional framework plan component in Resolution No. 96-2288 consistent with RUGGO Objectives; and

WHEREAS, a recommendation from the Metro Policy Advisory Committee for an early implementation functional plan entitled "Urban Growth Management Functional Plan" has been received by the Metro Council consistent with RUGGO Objectives; now, therefore,

THE METRO COUNCIL HEREBY ORDAINS:

1. The text, tables and maps included in Exhibit "A" attached and incorporated herein entitled the "Urban Growth Management Functional Plan" is hereby adopted as a functional plan pursuant to ORS 268.390.

2. The Urban Growth Management Functional Plan complies with the Regional Urban Growth Goals and Objectives and applicable statewide land use planning goals, rules and statutes based on the record of this legislation before this Council as summarized in Exhibit "B".

ADOPTED by the Metro Council this _____ day of _____,
1996.

Jon Kvistad, Presiding Officer

ATTEST:

APPROVED AS TO FORM:

_____, Recording Secretary

Daniel B. Cooper, General Counsel

I:\DOCS#07.P&D\04-2040I.MPL\03UGMFNC.PLN\2040ORD.DFT

STAFF REPORT

**CONSIDERATION OF ORDINANCE NO 96-647 FOR THE PURPOSE OF
ADOPTING A FUNCTIONAL PLAN FOR EARLY IMPLEMENTATION OF THE
2040 GROWTH CONCEPT.**

Date: July 1, 1996

Presented by: Mike Burton

PROPOSED ACTION

Approval of this ordinance, including any revisions and amendments following Metro Council public hearings, would adopt the new functional plan that was initiated by Metro Council Resolution No. 96-2288.

FACTUAL BACKGROUND AND ANALYSIS

The MPAC recommendation draft function plan, called the Urban Growth Management Function Plan, is scheduled to be presented to the Metro Council on July 11, 1996. This ordinance would adopt the text, tables and maps finally approved by the Metro Council as the early implementation functional plan.

This is a working draft to be reviewed by
MTAC & TPAC, MPAC and JPACT, the
Metro Growth Management Committee
and the full Metro Council

Urban Growth Management Functional Plan

- Metro Staff Draft completed 2/14
 - MTAC/TPAC Draft completed
4/19/96
 - Executive Officer
Recommended Draft
July 8, 1996
 - Metro Growth Management Draft
 - Metro Council Draft
 - Adopted
-



METRO

Introduction 1

The Meaning of Regional Functional Plan Adoption 2

Regional Policy Basis 2

Structure of Requirements 2

Title 1. Requirements for Housing and Employment 3

 Section 1. Intent 3

 Section 2. Local Plan Accommodation of Fair Share Capacity Housing and Employment 3

 Section 3. Growth Capacity for Local Governments within the Metro Boundary 3

 Section 4. Review of Permitted Capacity of Housing Units and Employment 3

 Section 5. Procedures for Jurisdictions without Sufficient Capacity 5

 Section 6. Procedures for Jurisdictions with Sufficient Current Capacity 6

Title 2. Regional Parking Policy 7

 Section 1. Intent 7

 Section 2. Performance Standards 7

Title 3. Water Quality and Flood Management Conservation 9

 Section 1. Intent 9

 Section 2. Requirement 9

 Section 3. Implementation Process for Local Governments 9

 Section 4. Performance Standards 9

 Section 5. Metro Model Ordinance Required 12

 Section 6. Variances 12

Title 4. Retail in Employment and Industrial Areas. 13

 Section 1. Intent 13

 Section 2. Comprehensive Plan and Implementing Ordinance Changes Required. 13

 Section 3. Exceptions 13

Title 5. Neighbor Cities and Rural Reserves 14

 Section 1. Intent 14

 Section 2. Metro Intent with Regard to Rural Reserves 14

 Section 3. Invitations for Intergovernmental Agreements 14

 Section 4. Metro Intent with Regard to Green Corridors 14

Title 6. Regional Accessibility 15

 Section 1. Intent 15

 Section 2. Boulevard Design 15

 Section 3. Design Standards for Street Connectivity 16

 Section 4. Motor Vehicle Performance Standards 18

Title 7. Affordable Housing

 Section 1. Intent

 Section 2. Recommendations to Improve Availability of Affordable Housing

 Section 3. Recommendations to Encourage Manufactured Housing

Title 8. Compliance Procedures 20

 Section 1. Compliance Required 20

 Section 2. Compliance Procedures 20

 Section 3. Any Comprehensive Plan Change must Comply 22

 Section 4. Enforcement 22

 Section 5. Compliance Plan Assistance 22

Title 9. Benchmarks

 Section 1. Intent

 Section 2. Benchmarks

Title 10. Definitions 24

Appendix 27

Urban Growth Management Functional Plan
A functional plan for early implementation of the Metro 2040 Growth Concept

Introduction

1 Metro was created after a vote of the citizens of the region as an elected regional government
2 responsible for addressing issues of regional significance in the metropolitan area and is
3 enabled by state law, adopted by the Oregon Legislature in 1977. In addition, the voters of
4 the region adopted a Metro Charter in 1992, which describes additional responsibilities for the
5 agency. Metro has an elected Executive Officer and a Metro Council which propose and
6 determine region-wide policies.

7 The Metro Policy Advisory Committee (MPAC) is comprised of local government elected
8 officials and appointed citizens from throughout the region and was created to advise the
9 regionally elected Metro Council on matters of metropolitan significance. MPAC was
10 included in the Metro Charter, which was adopted by a vote of the citizens of the metropolitan
11 area. MPAC has recommended specific policies to be included in a new functional plan to be
12 adopted by the Metro Council as soon as practicable. This recommendation was made by
13 MPAC to begin implementation of the regional policies of the Metro 2040 Growth Concept as
14 adopted by the Metro Council by Ordinance No. 95-625-A. Early implementation is intended
15 to take advantage of opportunities now and avoid land use inconsistent with the long-term
16 growth policy.

17 MPAC, as well as the Joint Policy Advisory Committee on Transportation (JPACT), and the
18 Water Resource Policy Advisory Committee (WRPAC) have made recommendations that are
19 the basis for this functional plan. All of the elements considered by MPAC, JPACT and
20 WRPAC were deemed by the Metro Council to be of metropolitan significance. The
21 following text states the scope of regional policies, which will apply to all 24 cities and 3
22 counties within the Metro region for early implementation of the 2040 Growth Concept. The
23 legal form of this early implementation is a functional plan, not adoption as a "component" of
24 the Regional Framework Plan. The policies in this functional plan will be coordinated with
25 policies to be readopted in official components of the Metro Charter mandated Regional
26 Framework Plan, on or before December 30, 1997.

27 Functional plans are a primary regional policy tool that may contain both "recommendations"
28 and "requirements" for changes in local plans. This functional plan relies on further actions,
29 primarily changes to local government comprehensive plans and implementing ordinances, to
30 effectuate the actions described below.

31 **The Meaning of Regional Functional Plan Adoption**

32 The following regional policies recommend and require changes to city and county plans to
33 implement regional goals and objectives constituting the Urban Growth Management
34 Functional Plan under ORS 268.390, Regional Urban Growth Goals and Objectives
35 (RUGGO), Goal I, and Resolution No.96-2288. The requirements for plan changes, including
36 implementing regulations, shall be adopted by all cities and counties in the Metro region
37 within twenty-four (24) months from the effective date of this ordinance.

38 Local determination not to incorporate required functional plan policies into comprehensive
39 plans shall be subject to the conflict resolution and mediation processes included within the
40 RUGGO, Goal I provisions prior to the final adoption of inconsistent policies or actions.
41 Local actions inconsistent with functional plan requirements are subject to appeal for violation
42 of the functional plan.

43 **Regional Policy Basis**

44 The regional policies described below are formulated from, and are consistent with, the
45 RUGGOs, including the Metro 2040 Growth Concept. These adopted Metro policies will be
46 incorporated into the Regional Framework Plan. Also, the overall principles of the
47 Greenspaces Master Plan are incorporated.

48 In addition, the 1996 Regional Transportation Plan (RTP)¹, when adopted, will serve as the
49 transportation element of the Regional Framework Plan. It will be the primary transportation
50 policy implementation of the 2040 Growth Concept. However, early implementation land use
51 policies in this functional plan are integrated with early implementation transportation policies
52 derived from preparation of the 1996 Regional Transportation Plan, and consistent with the
53 Metro 2040 Growth Concept.

54 **Structure of Requirements**

55 The Urban Growth Management Functional Plan is a regional functional plan which contains
56 "requirements" binding on cities and counties of the region as well as recommendations.
57 "Shall" or other directive words are used with requirements. The words "should" or "may" are
58 used with recommendations. The Plan is structured so that local jurisdictions may pick from
59 either performance standard requirements or prescriptive requirements. The intent is to write
60 these regulations so that local jurisdictions have a significant amount of flexibility as to how
61 they meet requirements. Performance standards are included in all titles. If local jurisdictions
62 can show that they meet the performance standard, they have met the requirement of the title.

¹ Metro has an adopted Regional Transportation Plan. However, because of changing local and regional conditions, as well as state and federal requirements, the RTP is being amended in 1996.

63 In addition, prescriptive standards are also included. They are available to show one very
64 specific way that jurisdictions may meet the title requirement, but are not the only way a city
65 or county may show compliance.

66 **Regional Functional Plan Requirements**

67 **TITLE 1: REQUIREMENTS FOR HOUSING AND EMPLOYMENT**
68 **ACCOMMODATION**

69 **Section 1. Intent**

70 State law and Metro code require that the Metro urban growth boundary (UGB) have sufficient
71 capacity to accommodate the expected growth for 20 years. It is Metro policy to minimize the
72 amount of urban growth boundary expansion required for the expected population and
73 employment growth by the year 2017 consistent with all Statewide Goals. It is beneficial and
74 desirable to increase the density permitted for development and to increase the actual built
75 density within the UGB consistent with the Metro 2040 Growth Concept.

76 **Section 2. Local Plan Accommodation of Fair Share Capacity Housing and Employment**
77 **- Performance Standard**

78 Local governments shall demonstrate that:

- 79 A. Their zoning and other regulations will permit the growth capacity contained in Section
80 3 of this Title to be built consistent with the 2040 Growth Concept target densities for
81 each center, corridor, station community, main street, industrial and employment areas
82 and inner and outer neighborhood; and
- 83 B. Effective measures have been taken to reasonably assure that the growth capacity will
84 be built for housing units and employment.

85 Minimum density standards shall be applied for residential units so that the target densities shall
86 be achieved. The minimum density standards shall be no less than 80 percent of maximum
87 residential densities.

88 Local governments shall permit the expected development at densities likely to be achieved
89 during the planning period by the private market or assisted housing programs, once all new
90 regulations are in effect. The permitted densities shall be within the 2040 Growth Concept
91 target densities indicated in footnote 2 of Table 1.

92 Metro will work with local jurisdictions to develop a set of region-wide community
93 development code provisions, standards and other regulations which local jurisdictions may
94 adopt that will help implement the 2040 Growth Concept and this Functional Plan.

95 Included in this project will be a review of development standards in support of smaller lots
96 and more flexible use of land, strategies to encourage land assembly, more flexible zoning and

97 improvements in the pre-application process to ensure timely and thorough review and to
98 provide for early involvement by the public to address neighborhood concerns and assure
99 community acceptance of these changes.

100 Section 3. Expected Growth Capacity for Local Governments within the Metro Boundary

101 The expected Livable Capacity for Housing Units and Employment is contained in the
102 Appendix and labeled Table 1. These include jurisdiction-wide expected capacities, as well as
103 capacities for mixed use areas (which include the Central City, Regional Centers, Town
104 Centers, Station Area and Main Streets) and capacity for Station Communities. Local plan and
105 zoning provisions may permit or require development at densities which exceed the 2040
106 Growth Concept target densities and the Expected Livable Share Capacity listed on Table 1.

107 Section 4. Review of Permitted Capacity of Housing Units and Employment

108 The purpose of this review is to determine the capacity of existing comprehensive plans and
109 implementing ordinances to accommodate housing and employment and to determine whether
110 amendments to existing plans are necessary to comply with Section 6A of this Title. All cities
111 and counties within the Metro region are hereby required to:

112 A. Review the permitted capacity² of their current comprehensive plans, and calculate the
113 expected capacity of housing units and employment by the year 2017. These estimates
114 shall be conducted using the following method:

115
116 1. Local governments shall use Metro estimates of vacant land, and land likely to
117 redevelop, unless the local government has data that it believes is more accurate.
118 In this case, the local government may provide Metro the following:

- 119 a. The source of the data;
120 b. The reasons that the locally developed data is a more accurate estimate
121 than the Metro estimate of vacant and redevelopable land;
122 c. The database from which the above were derived;
123 d. The database of committed development lands.

124 Local governments may use their data, subject to acceptance by the Metro Council
125 or their designee, after Metro determination as to which data is more accurate.
126

² See Title 8, Definitions, "permitted capacity" and "expected capacity."

127
128
129
130
131
132
133
134
135
136

2. In estimating expected capacity of existing comprehensive plans and implementing ordinances, local governments shall not estimate expected capacity at more than 80 percent of maximum permitted density, unless:
 - a. actual experience in the jurisdiction since 1990 has shown that development has occurred at density greater than 80 percent of permitted residential density or can be demonstrated, or
 - b. minimum density standards are adopted or proposed for adoption in the zoning code that require residential development at greater than 80 percent of maximum permitted density.

137
138
139
140
141
142
143
144
145
146
147
148
149
150
151
152
153
154

- B. Local governments shall determine the effect of each of the following on its overall development capacity:
1. required dedications for public streets, consistent with the Regional Accessibility Title;
 2. off-street parking, consistent with this plan;
 3. landscaping, setback, and maximum lot coverage requirements;
 4. the effects of tree preservation ordinances, environmental protection ordinances, view preservation ordinances, solar access ordinances, or any other regulations that may have the effect of reducing the capacity of the land to develop at the permitted density;
 5. the effects of areas dedicated to bio-swales, storm water retention, open space dedications, and other requirements of local codes that may reduce the capacity of the land to develop at the permitted density.

155

Section 5. Procedures for Jurisdictions without Sufficient Capacity

156
157
158
159
160
161
162
163
164
165

If the permitted and expected capacity estimates developed under Section 4 are less than the jurisdiction's growth capacity for housing, employment, or both, then the jurisdiction is hereby required to amend its comprehensive plans and implementing ordinances. The amendments shall make the comprehensive plan consistent with the 2040 Growth Concept target densities ranges in footnote 2 of Table 1 and they shall provide for the expected capacity for population and employment contained in Section 3 of this Title. Exceptions can be made according to Title 8. The capacity calculation shall be made according to the same methodology the jurisdiction used in Section 4. The jurisdiction shall demonstrate at least the following in providing capacity for housing and employment:

- 166 A. The permitted densities are at locations and densities that the market is likely to build
167 during the planning period; and
168
- 169 B. The capacity calculation used only those development types that are a permitted use in
170 the development code. Any discretionary decision must not diminish the permitted
171 density if it is to be counted as a part of expected capacity; and
172
- 173 C. Expected capacity has been determined by accounting for all public requirements that
174 may have the effect of reducing capacity, including those listed in Section 4.B above;
175 and
176
- 177
- 178 D. Local governments have reviewed their public facility capacities and plans and have, or
179 can provide, planned public facilities to accommodate growth within the plan period;
180 and
- 181 E. Local governments permit partitioning or subdividing in those urban areas of the city or
182 county where existing lot sizes are two or more times that of the minimum lot size of
183 local jurisdiction zoning.

184 **Section 6. Procedures for Jurisdictions with Sufficient Current Capacity**

185 If a city or county within the Metro region finds that their current plans and ordinances provide
186 for capacity equal to or greater than that required under Section 3 for housing units or
187 employment or both, then the city or county is hereby required to compare the 1990-1995 actual
188 built densities within their jurisdiction with permitted densities for housing units and employment.
189 This comparison shall be conducted using the following methods:

- 190
191 A. Residential and employment developments to be analyzed shall be those which were
192 permitted by a land use action and constructed during the period from 1990 to 1995, and
193 residential density shall be measured in households per net developed acre.³ Employment
194 performance shall be measured by comparing the actual jurisdiction-wide increase during
195 the years 1990-1995 with the jurisdiction-wide increase listed in Table 1. This shall
196 include only those developments that received approval under the implementing
197 ordinances during this period.
- 198
199 B. If the average of actual built densities for 1990-1995 is less than 80 percent of permitted
200 densities, cities and counties shall amend their plans and implementing ordinances, if
201 necessary, and demonstrate how the actual expected capacity in Table 1 will be achieved.
202 Section 2 of this Title requires the use of minimum residential density requirements to
203 achieve expected capacity. Examples of other measures include, but are not limited to, the
204 following:
- 205 1. Financial incentives for higher density housing;
 - 206 2. Provisions permitting additional density beyond that generally allowed in the
207 zoning district in exchange for amenities and features provided by the
208 developer;
 - 209 3. Removal or easing of approval standards or procedures;
 - 210 4. Redevelopment and infill strategies;
 - 211 5. Authorization of housing types not previously allowed by the plan or regulations;
212 and
213
 - 214 6. Adoption of an average residential density standard.
- 215 C. If the average of actual built densities for 1990-1995 is 80 percent or greater than
216 permitted densities, the city or county shall provide to Metro their findings and data. No
217 change to a city or county plan or implementing ordinance shall be required.

³ See definitions.

218 **TITLE 2: REGIONAL PARKING POLICY**

219
220 **Section 1. Intent**

221 The State's Transportation Planning rule calls for per capita reductions of vehicle miles traveled
222 and parking as a means of responding to transportation and land use impacts of growth. The
223 Metro 2040 Growth Concept calls for more compact development as a means to encourage more
224 efficient use of land, promote non-auto trips and protect air quality. In addition, the federally
225 mandated air quality plan relies on the 2040 Growth Concept fully achieving its transportation
226 objectives. Notably, it relies upon reducing vehicle trips per capita and related parking spaces
227 through minimum and maximum parking ratios. This title is provided to address these statutory
228 requirements and preserve the quality of life of the region.

229 A compact urban form requires that each use of land is carefully considered and that more
230 efficient forms are favored over less efficient ones. Parking, especially that provided in new
231 developments, can result in a less efficient land usage and lower floor to area ratios. Parking also
232 has implications for transportation. In areas where transit is provided or other non-auto modes
233 (walking, biking) are convenient, less parking can be provided and still allow accessibility and
234 mobility for all modes, including autos. Reductions in auto trips when substituted by non-auto
235 modes can reduce congestion and increase air quality.

236 **Section 2. Performance Standard**

237 A. Local Governments are hereby required to adopt amendments, if necessary, to insure that
238 their comprehensive plans and implementing regulations meet or exceed the following
239 minimum standards:

- 240 1. Require no more parking than the minimum as shown on Regional Parking
241 Standards Table, attached hereto; and
- 242 2. Establish parking maximums at ratios no greater than those listed in the Parking
243 Table and as illustrated in the Parking Maximum Map. For all urban areas outside
244 Zone A, cities and counties shall establish parking space maximums no greater than
245 those listed in Zone B in the Parking Table and as illustrated in the Parking
246 Maximum map. Local governments should designate Zone A parking ratios in
247 areas with good pedestrian access to commercial or employment areas (within 1/3
248 mile walk) from adjacent residential areas.
- 249 3. Establish an administrative or public hearing process for considering ratios for
250 individual or joint developments that are:
- 251 a. in excess of the maximum parking ratios; and
252 b. less than the minimum parking ratios.
253

254 Local governments may grant an adjustment from maximum parking ratios or
255 minimum parking ratios through an adjustment or variance process.

- 256 B. Free surface parking spaces shall subject to the regional parking maximums. Parking
257 spaces in parking structures, fleet parking, parking for vehicles that are for sale, lease,
258 or rent, employee car pool parking spaces, dedicated valet parking spaces, spaces that
259 are user paid, market rate parking or other high-efficiency parking management
260 alternatives may be exempted from maximum parking standards. Sites that are
261 proposed for redevelopment may be allowed to phase in reductions as a local option.
262 Where mixed land uses are proposed, local governments shall provide for blended
263 parking rates. It is recommended that local governments count adjacent on-street
264 parking spaces, nearby public parking and shared parking toward required parking
265 minimum standards.
- 266 C. Local Governments may use categories or measurement standards other than those in
267 the Parking Table, but must provide findings that the effect of the local regulations will
268 be substantially the same as the application of the Regional Parking Ratios.
- 269 D. Local governments shall monitor and provide the following data to Metro on an annual
270 basis:
- 271 1. the number and location of newly developed parking spaces, and
 - 272 2. demonstration of compliance with the minimum and maximum parking
273 standards, including the application of any local adjustments to the regional
274 standards in this title. Coordination with Metro collection of other building data
275 should be encouraged.
276

277 **TITLE 3: WATER QUALITY AND FLOOD MANAGEMENT CONSERVATION**

278 **Section 1. Intent**

279 To protect the beneficial uses and functional values of resources within the Water Quality and
280 Flood Management Areas by limiting or mitigating the impact on these areas from development
281 activities.

282 **Section 2. Requirement**

283 Cities and counties shall ensure that their comprehensive plans and implementing regulations
284 protect Water Quality and Flood Management Areas pursuant to Section 4 . Exceptions to this
285 requirement will be considered under the provisions of Section 7.

286 **Section 3. Implementation Process for Local Governments**

287 Cities and counties are hereby required to amend their plans and implementing ordinances, if
288 necessary, to ensure that they comply with this Title in one of the following ways:

- 289
- 290 A. Either adopt the relevant provisions of the Metro Water Quality and Flood Management
291 model ordinance and map entitled Metro Water Quality and Flood Management
292 Conservation Area Map; or
- 293 B. Demonstrate that the plans and implementing ordinances substantially comply with the
294 performance standards, including the map, contained in Section 4. In this case, the
295 purpose of this map is to provide a performance standard for evaluation of substantial
296 compliance for those jurisdictions who choose to development their own map of water
297 quality and flood management areas ; or
- 298 C. Any combination of A and B above that substantially complies with all performance
299 standards in Section 4.

300 **Section 4. Performance Standards**

- 301 A. **Flood Mitigation.** The purpose of these standards is to protect against flooding, and
302 prevent or reduce risk to human life and properties, by allowing for the storage and
303 conveyance of stream flows through these natural systems.

304 The plans and implementing ordinances of cities and counties shall be in substantial compliance
305 with the following performance standards:

306

- 307 1. Prohibit development within the water quality and flood management area; or
308 2. Limit development in a manner that requires balanced cut and fill; unless
309 the project is demonstrated, by an engineering study, it will have a net
310 beneficial effect on flood mitigation.
311 3. Require minimum finished floor elevations at least one foot above the design
312 flood height or other applicable flood hazard standard for new habitable
313 structures in the Water Quality and Flood Management Area.
314 4. Require that temporary fills permitted during construction shall be removed.

315 B. **Water Quality.** The purpose of these standards is to protect and allow for enhancement
316 of water quality associated with beneficial uses as defined by the Oregon Water
317 Resources Department and the Oregon Department of Environmental Quality.

318 The plans and implementing ordinances of cities and counties shall be in substantial compliance
319 with the following performance standards:

- 320 1. Require erosion and sediment control for all new development within the Metro
321 boundary as contained in the Metro Water Quality and Flood Management model
322 ordinance.
323 2. Require to the maximum extent practicable that native vegetation cover is
324 maintained or re-established during development, and that trees and shrubs in the
325 Water Quality and Flood Management Area are maintained. The vegetative cover
326 required pursuant to these provisions shall not allow the use of "Prohibited Plants
327 for Stream Corridors and Wetlands" contained in the Water Quality and Flood
328 Management Model Code adopted by the Metro Council.
329 3. Prohibit new uses of uncontained areas of hazardous materials as defined by DEQ
330 in the Water Quality and Flood Management Areas; and
331

332 C. **Protect the long term regional continuity and integrity of Water Quality and Flood**
333 **Management Areas**

334 Standards: Local jurisdictions shall establish or adopt transfer of density within ownership
335 to mitigate the effects of development in Water Quality and Flood Management Areas, or
336 through Transferable Development Rights (TDRs), which have substantially equivalent
337 effect as the Metro Water Quality and Flood Management Model Ordinance.
338

339 Metro encourages local government to require that approvals of applications for
340 partitions, subdivisions and design review actions must be conditioned with protecting
341 Water Quality and Flood Management Areas with a conservation easement, platted as a
342 common open space, or through purchase or donation of fee simple ownership to public
343 agencies or private non-profits for preservation where feasible. Metro and local
344 governments shall recognize that applications involving pre-existing development within
345 the Water Quality and Flood Management Areas shall be exempted from the provisions
346 concerning conservation easement.

347 Section 5. **Fish and Wildlife Habitat Conservation Area**

348
349 A. The purpose of these standards is to conserve, protect, and enhance fish and wildlife
350 habitat within the fish and wildlife habitat conservation areas identified on the water
351 quality and flood management area map by establishing performance standards and
352 promoting coordination by Metro of regional urban water sheds.

353 B. **Fish and Wildlife Habitat Conservation Area Recommendations**

354 These areas shall be shown on the Water Quality and Flood Management Area Map. Fish
355 and Wildlife Habitat Conservation Habitat Areas generally include and/or go beyond the Water
356 Quality and Flood Management Areas. These areas shown on the map are Metro's initial
357 inventory of significant fish and wildlife habitat conservation areas. Metro hereby
358 recommends that local jurisdictions adopt the following temporary standards:

359 1. Prohibit development in the Fish and Wildlife Conservation Areas that adversely
360 impacts fish and wildlife habitat.

361 Exceptions:

- 363 a. Utility construction where no reasonable, feasible alternative exists within a
364 maximum construction zone width established by local governments.
365 b. Overhead or underground electric power, telecommunications and cable
366 television lines within a sewer or stormwater right-of-way or within a
367 maximum construction zone width established by local governments.
368 c. Trails, boardwalks and viewing areas construction. Local jurisdictions will
369 determine mitigation or equivalent widening of the protected corridor,
370 especially for paved paths.

371 2. Limit the clearing or removal of native vegetation from the Fish and Wildlife
372 Habitat Conservation Area to ensure its long term survival and health. Allow and
373 encourage enhancement and restoration projects for the benefit of fish and wildlife.

374
375
376
377
378

3. Require the revegetation of disturbed areas with native plants to 90 percent cover within three years. Disturbed areas should be replanted with native plants on the Metro Plant List or an approved locally adopted plant list. Planting or propagation of plants listed on the Metro Prohibited Plant List within the Conservation Area shall be prohibited.

379
380
381
382
383

4. Require compliance with Oregon Department of Fish and Wildlife (ODFW) seasonal restrictions for in-stream work. Limit development activities that would impair fish and wildlife during key life-cycle events according to the guidelines contained in ODFW's "Oregon Guidelines for Timing of In-water Work to Protect Fish and Wildlife Resources."

384

C. Fish and Wildlife Habitat Protection

385
386

Within eighteen (18) months from the effective date of this functional plan, Metro shall complete the following regional coordination program by adoption of functional plan provisions.

387
388

1. Metro shall establish criteria to define and identify regionally significant fish and wildlife habitat areas.

389
390
391

2. Metro shall adopt a map of regionally significant fish and wildlife areas after (1) examining existing Goal 5 data, reports and regulation from cities and counties, and (2) holding public hearings.

392
393
394
395
396
397

3. Metro shall identify inadequate or inconsistent data and protection in existing Goal 5 data, reports and regulations on fish and wildlife habitat. City and county comprehensive plan provisions where inventories of significant resources were completed and accepted by a LCDC Periodic Review Order after January 1, 1993, shall not be required to comply until their next periodic review.

398
399
400

4. Metro shall complete Goal 5 economic, social, environmental and energy (ESEE) analyses for mapped regionally significant fish and wildlife habitat areas only for those areas where inadequate or inconsistent data or protection has been identified.

401
402
403

5. Metro shall establish performance standards for protection of regionally significant fish and wildlife habitat which must be met by the plans implementing ordinances of cities and counties.

404

Section 6. Metro Model Ordinance Required

405 Metro shall adopt a Water Quality and Flood Management Model Ordinance and map for use by
406 local jurisdictions to comply with this section. Sections 1-4 of this title shall not become effective
407 until 24 months after Metro Council has adopted a Model Code and map that addresses all of the
408 provisions of this title. Metro may adopt a Model Code and map for protection of regionally
409 significant fish and wildlife habitat. Section 5 of this title shall be implemented by adoption of
410 new functional plan provisions.

411
412 **Section 7. Variances**

413 City and county comprehensive plans and implementing regulations are hereby required to
414 include procedures to consider claims of map error and hardship variances to reduce or remove
415 stream corridor protection for any property demonstrated to be converted to an unbuildable lot
416 by application of stream corridor protections.

417 **TITLE 4: RETAIL IN EMPLOYMENT AND INDUSTRIAL AREAS**

418 **Section 1. Intent**

419 It is the intent of the Metro 2040 Growth Concept that Employment and Industrial Areas contain
420 very little retail development. Employment and Industrial areas would be expected to include
421 some limited retail commercial uses primarily to serve the needs of people working or living in the
422 immediate employment areas, not larger market areas outside the employment area. Exceptions
423 to this general policy for Employment and Industrial Areas can be made for certain areas as
424 identified on the Employment and Industrial Areas Map.

425 **Section 2. Comprehensive Plan and Implementing Ordinance Changes Required**

426 Cities and counties are hereby required to amend their comprehensive plans and implementing
427 regulations to prohibit retail uses larger than 50,000 feet of gross leasable area per building or
428 business in the Employment and Industrial Areas specifically designated on the 2040 Growth
429 Concept Map.

430 **Section 3. Exceptions**

431 Exceptions to this standard may be included for:

- 432 A. Low traffic generating, land-consumptive commercial uses with low parking demand
433 which have a community or region wide market, or
- 434 B. As identified on the Employment and Industrial Areas Map, specific Employment or
435 Industrial Areas which already have substantially developed as retail centers or which have
436 been locally designated as retail centers may allow new or redeveloped retail uses.
437 Proposed refinements to the mapped areas may be considered in local compliance plans as
438 provided in Title 8.

439 **TITLE 5: NEIGHBOR CITIES AND RURAL RESERVES**

440 **Section 1. Intent**

441 The intent of this title is to clearly define Metro policy with regard to areas outside the Metro
442 urban growth boundary. **NO PORTION OF THIS TITLE CAN REQUIRE ANY ACTIONS**
443 **BY NEIGHBORING CITIES.** Metro, if neighboring cities jointly agree, will adopt or sign rural
444 reserve agreements for those areas designated rural reserve in the Metro 2040 Growth Concept
445 with Multnomah, Clackamas, and Washington County, and Neighbor City Agreements with
446 Sandy, Canby, and North Plains. Metro would welcome discussion about agreements with other
447 cities if they request such agreements.

448 In addition, counties and cities within the Metro boundary are hereby required to amend their
449 comprehensive plans and implementing ordinances within twenty-four months to reflect the rural
450 reserves and green corridors policies described in the Metro 2040 Growth Concept.

451 **Section 2. Metro Intent with Regard to Rural Reserves**

452 Metro shall attempt to designate and protect common rural reserves between Metro's urban
453 growth boundary and designated urban reserve areas and each neighbor city's urban growth
454 boundary and designated urban reserves, and designate and protect common locations for green
455 corridors along transportation corridors connecting the Metro region and each neighboring city.
456 For areas within the Metro boundary, counties are hereby required to amend their comprehensive
457 plans and implementing ordinances to identify and protect the rural reserves and green corridors
458 described in the Metro 2040 Growth Concept and shown on the 2040 Growth Concept Map. For
459 areas outside the Metro boundary, Metro shall encourage intergovernmental agreements with the
460 cities of Sandy, Canby and North Plains.

461 **Section 3. Invitations for Intergovernmental Agreements**

462 Metro shall invite the local governments outside the Metro boundary and named in Section 1 of
463 this title to sign an Intergovernmental Agreement, similar to the draft agreements attached hereto.

464 **Section 4. Metro Intent with Regard to Green Corridors**

465 Metro shall attempt to negotiate a Green Corridor Intergovernmental Agreement with Oregon
466 Department of Transportation (ODOT) and the three counties (Clackamas, Multnomah and
467 Washington) to designate and protect areas along transportation corridors connecting Metro and
468 neighboring cities.

469

TITLE 6 - REGIONAL ACCESSIBILITY

470

Section 1. Intent

471
472
473
474
475
476
477
478
479
480
481

Implementation of the 2040 Growth Concept requires that the region identify key measures of transportation effectiveness which include all modes of transportation. Developing a full array of these measures will require additional analysis. Focusing development in the concentrated activity centers, including the central city, regional centers, and station communities, requires the use of alternative modes in order to avoid unacceptable levels of congestion and to insure that accessibility by alternative modes is attractive. The continued economic vitality of industrial areas and intermodal facilities is largely dependent on preserving or improving access to these areas and maintaining reasonable levels of freight mobility on the region's main thoroughways. Therefore, regional congestion standards and other regional system performance measures shall be tailored to reinforce the specific development needs of the individual 2040 Growth Concept land use components.

482
483
484
485
486
487
488
489
490
491
492
493
494
495

These regional standards will be linked to a series of regional street design concepts that fully integrate transportation and land use needs for each of the 2040 land use components. The designs generally form a continuum; a network of thoroughways (freeway and highway designs) will emphasize auto and freight mobility and connect major activity centers. Slower-speed boulevard designs within concentrated activity centers will balance the multi-modal travel demands of these areas. Street and road designs will complete the continuum, with multi-modal designs that reflect the land uses they serve, but also serving as moderate-speed vehicle connections between activity centers that complement the thoroughway system. While these designs are under development, it is important that improvements in the most concentrated activity centers are designed to lessen the negative effects of motor vehicle traffic on other modes of travel. Therefore, the need to implement amenity-oriented boulevard treatment that better serves pedestrian and transit travel in the central city, regional centers, main streets, town centers, and station communities is a key step in the overall implementation of the Metro 2040 Growth Concept.

496

Section 2. Boulevard Design

497
498
499
500
501
502
503
504
505
506

For regional routes in the central city, regional centers, station communities, main streets and town centers designated on the Boulevard Design Map, all cities and counties within the Metro region are hereby required to implement or allow to be implemented boulevard design elements as improvements are made to these facilities including those facilities built by ODOT or Tri-Met. Each jurisdiction shall adopt amendments, if necessary, to ensure that their comprehensive plans and implementing ordinances require consideration or installation of the following boulevard design elements when proceeding with right-of-way improvements on regional routes designated on the boulevard design map. In general, pedestrian and transit oriented design elements are the priority in the central city and regional centers, station communities, main streets and town centers:

- 507 A. Wide sidewalks with pedestrian amenities such as benches, awnings and special
508 lighting;
- 509 B. Landscape strips, street trees and other design features that create a pedestrian buffer
510 between curb and sidewalk;
- 511 C. Pedestrian crossings at all intersections, and mid-block crossings where intersection
512 spacing is excessive;
- 513 D. The use of medians and curb extensions to enhance pedestrian crossings where wide
514 streets make crossing difficult;
- 515 E. Bikeways;
- 516 F. On-street parking;
- 517 G. Motor vehicle lane widths that consider the above improvements;
- 518 H. Use of landscaped medians where appropriate to enhance the visual quality of the
519 streetscape.

520 **Section 3. Design Standards for Street Connectivity**

521 The design of local street systems, including "local" and "collector" functional classifications,
522 is generally beyond the scope of the Regional Transportation Plan (RTP). However, the
523 aggregate effect of local street design impacts the effectiveness of the regional system when
524 local travel is restricted by a lack of connecting routes, and local trips are forced onto the
525 regional network. Therefore, the RTP will include design standards for connectivity aimed at
526 improving local circulation in a manner that protects the integrity of the regional system.

527 Local jurisdictions within the Metro region are hereby required to amend their comprehensive
528 plans and implementing ordinances, if necessary, to comply with or exceed one of the
529 following options in the development review process:

- 530 A. **Design Option.** Cities and counties shall ensure that their comprehensive plans,
531 implementing ordinances and administrative codes require demonstration of compliance
532 with the following:
 - 533 1. New residential and mixed-use developments shall include local street plans
534 that:

- 535 a. encourage pedestrian travel by providing short, direct public right-of-way
536 routes to connect residential uses with nearby existing and planned
537 commercial services, schools, parks and other neighborhood facilities; and
538
539 b. include no cul-de-sac streets longer than 200 feet, and no more than 25
540 dwelling units on a closed-end street system; and

541 c. provide bike and pedestrian connections on public easements or right-of-way
542 when full street connections are not possible, with a minimum spacing of no
543 more than 330 feet; and

544 d. consider opportunities to incrementally extend and connect local streets in
545 primarily developed areas; and

546 e. serve a mix of land uses on contiguous local streets; and

547 f. support posted speed limits; and

548 g. consider narrow street design alternatives that feature pavement widths of no
549 more than 28 feet, curb-face to curb-face, sidewalk widths of at least 5 feet
550 and landscaped pedestrian buffer strips that include street trees; and

551 h. limit the use of cul-de-sac designs and closed street systems to situations
552 where topography, development patterns or environmental constraints
553 prevent full street extensions.

- 554 2. For new residential and mixed-use development, all contiguous areas of vacant
555 and primarily undeveloped land of five acres or more shall be identified by
556 cities and counties and the following will be prepared:

557 A map that identifies possible local street connections to adjacent developing
558 areas. The map shall include street connections at intervals of no more than
559 660 feet, with more frequent connections in areas planned for mixed use or
560 dense development.

- 561 B. **Performance Option.** For residential and mixed use areas, cities and counties shall
562 ensure that their comprehensive plans, implementing ordinances and administrative
563 codes require demonstration of compliance with performance criteria. Cities and
564 counties shall develop local street design maps with street intersection spacing to occur
565 at intervals of no less than eight per mile, the number of street connections coordinated
566 and consistent with increased density and mixed land uses. Local street designs for
567 new developments shall satisfy both of the following additional criteria:

568 1. Performance Criterion: minimize local traffic on the regional motor vehicle
 569 system, by demonstrating that local vehicle trips on a given regional facility do
 570 not exceed the 1995 arithmetic median of regional trips for facilities of the same
 571 motor vehicle system classification by more than 25 percent.

572 2. Performance Criterion: everyday local travel needs are served by direct,
 573 connected local street systems where: (1) the shortest motor vehicle trip over
 574 public streets from a local origin to a collector or greater facility is no more
 575 than twice the straight-line distance; and (2) the shortest pedestrian trip on
 576 public right-of-way is no more than one and one-half the straight-line distance.

577 **Section 4. Transportation Performance Standards**

578

579 **A. Alternative Mode Analysis**

580 1. Mode split will be used as the key regional measure for transportation effectiveness in the
 581 Central City, Regional Centers and Station Communities. Each jurisdiction shall establish a mode
 582 split target (defined as the percentage of all non-Single Occupant Vehicle modes of
 583 transportation) for each of the central city, regional centers and station communities within its
 584 boundaries. The mode split target shall be no less than the regional targets for these Region 2040
 585 Growth Concept land use components to be established in the Regional Transportation Plan).

586 2. Local Governments which have Central City, regional centers and station communities shall
 587 identify actions which will implement the mode split targets. These actions should include
 588 consideration of the maximum parking ratios adopted as part of Title 2, Section 2, Boulevard -
 589 Design of this title, and transit's role in serving the area.

590 **B. Motor Vehicle Congestion Analysis**

591 1. Level-of-service. The following table may be incorporated into local
 592 comprehensive plans and implementing ordinances to replace current methods of
 593 determining congestion on regional facilities, if this change is needed to permit
 594 Metro 2040 Growth Concept implementation in the Central City, Regional
 595 Centers, Town Centers, Main Streets and Station Communities:

596 *General Performance Standards (using LOS*)*

	Preferred	Acceptable	Exceeds
597 Mid-Day one-hour	C or better	D	E or worse
598 Peak two-hour	E/E or better	F/E	F/F or worse

599 *Level-of-Service is determined by using either the latest edition of the Highway Capacity
 600 Manual (Transportation Research Board) or through volume to capacity ratio equivalencies
 601 as follows: LOS C = .8 or better; LOS D = .8 to .9; LOS E = .9 to 1.0; and LOS F = greater than 1.0.

502 2. **Accessibility.** If a congestion standard is exceeded as identified in 4.A.1, local
503 governments shall evaluate the impact of the congestion on regional accessibility
504 using the best available methods (quantitative or qualitative). If a determination is
505 made that the congestion negatively impacts regional accessibility, local jurisdictions
506 shall follow the congestion management procedures identified in 4.B, below.

607 **B. Congestion Management**

608 Prior to recommending a significant capacity expansion to a regional facility, or including
609 such an expansion in a city or county comprehensive plan, the following actions shall be
610 applied:

- 611
- 612
- 613
- 614 1. To address Level of Service:
- 615 a. Transportation system management techniques
 - 616 b. Corridor or site-level transportation demand management techniques
 - 617 c. Additional roadway capacity to parallel facilities, including the consideration of
618 a grid pattern consistent with connectivity standards contained in Title 6 of this
619 plan
 - 620 d. Transit service improvements to increase ridership

621 2. To address preservation of street function:

- 622 a. Traffic calming
- 623 b. Street function classification

624 3. To address or preserve existing street capacity

- 625 a. Transportation management (e.g. access management, signal interties, lane
626 channelization)

627

628 If the above considerations do not adequately and cost-effectively address the problem,
629 capacity improvements may be included in the comprehensive plan.

530

TITLE 7: AFFORDABLE HOUSING

531

Section 1. Intent

532
533
534
535
536
537

RUGGO Objective 17 requires Metro to use a "fair share" strategy to meet housing needs, which includes housing densities supportive of "development of the regional transportation system and designated centers and corridors," like Title I, above. Two other parts of the "fair share" strategy are addressed here: (1) encouraging use of tools identified to improve availability of sufficient housing affordable to households of all income levels; and (2) encouraging manufactured housing to assure a diverse range of available housing types.

638

Section 2. Recommendations to Improve Availability of Affordable Housing

639
640

The following tools and approaches to facilitate the development of affordable housing are recommended to begin to meet the need for sufficient and affordable housing:

641
642

A. Donate buildable tax-foreclosed properties to nonprofit organizations for development as mixed market affordable housing

643
644

B. Develop permitting process incentives for housing being developed to serve people at or below 80% of area median income.

645
646

C. Provide fee waivers and property tax exemptions for projects developed by nonprofit organizations serving people at or below 60% of area median income.

647
648

D. Create a land banking program to enhance the availability of appropriate sites for permanently affordable housing.

649
650
651

E. Consider replacement ordinances that would require developers of high-income housing, commercial, industrial, recreational or government projects to replace any affordable housing destroyed by these projects.

652
653

F. Consider linkage programs that require developers of job-producing development, particularly that which receives tax incentives, to contribute to an affordable housing fund.

654
655
656

G. Commit locally controlled funds, such as Community Development Block Grants, SIP tax abatement funds or general fund dollars, to the development of permanently affordable housing for people at or below 60% of area median income.

657
658
659

H. Consider inclusionary zoning requirements, particularly in tax incentive programs, for new development in transit zones and other areas where public investment has contributed to the value and developability of land.

660

Section 3. Recommendations to Encourage Manufactured Housing

661

State housing policy requires the provision of manufactured housing inside all Urban Growth Boundaries as part of the housing mix with appropriate placement standards. The following are recommended to reduce regulatory barriers to appropriately placed manufactured housing:

662

663

664

A. Requirements for a minimum of five acres to develop a manufactured housing park should be reviewed to consider a lesser requirement, such as a minimum lot size of two acres.

665

666

667

668

B. Single family duplexes and triplexes should be encouraged outside manufactured dwelling parks where zoning densities are consistent with single story development.

669 **TITLE 8: COMPLIANCE PROCEDURES**

670 **Section 1. Compliance Required**

671 All local governments within the Metro boundary are hereby required to amend their
672 comprehensive plans and implementing ordinances to comply with the provisions of this
673 functional plan within twenty-four months of the effective date of this ordinance. Metro
674 recommends the adoption of the components that affect land consumption as soon as possible.

675 **Section 2. Compliance Procedures**

676 A. On or before six months prior to the deadline established in Section 1, local
677 governments shall transmit to Metro the following:

- 678 1. An evaluation of their local plans, including public facility capacities and the
679 amendments necessary to comply with this functional plan;
- 680 2. Copies of all applicable comprehensive plans and implementing ordinances and
681 public facility plans, as proposed to be amended;
- 682 3. Findings that explain how the amended local comprehensive plans will achieve
683 the standards required in titles 1 through 6 of this functional plan.

684 In developing its compliance plan, the local jurisdiction shall address the Metro 2040
685 Growth Concept, and explain how the compliance plan implements the Growth
686 Concept.

687 B. Exemptions from all or any portion of any of the above titles may be granted by the
688 Metro Council, as provided for in the Regional Urban Growth Goals and Objectives,
689 Section 5.3, after MPAC review, based on city or county submittal as specified in this
690 section.

691 1. Population and Employment Capacity

- 692 a. A demonstration of substantial evidence of the economic infeasibility to
693 provide sanitary sewer, water, stormwater or transportation facilities to an
694 area or areas; or

- 695 b. Substantial areas that have prior commitments to development at densities
696 inconsistent with Metro growth targets; or
- 697 c. The households and employment growth capacity cannot be accommodated
698 at densities or locations the market or assisted programs will likely build
699 during the planning period; and
- 700 d. The amount of households or employment that cannot be accommodated;
701 and
- 702 e. A recommendation for where the unaccommodated growth could be located
703 adjacent to the city or county. Metro, along with local governments, shall
704 estimate the cost of providing public services and compare those with
705 estimated costs in section 2.b.1.a.
- 706 2. Parking Measures. Subject to the provisions of Title 2, local jurisdictions may
707 request relief from the parking measures. Metro may consider a local
708 government request to allow areas from Zone A to be subject to Zone B
709 maximum parking ratio where they can demonstrate:
- 710 a. No plans for transit service with 20-minute or lower peak frequencies; and
- 711 b. No adjacent neighborhoods close enough to generate sufficient pedestrian
712 activity; and
- 713 c. No significant pedestrian activity within the present business district.
- 714 The burden of proof for adjustments shall increase as the quality and timing of
715 transit service improves. Any adjustment granted must include a demonstration
716 of how future conversion of excess parking is feasible.
- 717 3. Water Quality and Flood Management Areas. Cities and counties may request
718 areas to be added or deleted from the Metro Water Quality and Flood
719 Management Area based on a finding that the area identified on the map is not a
720 Water Quality and Flood Management Area or a Fish and Wildlife Habitat
721 Conservation Area, as defined in this functional plan. Areas may also be deleted
722 from the map if the local government can prove that its deletion and the cumulative
723 impact of all deletions in its jurisdiction will have minimal impact on the water
724 quality of the stream and on flood effects. Findings shall be supported by
725 evidence, including the results of field investigations.

726 4. **Retail in Employment and Industrial Areas.** Subject to the provisions of Title 4, local
727 jurisdictions may request a change in the Employment and Industrial Areas Map.
728 Metro may consider a local government request to modify a mapped Employment and
729 Industrial Area to exempt existing or locally designated retail centers, where they can
730 demonstrate that:

731 a. The map overlooked lands within a substantially developed existing retail
732 center or a locally designated retail center.

733 5. **Regional Accessibility.** Local jurisdictions may request relief from the requirements of
734 Title 6, Regional Accessibility, where they can show that a street system or connection
735 is not feasible for reasons of topographic constraints or natural or built environment
736 considerations.

737 C. In addition to the above procedures, local determination not to incorporate functional
738 plan policies into comprehensive plans shall be subject to the conflict resolution and
739 mediation processes included within the RUGGO, Goal I, provisions prior to the final
740 adoption of inconsistent policies or actions. Local actions inconsistent with functional
741 plan requirements are subject to appeal for violation of the functional plan.
742

743 **Section 3. Any Comprehensive Plan Change must Comply**

744 After the effective date of this ordinance, any change to a comprehensive plan or implementing
745 ordinance shall be consistent with the functional plan requirements contained in titles 1 through
746 8. Metro shall assist the local government in achieving compliance with all applicable
747 functional plan requirements. Upon request, Metro will review proposed comprehensive plan
748 and implementing ordinances for functional plan compliance prior to city or county adoption.

749 **Section 4. Enforcement**

750 City or county actions to amend a comprehensive plan or implementing ordinance in violation
751 of this functional plan shall be subject to appeal or other legal action for violation of a regional
752 functional plan requirement, including but not limited to reduction of regional transportation
753 funding and funding priorities. Prior to a final action to amend a comprehensive plan or
754 implementing ordinance, a local determination that a functional plan should not or cannot be
755 implemented shall be subject to the conflict resolution process provided for in RUGGO, Goal
756 I.

757 **Section 5. Compliance Plan Assistance**

- 758 A. Any local government may request of Metro a compliance plan which contains the
759 following:
- 760 1. An analysis of the local government's comprehensive plan and implementing
761 ordinances, and what sections require change to comply with the performance
762 standards.
 - 763 2. Specific amendments that would bring the jurisdiction into compliance with the
764 requirements of Sections 1 to 8, if necessary.
- 765 B. Jurisdictions must make the request within four months of the effective date of this
766 ordinance. The request shall be signed by the highest elected official of the
767 jurisdiction.
- 768 C. Metro shall deliver a compliance plan within four months of the request date. The
769 compliance plan shall be a recommendation from the Executive Officer. The
770 compliance plan shall be filed with the Metro Council two weeks before it is
771 transmitted, for possible review and comment.

772

Title 9. Benchmarks

773

Section 1. Intent.

774

In order to monitor progress in implementation of this functional plan, and in order to implement Objective 10 of RUGGO, Metro shall establish benchmarks related to the achievement and expected outcome resulting from the implementation of this functional plan.

775

776

777

Section 2. Benchmark Adoption

778

779

780

781

782

783

784

785

786

A. Within six months of the adoption of this functional plan, the Metro Executive Officer shall submit to the Council the Executive Officer's recommendations for benchmarks to be used in evaluating the progress of the region in implementation of this functional plan. The Executive Officer shall use the best technology available to Metro, and shall, in addition, submit the current and recent historic levels for the proposed benchmarks. The benchmarks will contain both the current level of achievement, and the proposed level necessary to implement this functional plan and achieve the Metro 2040 Growth Concept adopted in the Regional Urban Growth Goals and Objectives (RUGGO).

787

788

789

790

B. The Council, after receiving advice and comment from the Metropolitan Policy Advisory Committee, shall adopt a list of benchmarks that will be used to monitor and evaluate this functional plan. To the extent feasible, the benchmarks will be published for both a regional level and by jurisdiction.

791

792

C. The Executive Officer shall publish an assessment of the regional performance and achievement of benchmarks on a bi-annual basis.

793

794

795

796

797

798

799

800

801

802

803

804

805

806

807

D. The Benchmarks shall include, but shall not be limited to the following:
1) Amount of land converted from vacant to other uses, according to jurisdiction, Growth Concept design type, and zoning;
2) Number and types of housing constructed, their location, density, and costs, according to jurisdiction, Growth Concept design type, and zoning;
3) The number of new jobs created in the region, according to jurisdiction, Growth Concept design type, and zoning;
4) The amount of development of both jobs and housing that occurred as redevelopment or infill, according to jurisdiction, Growth Concept design type, and zoning;
5) The amount of land that is environmentally sensitive that is permanently protected, and the amount that is developed;
6) Other measures that can be reliably measured and will measure progress in implementation in key areas.

308 **Title 10. Definitions**

309 **Balanced cut and fill** means no net increase in fill within the floodplain.

310 **Designated Beneficial Water Uses** means the same as the term as defined by the Oregon
311 Department of Water Resources.

812
813 **Development** means any manmade change defined as buildings or other structures, mining,
814 dredging, paving, filling, or grading in amounts greater than ten (10) cubic yards on any lot or
815 excavation. In addition, any other activity that results in the removal of more than 10% of the
816 existing vegetated area on the lot is defined as development, for the purposes of Title 3.

817
818 **Exceptions:**

819 a. Stream enhancement or restoration projects approved by local jurisdictions.

820 b. Agricultural activity.

821 c. Additions and alterations to existing structures and development that do not encroach
822 into the Water Quality and Flood Management Area more than the existing structure or
823 development.

824 **DHB** means the diameter of a tree measured at breast height.

825 **DLCD Goal 5 ESEE** means a decision process local governments carry out under OAR 660-
826 23-040.

827 **Economic infeasibility** means

828 **Expected Capacity** means the density or intensity of use likely to occur on a parcel of land,
829 commonly a density less than the permitted density.

830 **Hazardous materials** means materials described as hazardous by Oregon Department of
831 Environmental Quality.

832 **Fish and Wildlife Habitat Conservation Area** means an area defined on the Metro Water
833 Quality and Flood Management Area Map, attached hereto. These include all Water Quality and
834 Flood Management Areas that require regulation in order to protect fish and wildlife habitat. This
835 area has been mapped to generally include the following: an area 200 feet from top of bank of
836 streams in undeveloped areas with less than 25% slope, and 100 feet from edge of mapped
837 wetland on undeveloped land.

- 338 **Floodplain** means land subject to periodic flooding, including the 100-year floodplain as mapped
339 by FEMA Flood Insurance Studies or other substantial evidence of actual flood events
- 340 **Functions and Values of Stream Corridors** means stream corridors have the following
341 functions and values: water quality retention and enhancement, flood attenuation, fish and
342 wildlife habitat, recreation, erosion control, education, aesthetic, open space and wildlife
343 corridor.
- 344 **Local Trip** means a trip 2½ miles or less in length.
345
- 846 **Metro** means the regional government of the metropolitan area, the elected Metro Council as
847 the policy setting body of the government.
- 848 **Metro Boundary** means the jurisdictional boundary of Metro, the elected regional government
849 of the metropolitan area.
- 850 **Metro Urban Growth Boundary** means the urban growth boundary as adopted and amended
851 by the Metro Council, consistent with state law.
- 852 **Net Developed Acre** means
- 853 **Permitted Capacity** means the highest density or intensity of use of a parcel of land as
854 calculated from zoning and other local jurisdiction regulations.
- 855 **Perennial Streams** means all primary and secondary perennial water ways as mapped by the U.S.
856 Geological Survey.
- 857 **Prior Commitments** means
- 858 **Riparian area** means the water influenced area adjacent to a river, lake or stream consisting
859 of the area of transition from an hydric ecosystem to a terrestrial ecosystem where the presence
860 of water directly influences the soil-vegetation complex and the soil-vegetation complex
861 directly influences the water body. It can be identified primarily by a combination of
862 geomorphologic and ecologic characteristics.
- 863 **Top of Bank** means the same as "bankfull stage" defined in OAR 141-85-10(2).
- 864 **Vacant Land:** Land identified in the Metro or local government inventory as undeveloped
865 land.

867 Quality and Flood Management Area Map, attached hereto. These are areas that require
868 regulation in order to mitigate flood hazards and to preserve and enhance water quality. This
869 area has been mapped to generally include the following: stream or river channels, known and
870 mapped wetlands, areas with floodprone soils adjacent to the stream, floodplains, and
871 sensitive water areas. The sensitive areas are generally defined as 50 feet from top of bank of
872 streams for areas of less than 25% slope, and 200 feet from top of bank on either side of the
873 stream for areas greater than 25% slope, and 50 feet from the edge of a mapped wetland.

874
875
876

877
878
879
880
881
882
883
884
885
886
887
888
889
890
891
892
893
894
895
896
897
898
899
900
901
902
903

904
905
906
907
908

Table 1 - Expected Livable Share Capacity for Housing and Employment Units Year 1997 to 2011

City or County	Dwelling Unit Capacity ¹	Job Capacity	Mixed Use Areas ²	
			Household	Job Increase
Beaverton	15,021	25,122	9,019	19,084
Cornelius	1,019	2,812	48	335
Durham	262	498	0	0
Fairview	2,921	5,689	635	2,745
Forest Grove	2,873	5,488	67	628
Gladstone	600	1,530	20	140
Gresham	16,817	23,753	3,146	9,695
Happy Valley	2,030	1,767	52	245
Hillsboro	14,812	58,247	9,758	20,338
Johnson City	168	180	0	0
King City	182	241	55	184
Lake Oswego	3,353	8,179	446	3,022
Maywood Park	27	5	0	0
Milwaukie	3,514	7,478	2,571	6,444
Oregon City	6,157	8,185	341	2,341
Portland	70,704	158,503	26,960	100,087
River Grove	(15)	41	0	0
Sherwood	5,010	8,156	1,108	3,585
Tigard	6,073	14,901	981	8,026
Troutdale	3,789	5,570	107	267
Tualatin	3,635	9,794	1,248	2,069
West Linn	2,577	2,114	0	594
Wilsonville	4,425	15,030	743	4,952
Wood Village	423	736	68	211
Clackamas County ³	19,530	42,685	1,661	13,886
Multnomah County ³	3,089	2,381	0	0
Washington County ³	54,999	52,578	13,273	25,450
	243,993	461,633		

¹ Based on Housing Needs Analysis. Applies to existing city limits as of June, 1996. Annexations to cities would include assuming responsibility for livable share previously accommodated in unincorporated county.

² Target densities for mixed use area are: Central City - 250 persons per acre; regional centers - 60 ppa; town centers 40ppa.; station communities - 45 ppa.; main streets 39 ppa

³ Standards apply to the urban unincorporated portion of the county only. At the request of cities, Metro may also supply targets for planning areas for cities in addition to the existing boundary targets cited above.

Regional Parking Ratios¹
(parking ratios are based on spaces per 1,000 sq ft of gross leasable area unless otherwise stated)

Land Use	Minimum Parking Requirements (See Central City Transportation Management Plan for downtown Portland stds)	Maximum Permitted Parking - Zone A:	Maximum Permitted Parking Ratios - Zone B:
	<i>Requirements may Not Exceed</i>	<i>Transit and Pedestrian Accessible Areas²</i>	<i>Rest of Region</i>
General Office (includes Office Park, "Flex-Space", Government Office & misc. Services) (gsf)	2.7	3.4	4.1
Light Industrial Industrial Park Manufacturing (gsf)	1.6	None	None
Warehouse (gross square feet; parking ratios apply to warehouses 150,000 gsf or greater)	0.3	0.4	0.5
Schools: College/ University & High School (spaces/#of students and staff)	0.2	0.3	0.3
Tennis Racquetball Court	1.0	1.3	1.5
Sports Club/Recreation Facilities	4.3	5.4	6.5
Retail/Commercial, including shopping centers	4.1	5.1	6.2
Bank with Drive-In	4.3	5.4	6.5

909
910
911

Regional Parking Ratios¹

(parking ratios are based on spaces per 1,000 sq ft of gross leasable area unless otherwise stated)

912

Land Use	Minimum Parking Requirements (See Central City Transportation Management Plan for downtown Portland stds)	Maximum Permitted Parking - Zone A:	Maximum Permitted Parking Ratios - Zone B:
	<i>Requirements may Not Exceed</i>	<i>Transit and Pedestrian Accessible Areas²</i>	<i>Rest of Region</i>
931 932 Movie Theater (spaces/number of seats)	0.3	0.4	0.5
933 Fast Food with Drive Thru	9.9	12.4	14.9
934 Other Restaurants	15.3	19.1	23
935 936 Place of Worship (spaces/seats)	0.5	0.6	0.8
937 Medical/Dental Clinic	3.9	4.9	5.9
938 Residential Uses			
939 Hotel/Motel	1	none	none
940 Single Family Detached	1	none	none
941 942 Residential unit, less than 500 square feet per unit, one bedroom	1	none	none
943 944 Multi-family, townhouse, one bedroom	1.25	none	none
945 946 Multi-family, townhouse, two bedroom	1.5	none	none
947 948 Multi-family, townhouse, three bedroom	1.75	none	none

949
950
951

¹ Ratios for uses not included in this table would be determined by local governments. In the event that a local government proposes a different measure, for example, spaces per seating area for a restaurant instead of gross leasable area, Metro may grant approval upon a demonstration by the local government that the parking space requirement is substantially similar to the regional standard.

**Resolution No. 2352, For the Purpose of Approving Existing
and Future Leases Related to Metro's Open Spaces Program.**

**Metro Council Meeting
Thursday, July 11, 1996
2:00 PM - Council Chamber**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE APPROVING) RESOLUTION NO. 96-2352
CURRENT AND FUTURE LEASES)
RELATED TO METRO'S)
OPEN SPACES PROPERTY ACQUISITION) Introduced by
) Regional Facilities Committee

WHEREAS, the Open Spaces Program involves the acquisition of approximately 6,000 acres of property throughout the region; and

WHEREAS, several parcels will offer opportunities to enter into interim leases pending the outcome of future master planning activities; and

WHEREAS, these leases will primarily be residential, will be short term (month to month or less than one year term) and will involve monthly lease payments within the range of \$300 to \$1,000; and

WHEREAS, to date, Metro staff have secured two residential leases and a crop lease during the course of closing Open Space acquisitions which are attached as Exhibits A, B and C; and

WHEREAS, Metro code, at Section 2.04.033, requires Metro Council approval of the lease of real property owned by Metro; now, therefore;

BE IT RESOLVED,

1. That the Metro Council ratifies the previous execution of the leases attached as Exhibits 1, 2 and 3.
2. That the Metro Council approves the execution of future leases by the Executive Officer of Metro real property when such leases:
 - a) relate to the acquisition of an Open Spaces parcel;
 - b) contain a term of less than one year; and
 - c) provide for lease payments of not more than \$1,000 per month

ADOPTED by the Metro Council this _____ day of _____, 1996.

Jon Kvistad, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

Staff Report

CONSIDERATION OF RESOLUTION NO. 96-2352 APPROVING EXISTING AND FUTURE LEASES RELATED TO METRO'S OPEN SPACES PROGRAM

Meeting Date: July 1, 1996

Presented by: Charles Ciecko
Jim Desmond

Proposed Action

Resolution No. 96-2352 would provide retroactive Metro Council approval for all existing leases and prospective approval of certain future leases related to Open Spaces acquisitions. Future leases which fall within the parameters described below would be executed without Metro Council review and approval.

Factual Background and Analysis

The Metro Open Spaces program has and will continue to acquire a large variety of property throughout the region in accordance with refinement plans approved by Metro Council. Some of the properties include residences which may or may not be ultimately retained depending on the outcome of future master planning activities. While the future of these residences is being determined, some are suitable for leasing and in many cases are occupied by tenants at the time of closing. In addition to residences, some of the acquired property is farmland with a potential for crop leases.

Of the property acquired to date, only one parcel, the Spencer property located in the Sandy River Target Area, has been identified as suitable for leasing.¹ There is a single family residence on site which had been rented by the previous owner and 15 acres which are being cultivated under a crop lease. Metro staff are recommending that the crop lease and the residential tenancy be continued with the same tenants. A month-to-month residential lease and a crop lease have been prepared by Metro legal staff and are attached as Exhibits 1 and 3 respectively.

In addition to these two existing leases, Metro staff estimate that over the course of the Open Spaces property acquisition process, there could be an additional 10 to 15 leases, primarily residential. The monthly rent from such residential tenancies is expected to range from \$300 to \$1,000 per month. Except for routine repair work and property taxes, expenses related to these leases should be minimal.

Currently, Open Spaces, Parks Operation and Property Services staff are coordinating the leasing activities. These activities include lease negotiations, preparation of lease documents, determination of fair market rental rate and property management services. All residential leases will be either month-to-month or short term (six months to one year) tenancies.

Apart from the lease payments which accrue from such tenancies, residential and crop leases provide other significant benefits. Crop leases ensure that the farmland will be continually cultivated which corresponds with good farmland management. The residential leases provide a presence on typically remote and undeveloped property. This strategy has been previously identified as a method of reducing landbanking costs.

¹ The Goheen property located in the Clear Creek Target Area also included a residence in which a hold-over tenant resided until mid-June 1996. Currently, a Metro Park Ranger is in residence.

Resolution No. 96-2352 provides for retroactive Metro Council approval of the three existing leases and grants prospective approval of future leases which meet the following criteria:

- related to Open Spaces acquisition
- less than one year term
- monthly lease payments of less than \$1,000

Budget Impact

Rents collected as a result of existing and future leases are applied to the landbanking account within the Regional Parks And Expo Fund. Expenses associated with these tenancy would be made from this same account. Expenses to date related to the two existing leases have been nominal. Staff anticipate that repair and maintenance and property taxes will be the only major expense. The net income resulting from the leases will be available to pay other landbanking expenses related to the Open Spaces Program.

Executive Officer's Recommendation

The Executive Officer recommends adoption of Resolution 96-2352.



RENTAL AGREEMENT

1. DATE: 12/1/95 ADDRESS OF PREMISES: 1101 NE Northway Road, Corbett, OR 97019
 2. TENANCY TO BE: Week-to-week Month-to-month Beginning: 12/1/95 Rent Due Date: 12/1/95
 Fixed Term Lease Beginning: _____ Ending: _____ Rent Due Date: _____

3. OCCUPANTS:		
NAME	DATE OF BIRTH	SOCIAL SECURITY NUMBER
Frank Page	6/1/35	478-36-8782
Carolyn Page	1/8/42	481-56-7382

4. VEHICLES	
YEAR	LICENSE NUMBER
1988 Chevy	
1982 GMC-Pickup	
1989 Taurus	SSB 281
1984 Tempo	NRF-830

5. UTILITY PAYMENT RESPONSIBILITY		
	Tenant	Management
Water	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sewer	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Oil	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Electric	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gas	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Trash	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>

6. APPLIANCES	
(Make or Model Indicated)	
<input type="checkbox"/>	Range
<input type="checkbox"/>	Refrigerator
<input type="checkbox"/>	Dishwasher
<input type="checkbox"/>	Washer
<input type="checkbox"/>	Dryer
<input type="checkbox"/>	Garbage Disposal
<input type="checkbox"/>	Other

7. RENT AND CHARGES
 a. Stated Rent \$ 325.00
 b. Late charge of \$ 15.00
 will be assessed if rent is received at the place of payment after the 5th of the month.
 c. Return check charge \$ 25.00
 d. Other \$ _____
 e. Other \$ _____

8. UTILITIES shared by others and paid by tenant: None.
 9. NO ASSIGNMENT OR SUBLETTING: The tenant agrees that said premises will not be occupied by any other persons than those listed on the agreement. A guest staying more than 30 days and/or nights within a calendar year must have the written permission of the landlord.
 10. MAINTENANCE AND REPAIR CHARGES: The landlord's definition of clean shall be the final definition. Repairs or maintenance of tenant caused damage and cleaning above normal wear and tear during occupancy or at termination will be billed as assessed by the landlord and/or at _____ per hour.
 11. RESPONSIBLE PARTIES: The tenant agrees that if the unit is occupied by more than one person, tenants are individually, jointly and severally liable for the rent and other charges. If one occupant vacates, the remaining occupants must be recreated and requalified within 20 days of the change in occupancy. The rental agreement is a part of agreements with various roommates. If any roommate terminates, the security deposit shall stay with the unit until final termination of all occupants.

12. PETS: Pets are defined as any animal capable of doing property damage or personal injury.
 Pets are accepted One dog is allowed. Pets are strictly prohibited without the written authorization of the landlord.

13. REAL ESTATE DISCLOSURE: If this box is checked, the landlord identifies that the rental unit is in a building 4 units or less and the building is in a form of foreclosure.

14. SOLID WASTE: If landlord provides garbage service by individual cans, the tenant shall be limited to one 30 gallon can picked up weekly, including recycling. The tenant may be billed for additional amounts. The landlord identifies that availability of recycling is as follows:
 Provided by solid waste hauler; Provided by the landlord on-site; Not provided and is the responsibility of the tenant

15. LANDSCAPE MAINTENANCE: Landlord; Tenant shall be responsible to properly cultivate, care for and adequately water lawn, shrubbery & grounds.

16. ACCOUNTING	
A. FUNDS DUE	
1. Rent	<u>325.00</u> <input type="checkbox"/> Prorated for _____ days <u>325.00</u>
2. Non Refundable Fees	\$ _____
3. Refundable Security Deposit	<u>325.00</u> <input type="checkbox"/> #17
4. Prepaid Rent Deposit	\$ _____ <input type="checkbox"/> #17
5. Other charges	\$ _____
B. CREDITS RECEIVED	
1. Reservation Deposit	\$ _____
2. Other	\$ _____
TOTAL AMOUNT DUE <u>650.00</u>	
Memo: Second month's rent in the amount of <u>325.00</u> due on <u>1/1/96</u>	

17. Landlord acknowledges that they are a real estate licensee and identifies that all refundable deposits, if any, are held in interest bearing accounts:
 The interest being paid to the state Low Income Housing Trust Fund.
 The interest being paid as identified in an addendum to this contract.
 Deposits transferred to and held by the owner:
 (Name & address) _____

18. ADDENDUM(S) made a part of this agreement and agreed to by the landlord and the tenant:
 ADDITIONAL RULES & REGULATIONS
 PET/AID ANIMAL; MOVE IN/OUT INSPECTION;
 SMOKE DETECTOR; WATER BED

19. IN CASE OF EMERGENCY: The tenant may contact the landlord at the address or phone number listed above. In case of emergency, the landlord may contact the following parties (name, address, phone): Orin Morgan, Metro Parks & Greenspaces, 19612

20. I (WE) HAVE READ AND AGREE TO THE TERMS AND CONDITIONS OF THIS RENTAL AGREEMENT AND ALL RULES AND REGULATIONS LISTED ON THE REVERSE SIDE.
 TENANT: Frank Henry Page Carolyn J. Page

21. NAME/ADDRESS OF LANDLORD or AGENT authorized to act for or on behalf of the owner for the purpose of receiving notices:
Metro Parks & Greenspaces, 600 NE Grand, Portland, OR 97232, Attn: Todd Sadio, Esq.

Make Checks Payable to: METRO
 If other than "Address of Landlord," make payment to: Send to the attention of Karen Faher
 Signature of Landlord or Agent: [Signature]
 22. If applicable, Real Estate Broker approval: _____ Date: _____

1. **OREGON LANDLORD/TENANT LAW:** Both landlord and tenant(s) agree to abide by all state, federal, local laws or adopted rules and regulations. Tenant(s) agrees not to permit or allow any acts to be done in, on, or within the immediate vicinity of said premises which violate any law, rule or regulations.
2. **PERSONAL PROPERTY:** Tenant(s) agrees not to destroy, damage, deface or remove any part of the premises or permit any person to do so and to assume all liability for damages, other than ordinary wear and tear or those caused by the landlord. The Landlord will not be liable or responsible for loss or damages to articles or property belonging to the tenant(s). The tenant(s) shall maintain fire and theft insurance for their personal property.
3. **LOSS RECOVERY:** The tenant(s) agrees that the landlord has the right to recover from the tenant(s) any loss caused by fire, vandalism or other acts of misuse by the tenant(s) or their guests. The landlord reserves the right to assign such right to their insurance carrier.
4. **USE OF PREMISES:**
 - a) At the commencement of the rental agreement, the tenant(s) accepts that the unit and its premises are safe for reasonable and foreseeable uses.
 - b) Tenant(s) is to use the premises for a dwelling unit and not conduct any commercial activity or services for compensation in or on the premises without the written consent of the landlord. Child care shall be considered a business and shall not be conducted without the written permission of the landlord.
 - c) Tenant(s) and their guests shall conduct themselves in a manner not to disturb the peaceful enjoyment of others. Tenant(s) shall restrict all sound or noise so as not to be heard outside the unit.
 - d) Tenant(s) or their guests shall not be permitted to operate recreational vehicles on the leasehold in a manner that degrades the soils or vegetation.
 - e) Tenant(s) agrees to keep all areas of the premises under their control clean, sanitary, and free from the accumulation of debris, filth, rubbish and garbage and to dispose of same in a proper manner. Medical waste such as needles, blood products, and their related articles are to be disposed of as "medical waste" as required by law. Patios, porches and stairways are to be kept clean and orderly and will not be used for general storage.
 - f) Tenant(s) shall use in a reasonable manner all electrical, plumbing, sanitary, heating, ventilating, air conditioning, and other facilities or appliances on the premises. Telephone wiring and services after the wall outlet shall be the responsibility of the tenant(s). All other phone wiring is the owner's responsibility.
 - g) Tenant(s) shall immediately report in writing all malfunctions of equipment, failure of essential services, or need for repair. Damage caused by the tenant(s) such as stoppage of waste pipes or overflow of toilets, bathtubs or defective faucets shall be paid by the tenant(s) as well as any damage to the building or furnishings other than ordinary wear and tear.
 - h) Tenant(s) shall not tamper with the exterior lights, furnace, or other appliances or make any alterations of any nature on or to the premises. Hooks, nails, screws or other attachments shall not be installed in any ceilings. Attachments that shall affect the exterior appearance of the unit shall require the written consent of the landlord.
 - i) Locks may not be tampered with or changed without the written consent of the landlord. Entrance doors of the tenant(s) dwelling shall be kept locked. Tenant(s) shall notify owner/agent in writing if locks fail to operate properly.
 - j) In the event of severe temperature changes, tenant(s) shall take reasonable preventative measures to prevent pipes from freezing including but not limited to maintaining adequate heat, cover any foundation vents, and disconnect exterior hoses.
 - k) Landlord shall not be liable for damages of any kind caused by the lack of heat, refrigeration or other services to the premises arising out of any accident, act of God or occurrence beyond the control of the owner/agent. The tenant(s) shall be limited to the rights and remedies specified by the law.
 - l) Tenant shall use smoking materials with caution and properly dispose of ashes and materials.
 - m) The use of designated and off-street parking shall be limited to autos and motorcycles in driveable condition which are properly licensed and insured, except when specified in writing by the landlord. Unauthorized vehicles or vehicles parked in other than a designated space shall be towed at the vehicle owner's expense.
5. **RIGHT OF ACCESS:**
 - a) Tenant(s) shall not unreasonable withhold consent to the landlord to enter the premises or the dwelling unit to inspect, make necessary or agreed repairs, decorations, alterations or improvements, or to show the unit to prospective tenants or purchasers.
 - b) Landlord may enter without consent in an emergency and shall provide the tenant(s) with post-entry notice of the entry and its purpose.
 - c) Landlord may issue a 24 hour notice of entry for necessary inspections or repairs pursuant to ORS 90.322(e).
6. **NOTICES**
 - a) Notices shall be either actual or written as provided by law.
 - b) Tenant(s) shall notify landlord of any anticipated absence from the premises in excess of seven (7) days, not later than the first day of absence.
 - c) Written notices by the tenant(s) shall be deemed delivered when either personally delivered or mailed first class to the address as identified on the rental agreement.
 - d) Written notices by the landlord shall be deemed served when either personally delivered or mailed by first class mail for which three days shall be added to the effective date of the notice. Notices as allowed by law shall also be deemed served by mailing first class mail and affixing to the main entrance door of the dwelling unit.
 - e) Tenant(s) shall notify the landlord in writing of any post office box address or telephone number to be used by the tenant(s).
 - f) Tenant(s) agrees to provide the landlord a forwarding address at the time of termination.
7. **TERMS AND CONDITIONS:**
 - a) Month to month tenancy
 - i) The landlord reserves the right to raise the rent with a sixty (60) day written notice
 - ii) Either the landlord or tenant(s) may terminate this agreement with a written thirty (30) day notice.
 - b) In the event the landlord has to bring action to enforce any provisions of this agreement, the Landlord/Tenant Act, or other statutes, the landlord shall be entitled to, in addition to costs, reasonable attorney's fees.
 - c) At time of termination of tenancy by any means, any goods, chattels, motor vehicles, or to other property left on the premises shall be considered abandoned property and shall be disposed of as provided by Oregon law.
 - d) At time of termination, the security deposit may be used to secure the performance of the terms of the rental agreement pursuant to ORS 90.300. Any outstanding amounts due at the time of termination will be deducted from the security deposit. Any excess amounts due may be consigned to a collection agency should it become necessary to collect and the tenant shall be responsible for cost of collections.
8. **TERMINATION RIGHTS AND RESPONSIBILITIES:**
 - a) If rent is more than seven (7) days past due, the landlord may issue a 72-hour notice, terminate the rental agreement and take possession according to the law.
 - b) If tenant(s), someone in tenant's(s)' control, or tenant's(s)' pet threatens to inflict or actually inflicts personal injury upon landlord or other tenants, inflicts injury upon any person on the premises with the consent of another tenant or the landlord, inflicts injury upon another located within the immediate vicinity of the property, intentionally inflicts substantial damage to the premises or commits any act which is outrageous in the extreme, including illegal activity, a 24-hour notice to terminate may be served upon the tenant.
 - c) Upon any material noncompliance of this agreement, the landlord may issue a thirty (30) day notice and if the breach is not remedied within 14 days, the rental agreement may be terminated and the landlord may take possession pursuant to Oregon law.
 - d) The application is made a part of this rental agreement. Any omission or misstatement by tenant(s) on the application or rental agreement may, at the option of the landlord, be grounds for termination of tenancy.
 - e) Nothing in this agreement shall limit the right of tenant or landlord to terminate this agreement as provided by law.
 - f) If at some future date a portion of this rental agreement shall be ruled unenforceable by the courts, it shall only affect that portion of the rental agreement and all other provisions of the rental agreement shall be in force.
9. **INDEMNIFICATION**
Tenant shall indemnify, defend, and hold harmless Metro from any loss, claim, or liability arising out of, or related to, any activity of tenant on the premises.

TENANT(S) INITIAL EACH PAGE _____

JLD



RENTAL AGREEMENT

FORM 1

1. DATE: _____ ADDRESS OF PREMISES: 16431 S. Springwater Rd., Oregon City, OR 97405
 2. TENANCY TO BE: Week-to-week Month-to-month Beginning: Feb. 1, 1996 Rent Due Date: Feb. 10, 1996
 Fixed Term Lease Beginning: _____ Ending: _____ Rent Due Date: _____

3. OCCUPANTS:

NAME	DATE OF BIRTH	SOCIAL SECURITY NUMBER
<u>William W. Dassenko</u>	_____	_____
<u>Lynn J. Dassenko</u>	_____	_____
_____	_____	_____
_____	_____	_____

4. VEHICLES

MAKE	YEAR	LICENSE NUMBER
_____	_____	_____
_____	_____	_____
_____	_____	_____

PARKING SPACE ASSIGNED: _____

5. UTILITY PAYMENT RESPONSIBILITY

	Tenant	Management
Water	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sewer	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Oil	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Electric	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gas	<input type="checkbox"/>	<input type="checkbox"/>
Garbage	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Cable	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>

6. APPLIANCES INCLUDED (Make or Model Indicated)

Range with oven _____
 Refrigerator _____
 Dishwasher _____
 Washer _____
 Dryer _____
 Garbage Disposal _____
 Other burglar alarm
smoke detectors

7. RENT AND CHARGES

a. Stated Rent \$ _____
 b. Late charge of \$ _____
 will be assessed if rent is received at the place of payment after the _____ of the month.
 c. Return check charge \$ _____
 d. Other \$ _____
 e. Other \$ _____

8. UTILITIES shared by others and paid by tenant _____

9. NO ASSIGNMENT OR SUBLETTING: The tenant agrees that said premises will not be occupied by any other persons than those listed on the agreement. A guest staying more than _____ days and/or nights within a calendar year must have the written permission of the landlord.

10. MAINTENANCE AND REPAIR CHARGES: The landlord's definition of clean shall be the final definition. Repairs or maintenance of tenant caused damage and cleaning above normal wear and tear during occupancy or at termination will be billed to as assessed by the landlord and/or at _____ per hour.

11. RESPONSIBLE PARTIES: The tenant agrees that if the unit is occupied by more than one person, tenants are individually, jointly and severally liable for the rent and other charges. If one occupant vacates, the remaining occupants must be rescreened and requalified within _____ days of the change in occupancy. The rental agreement is a part of agreements with various roommates. If any roommate terminates, the security deposit shall stay with the unit until final termination of all occupants.

12. PETS: Pets are defined as any animal capable of doing property damage or personal injury.
 Pets are accepted per the attached addendum. Pets are strictly prohibited without the written authorization of the landlord.

13. REAL ESTATE DISCLOSURE: If this box is checked, the landlord identifies that the rental unit is in a building 4 units or less and the building is in a form of foreclosure.

14. SOLID WASTE: If landlord provides garbage service by individual cans, the tenant shall be limited to one 30-gallon can picked up weekly, including recycling. The tenant may be billed for additional amounts. The landlord identifies that availability of recycling is as follows:
 Provided by solid waste hauler; Provided by the landlord on-site; Not provided and is the responsibility of the tenant

15. LANDSCAPE MAINTENANCE: Landlord; Tenant shall be responsible to properly cultivate, care for and adequately water lawn, shrubbery & grounds.

16. ACCOUNTING

A. FUNDS DUE

1. Rent \$650 Prorated for _____ days \$ 650
 2. Non Refundable Fees \$ _____
 3. Refundable Security Deposit \$ _____ #17
 4. Prepaid Rent Deposit \$ _____ #17
 5. Other charges \$ _____
 6. _____ \$ _____

B. CREDITS RECEIVED

1. Reservation Deposit cleaning \$ 800
 2. Other \$ 172 refundable if
left in move-in
condition
 TOTAL AMOUNT DUE \$ _____

Memo: Second month's rent in the amount of \$650 due on 3/10/96

17. Landlord acknowledges that they are a real estate licensee and identifies that all refundable deposits, if any, are held in interest bearing accounts:
 The interest being paid to the state Low Income Housing Trust Fund.
 The interest being paid as identified in an addendum to this contract.
 Deposits transferred to and held by the owner:
 (Name & address) _____

18. ADDENDUM(S) made a part of this agreement and agreed to by the landlord and the tenant:
 ADDITIONAL RULES & REGULATIONS
 PET/AD ANIMAL; MOVE IN/OUT INSPECTION;
 SMOKE DETECTOR; WATER BED
 gates
 landscape maintenance

19. IN CASE OF EMERGENCY: The tenant may contact the landlord at the address or phone number given below. In case of emergency, the landlord may contact the following parties (name, address, phone): Jim Morgan, Metro Parks & Greenspaces @ 797-1727

20. I (WE) HAVE READ AND AGREE TO THE TERMS AND CONDITIONS OF THIS RENTAL AGREEMENT AND ALL RULES AND REGULATIONS LISTED ON THE REVERSE SIDE.

TENANT (x) [Signature] (x) [Signature]

21. NAME/ADDRESS OF LANDLORD or AGENT authorized to act for or on behalf of the owner for the purpose of receiving notices:
Metro Parks & Greenspaces, 600 N.E. Grand Ave., Portland, OR 97232 Attn: Dan Cooper

Make Checks Payable to: Metro

If other than "Address of Landlord," make payment to: Attn: Karen Faher

Signature of Landlord or Agent _____

22. If applicable, Real Estate Broker approval: _____ Date: _____

1. **OREGON LANDLORD/TENANT LAW:** Both landlord and tenant(s) agree to abide by all state, federal, local laws or adopted rules and regulations. Tenant(s) agrees not to permit or allow any acts to be done in, on, or within the immediate vicinity of said premises which violate any law, rule or regulations.
2. **PERSONAL PROPERTY:** Tenant agrees not to destroy, damage, deface or remove any part of the premises or permit any person to do so and to assume all liability for damages, other than ordinary wear and tear or those caused by the landlord. The landlord will not be liable or responsible for loss or damages to articles or property belonging to the tenant(s). ~~The landlord will not be liable or responsible for loss or damages to articles or property belonging to the tenant(s).~~ ???
3. **LOSS RECOVERY:** The tenant(s) agrees that the landlord has the right to recover from the tenant(s) any loss caused by fire, vandalism or other acts of misuse by the tenant(s) or their guests. The landlord reserves the right to assign such right to their insurance carrier.
4. **USE OF PREMISES:**
 - (a) At the commencement of the rental agreement, the tenant accepts that the unit and its premises are safe for reasonable and foreseeable uses.
 - (b) Tenant(s) is to use the premises for a dwelling unit and not conduct any commercial activity or services for compensation in or on the premises without the written consent of the landlord. Child care shall be considered a business and shall not be conducted without the written permission of the landlord.
 - (c) Tenant(s) and their guests shall conduct themselves in a manner not to disturb the peaceful enjoyment of others. Tenant(s) shall restrict all sound or noise so as not to be heard outside the unit. Tenants and their guests shall not be permitted to play or loiter in halls, stairways, entrance of buildings or other common areas except in those areas designated by the landlord.
 - (d) Alcoholic beverages shall not be consumed in the common areas.
 - (e) Tenant(s) or their guests shall not be permitted to operate recreational vehicles or equipment in areas except as designated by the landlord.
 - (f) Tenant(s) agrees to keep all areas of the premises under their control clean, sanitary, and free from the accumulation of debris, filth, rubbish and garbage and to dispose of same in a proper manner. Medical waste such as needles, blood products, and related articles are to be disposed of as "medical waste" as required by law. Patios, porches and stairways are to be kept clean and orderly and will not be used for general storage.
 - (g) Tenant(s) shall use in a reasonable manner all electrical, plumbing, sanitary, heating, ventilating, air conditioning, and other facilities or appliances on the premises. Telephone wiring and services within the unit shall be the responsibility of the tenant.
 - (h) Tenant(s) shall immediately report in writing all malfunctions of equipment, failure of essential services, or need for repair. Damage caused by the tenant such as stoppage of waste pipes or overflow of toilets, bathtubs or defective faucets shall be paid by the tenant as well as any damage to the building or furnishings other than ordinary wear and tear.
 - (i) Tenant shall not tamper with the exterior lights, furnace, refrigerator, or other appliances or make any alterations of any nature on or to the premises. Hooks, nails, screws or other attachments shall not be installed in any ceilings. Attachments that shall affect the exterior appearance of the unit shall require the written consent of the landlord.
 - (k) Locks may not be tampered with or changed without the written consent of the landlord. Entrance doors to the building, if designated, shall be kept locked. Entrance doors of the tenants' dwelling unit shall be kept locked. Tenant shall notify owner/agent in writing if locks fail to operate properly.
 - (l) In the event of severe temperature changes, tenant shall take reasonable preventive measures to prevent pipes from freezing including but not limited to maintaining adequate heat, cover any foundation vents, and disconnect exterior hoses.
 - (m) Landlord shall not be liable for damages of any kind caused by the lack of heat, refrigeration or other services to the premises arising out of any accident, act of God or occurrence beyond the control of the owner/agent. The tenant shall be limited to the rights and remedies specified by law.
 - (n) Tenant(s) shall not store gasoline, combustibles, or other flammable liquids inside the unit, on the sidewalk, stairways, porches or patios except as permitted by the Fire Department and insurance regulations. Tenant shall use smoking materials with caution and properly dispose of ashes and materials.
 - (o) No aquariums, water beds, pianos or organs are allowed without the written consent of the landlord.
 - (p) The use of designated and off-street parking shall be limited to autos and motorcycles in drivable condition which are properly licensed and insured. No vehicle repair, including the changing of oil, shall be made without the written consent of the landlord. Unauthorized vehicles or vehicles parked in other than a designated space shall be towed at the vehicle owner's expense.
5. **RIGHT OF ACCESS:**
 - (a) Tenant(s) shall not unreasonably withhold consent to the landlord to enter the premises or the dwelling unit to inspect, make necessary or agreed repairs, decorations, alterations or improvements, or to show the unit to prospective tenants or purchasers.
 - (b) Landlord may enter without consent in an emergency and shall provide the tenant with post-entry notice of the entry and its purpose.
 - (c) Landlord may issue a 24 hour notice of entry for necessary inspections or repairs pursuant to ORS 90.322(e).
6. **NOTICES:**
 - (a) Notices shall be either actual or written as provided by law.
 - (b) Tenant(s) shall notify landlord of any anticipated absence from the premises in excess of seven (7) days, not later than the first day of absence.
 - (c) Written notices by the tenant shall be delivered to the address as identified on the rental agreement by personal delivery or first class mail.
 - (d) Written notices by the landlord shall be deemed served when either personally delivered or mailed by first class mail for which three days shall be added to the effective date of the notice. Notices as allowed by law shall also be deemed served by mailing first class mail and affixing to the main entrance door of the dwelling unit.
 - (e) The tenant shall notify the landlord in writing of any post office box address or telephone number to be used by the tenant.
 - (f) The tenant agrees to provide the landlord a forwarding address at the time of termination.
7. **TERMS AND CONDITIONS:**
 - (a) **Week-to-week tenancy**
 1. The landlord reserves the right to raise the rent with a seven (7) day written notice.
 2. Either the landlord or the tenant may terminate this agreement with a written ten (10) day notice.
 - (b) **Month-to-month tenancy**
 1. The landlord reserves the right to raise the rent with a 30 day written notice.
 2. Either the landlord or the tenant may terminate this agreement with a written 30 day notice.
 3. If the tenancy is for land and the structure is owned by the tenant, this agreement may be terminated with a 180 day notice of termination.
 - (c) **Fixed term tenancy**
 1. The landlord reserves the right to raise the rent with a 30 day written notice.
 2. Either the landlord or tenant shall give minimum 30 day written notice of intent not to renew the lease.
 4. Failure by either party to give a notice of intent not to renew will allow the rental agreement to automatically convert to a month-to-month tenancy.
 - (d) In the event the landlord has to bring action to enforce any provisions of this agreement, the Landlord/Tenant Act, or other statutes, the landlord shall be entitled to, in addition to costs, reasonable attorney's fees.
 - (e) At time of termination of tenancy by any means, any goods, chattels, motor vehicles, or other property left on the premises shall be considered abandoned property and shall be disposed of as provided by Oregon law.
 - (f) At time of termination, the security deposit may be used to secure the performance of the terms of the rental agreement pursuant to ORS 90.300. Any outstanding amounts due at the time of termination will be deducted from the security deposit. Any excess amounts due may be consigned to a collection agency should it become necessary to collect and the tenant shall be responsible for cost of collections.
8. **TERMINATION RIGHTS AND RESPONSIBILITIES:**
 - (a) If rent is more than four (4) days past due, the landlord may issue a 144-hour notice, terminate the rental agreement and take possession according to law.
 - (b) If rent is more than seven (7) days past due, the landlord may issue a 72-hour notice, terminate the rental agreement and take possession according to law.
 - (c) If the tenant, someone in the tenant's control, or the tenant's pet threatens to inflict or actually inflicts personal injury upon landlord or other tenants, inflicts injury upon any person on the premises with the consent of another tenant or the landlord, inflicts injury upon another located within the immediate vicinity of the property, intentionally inflicts substantial damage to the premises or commits any act which is outrageous in the extreme, including illegal activity, a 24-hour notice to terminate may be served upon the tenant.
 - (d) Upon any material noncompliance of this agreement, the landlord may issue a 30 day notice and if the breach is not remedied within 14 days the rental agreement may be terminated and the landlord may take possession pursuant to Oregon law.
 - (e) The application is made a part of this rental agreement. Any omission or misstatement by the tenant on the application or the rental agreement may, at the option of the landlord, be grounds for termination of tenancy.
 - (f) Nothing in this agreement shall limit the right of tenant or landlord to terminate this agreement as provided by law.
 - (g) If at some future date a portion of this rental agreement should be ruled unenforceable by the courts, it shall only affect that portion of the rental agreement and all other provisions of the rental agreement shall be in force.

TENANTS INITIAL EACH PAGE _____

This slide is non-transferable, carbon paper is required.
Warning: No portion of this form may be reprinted without the written permission of the MFHCO.

ADDENDUM
to
Rental Agreement Between Metro (Landlord)
and William W. and Lynn J. Dassenko (Tenants)

1. Gates will remain locked except for entering or existing property.
2. The tenant will maintain the grass lawn within proximity of the dwelling and the grass area bordering the entrance road from Springwater Road to the dwelling at a height that minimizes a fire hazard and reduces the establishment of invasive pest plants (i.e. blackberry, Scotch broom).
3. Pets excluded from the property include livestock, including cows, horses, mules, burros, llama, or pigs.

Jul

W.W. Dassenko

FARMLAND LEASE

By this lease made this 4th day of Dec., 1995 between Metro, a municipal corporation and political subdivision of the State of Oregon, located at 600 NE Grand Avenue, Portland, OR 97232, as Lessor, and Kerslake Farms, 32156 Stevens Road, Corbett, OR 97019, as Lessee, the Lessor, for and in consideration of the covenants and agreements hereinafter set forth, has leased to Kerslake the premises known and described as follows:

That portion of NE1/4 of Section 5, TWP 1 South, Range 4 EWM located East of Sandy River and consisting of approximately 15 acres of improved hayland.

To Have and to Hold the same unto Lessee from the 1st day of January 1996 for a term of one year until the 31st day of December, 1996, unless sooner terminated as provided herein.

1. **RENT:** Lessee shall pay as rent the sum of \$650 per year, payable in advance on the date this Lease is executed.

2. **PERMITTED USAGE:** Lessee shall not make or permit any use of the leased premises which will be unlawful, improper, or contrary to any applicable law or ordinance. Lessee shall use and occupy the leased premises for cropland. Lessee shall comply with the best practicable farming methods, as specified in material published by the U.S. Department of Agriculture, Soil Conservation Service, in order to prevent pollution to the water resources of the surrounding area and to reduce water runoff, soil erosion and siltation. Lessee shall not employ any farming methods which would cause an adverse impact on the water quality of the surrounding area. The use of insecticides and/or pesticides on the leased premises shall be allowed only insofar as their use does not cause significant environmental degradation to the land leased hereunder or any degradation to the waters of the surrounding area. The use of such insecticides and/or pesticides shall also be in strict compliance with applicable federal, state and local laws and regulations, particularly labeling instructions, governing such use and shall be permitted only with the approval of the Lessor, such approval not to be unreasonably withheld. Changes in farming practices and use of insecticides and/or pesticides shall be made only after written notice is provided to Lessor.

3. **MAINTENANCE OF THE PROPERTY:** Lessee shall not make any additions or alterations to the premises without Lessor's written consent obtained in each instance except that Lessee can erect fencing as necessary to protect the cropland hereby leased. Any additions or improvements made by Lessee at its expense and fencing must be removed by Lessee at or prior to termination of this lease, unless Lessor agrees in writing prior to termination, to allow such additions, improvements or fencing to remain. All repairs, fertilizing, haying and/or spraying are the sole expense

of Lessee. Lessee's farm use on the premises is limited to the existing hay fields. No new areas shall be open to cultivation, except that Lessee may clear blackberries and other nuisance vegetation that encroaches on existing hay fields. Lessee may also clear any trees that fall onto cultivated fields, but shall not cut or take live or dead trees from wooded areas on the premises.

4. **ASSIGNMENT:** Lessee will not sublet the premises nor any part thereof, nor transfer or assign this lease without obtaining advance written consent of Lessor in each case. Lessee shall not permit any transfer, by operation of law, of the interest in the premises. Lessor retains the right to transfer the premises leased hereunder and shall have the option to assign this lease to the transferee.

5. **ACCESS:** Lessee will allow Lessor access to the premises at reasonable times.

6. **ABANDONMENT:** If Lessee voluntarily abandons the use of the premises for farming purposes, Lessor may terminate this lease or Lessee's right to possession hereunder upon written notice to the Lessee, whereupon Lessee shall surrender possession of and vacate the premises immediately and deliver possession to Lessor.

7. **RENEWABILITY AND TERMINATION:** This lease shall be renewable for an additional term of one year upon mutual written consent of the parties and subject to all the terms of this lease except the amount of annual rental payments which will be mutually agreed upon prior to renewal. This lease may be terminated by either party by mutual consent, provided, however, that notice of intention to terminate is provided at least 90 days prior to the date of termination. If Lessee has violated this lease, Lessor shall have the right to terminate this lease at any time during the lease term by giving the Lessee 30 days written notice.

8. **DEFAULT:** If default occurs in the payment of the above rent or in any of the Lessee's covenants herein contained, and such default remains uncured after 90 days written notice from Lessor, Lessor may re-enter the premises or any part thereof, and remove Lessee or anyone claiming under Lessee without prejudice to Lessor's other remedies at law or in equity in such case.

9. **CONDITION OF THE PREMISES:** The Lessee is fully familiar with the physical condition of the leased property. The Lessor has made no representations of any nature in connection with the condition of the leased property or its suitability for cultivation.

10. **INDEMNIFICATION:** Lessee shall hold Lessor harmless from any and all manner of actions, claims, demands or suits incurred by Lessor in connection with Lessee's use of the premises by Lessee, Lessee's employees, contractors, guests, invitees, licensees or agents. Such indemnification shall not include property value loss

for destruction of part or all of the demised premises by reason of flood, wind or acts of God. Lessee shall obtain comprehensive liability insurance coverage in the amount of \$500,000. Such insurance coverage shall provide for the Lessor to be a named as an additional insured.

11. NOTICES: Notice from one party to the other shall be deemed to have been properly given if mailed by first class or certified mail, postage prepaid, to the other party at the respective addresses which appear in this lease.

12. SEVERABILITY: If any provision of this lease or portion of such provision or the application thereof to any person or circumstance is held invalid, the remainder of the lease (or the remainder of such provision) and the application thereof to other persons or circumstances shall not be affected thereby.

13. WAIVER: The waiver of one breach of any term, condition, covenant, obligation or agreement of this lease shall not be considered to be a waiver of that or any other term, condition, covenant, obligation or agreement or of any subsequent breach thereof.

IN WITNESS WHEREOF, the parties hereto have executed this instrument the day and year first above mentioned.

METRO

KERSLAKE FARMS


Mike Burton, Executive Officer


Dan Kerslake,

By 

**Resolution No. 2354, For the Purpose of Authorizing Change Order No. 2
to the Contract for Safety Railing at Metro
South Household Hazardous Waste Facility.**

**Metro Council Meeting
Thursday, July 11, 1996
2:00 PM - Council Chamber**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AUTHORIZING CHANGE) RESOLUTION NO. 96-2354
ORDER NO. 2 TO THE CONTRACT FOR SAFETY)
RAILING AT METRO SOUTH HOUSEHOLD) Introduced by Mike Burton
HAZARDOUS WASTE FACILITY) Executive Officer

WHEREAS, Metro is required to install safety railing at the Metro South Household Hazardous Waste Facility (H2W Facility); and

WHEREAS, Metro awarded a contract to Schlabach Metal Fab to fabricate and install safety railing and related equipment at the H2W Facility; and

WHEREAS, The Contractor is unable to complete the project in Fiscal Year 1995-96 due to the flooding of the H2W Facility and the subsequent cleanup and building restoration activities; and

WHEREAS, The contract with Schlabach Metal Fab expires June 30, 1996; and

WHEREAS, Change Order No. 2 to the contract is necessary to extend the term of the contract to August 31, 1996; and

WHEREAS, Metro Council approval of Change Order No. 2 is necessary because the project crosses fiscal years; and

WHEREAS, The resolution was submitted to the Executive Officer for consideration and was forwarded to the Metro Council for their approval; now, therefore,

BE IT RESOLVED,

1. That the Metro Council approves Change Order No. 2 to the contract between Metro and Schlabach Metal Fab for fabrication and installation of safety railing and related equipment at the Metro South H2W Facility, attached as Exhibit "A."

2. That the Metro Council authorizes the Executive Officer to execute Change Order No. 2 to the contract between Metro and Schlabach Metal Fab, attached as Exhibit "A."

ADOPTED by the Metro Council this _____ day of _____, 1996.

Jon Kvistad, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

RRB:clk

S:\SHARE\BARK\RESOLUTIONS\962354.RES

CHANGE ORDER NO. 2

This change order, dated as of the last signature dated below, is entered into between Metro and Schlabach Metal Fab (Contractor), pursuant to the Public Contract between Metro and Contractor dated January 24, 1996.

1. The termination date of the contract is extended from June 30, 1996 to August 31, 1996.
2. All terms of the original Contract, except as modified herein, shall remain in full force and effect.

SCHLABACH METAL FAB

METRO

Signature

Signature

Print name and title

Roosevelt Carter, Budget & Finance Manager

Date

Date

CONTRACTOR: Schlabach Metal Fab

PROJECT: Build/Install Safety Rail on Top of MSS H2W

PURPOSE: Time Extension

CONTRACT NO.: 904760 BUDGET NO. 531-317410-574520-75000


DEPARTMENT: Regional Environmental Management

ACCOUNT NAME General

THIS REQUEST IS FOR APPROVAL OF CHANGE NUMBER: 2

- 1. The original contract sum was \$8,973.00
 - 2. Net change by previously authorized change order \$202.15
 - 3. The contract sum prior to this request was \$9,175.15
 - 4. Total amount of this change order request \$0.00
 - 5. The new contract sum, including this change order \$9,175.15
 - 6. The contract sum paid in FY 95-96 \$2,371.85
 - 7. Fiscal Year appropriation for FY 96-97 \$400,000.00
- Line item name: Construction/Work Materials - Building & Related
- Estimated appropriation remaining as of 7/1/96 \$400,000.00
8. Start Date: 7/1/96 Expire Date: 6/30/96

REVIEW AND APPROVAL:



 Jim Wastons
 Manager, Environmental Mgmt.

6-28-96

 Date



 Fiscal Review
6/13/96

 Date



 Director, Environmental Mgmt.

6/13/96

 Date

 Budget Review

 Date

 Director, Administrative Services
 VENDOR #

 Date

 Legal Review

 Date

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 96-2354 FOR THE PURPOSE OF AUTHORIZING CHANGE ORDER NO. 2 TO THE CONTRACT FOR SAFETY RAILING AT METRO SOUTH HOUSEHOLD HAZARDOUS WASTE FACILITY

June 12, 1996

Presented By: Terry Petersen

PROPOSED ACTION

Adopt Resolution No. 96-2354 approving Change Order No. 2 to Metro Contract No. 904760 with Schlabach Metal Fab for fabrication and installation of safety railing and related equipment at the Metro South Household Hazardous Waste Facility.

FACTUAL BACKGROUND AND ANALYSIS

The Metro South Household Hazardous Waste Facility (H2W) began operation in February 1992. OSHA inspected the facility near the end of 1995 and requires the installation of a safety rail on the top of the building where the HVAC equipment is located. It is necessary to get on the roof to maintain the HVAC equipment.

Metro requested and received bids to fabricate and install approximately 100 feet of safety rail, a roof entry hatch, and a steel ladder mounted to the concrete wall below the hatch for access to the roof. A contract for the work was awarded to Schlabach Metal Fab and the work was scheduled to commence in February 1996. The work, however, was delayed because of the flooding of the H2W Facility, and because of the subsequent cleanup and building restoration activities.

The Contractor is unable to complete the installation of the safety railing in Fiscal Year 1995-96. A Change Order is recommended to extend the termination date of the Schlabach contract from June 30, 1996 to August 31, 1996. The contract amount would remain the same. Council approval of the Change Order is necessary because the project will cross fiscal years.

BUDGET IMPACT

Total expenditures for the safety rail project are expected to be \$6,803 in FY 1996-97. The FY 1996-97 Budget for the Regional Environmental Management Department, Engineering & Analysis Division, provides \$400,000 for Construction Work/Materials - Buildings. It is recommended that the \$6,803 be charged to that line item.

EXECUTIVE OFFICER RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 96-2354.

Resolution No. 2353, For the Purpose of Authorizing an Exemption to Competitive Bidding Procedures Pursuant to Metro Code 2.04.041(c) and Authorizing a Sole Source Purchase with CyroGenetics Technology, Inc. for Two Computerized Controlled-Rate Semen Freezing Units.

**Metro Council Meeting
Thursday July 11, 1996
2:00 PM - Council Chamber**

BEFORE THE METRO CONTRACT REVIEW BOARD

FOR THE PURPOSE OF AUTHORIZING AN) RESOLUTION NO. 96-2353
EXEMPTION OF METRO CODE CHAPTER)
2.04.041(c) COMPETITIVE BIDDING PROCEDURES,) Introduced by Mike Burton,
AND AUTHORIZING A SOLE SOURCE PURCHASE) Executive Officer
WITH CRYO GENETIC TECHNOLOGY, INC. FOR)
TWO COMPUTERIZED CONTROLLED-RATE)
SEMEN FREEZING UNITS)

WHEREAS, Metro Washington Park Zoo's elephant research program is world renown and dedicated to ensuring the existance of Asian elephants in the long term; and

WHEREAS, semen freezing units will aid in this research and the units produced by CryoGenetic Technology Inc. uniquely fill the needs of the research; and

WHEREAS, there is limited competitive bidding potential for this product, it is unlikely that exemption would encourage favoritism or diminish competition for such purchase, in that CryoGenetic Technology, Inc. owns all patents and does all manufacturing of this system; now, therefore,

BE IT RESOLVED:

That the Contract Review Board pursuant to Metro Code Section 2.04.041(c) hereby declares CryoGenetic Technology, Inc. to be a sole source procurement exempt from competitive bidding and authorizes the Executive Officer to execute the appropriate contract to accomplish the purchase.

ADOPTED by the Metro Contract Review Board this _____ day of _____, 1996.

Jon Kvistad, Presiding Officer

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 96-2353 FOR THE PURPOSE OF AUTHORIZING AN EXEMPTION TO METRO CODE CHAPTER 2.04.041(c), COMPETITIVE BIDDING PROCEDURES, AND AUTHORIZING A SOLE SOURCE PURCHASE WITH CRYO GENETIC TECHNOLOGY, INC., FOR TWO COMPUTERIZED CONTROLLED-RATE SEMEN FREEZING UNITS

Date:

Presented by: Michael J. Schmidt

PROPOSED ACTION

Adoption of Resolution No. 96-2353 authorizing an exemption from competitive bidding procedures and authorizing the execution of a purchase with CryoGenetic Technology, Inc. for two computerized controlled-rate semen freezing units.

FACTUAL BACKGROUND AND ANALYSIS

The April 20, 1996 promotion, Packy's Parties, generated money for Asian elephant research, specifically for the purchase of computerized controlled-rate semen freezing units. We wish to purchase two units at a total cost of \$28,250. One of the units will be used at the Metro Washington Park Zoo, and the other identical unit will be located in the Union of Myanmar in our cooperative program. Identical units mean information regarding methodologies can be transferred directly, which will accelerate development of a successful method to freeze fertile Asian elephant semen. At that point, semen can be frozen as a genetic resource from many of the estimated 3,000 trained working bull elephants in Myanmar.

SOLE SOURCE JUSTIFICATION

There are two computer controlled-rate freezing systems available. One uses a pressurized system with valves, solenoids and a pressurized liquid nitrogen container. The other, by CryoGenetic Technology, Inc., lowers a rack with the semen through the nitrogen vapor temperature gradient at a computer-controlled rate. This system features non-pressurized liquid nitrogen containers, and only one moving part. Because it is difficult to fill pressurized tanks and to get replacement valves and solenoids out in the forests of Myanmar, we wish to purchase the CryoGenetic's units. CryoGenetic Technology, Inc. is an Oregon firm (Yoncalla), owns all the patents and does all the manufacturing of this system.

BUDGET IMPACT

The total cost of the two units is \$28,250. The zoo received \$50,000 in revenues from the Packy's Parties fundraising event. An appropriation was not made for the purchase of the freezing units in the FY 1996-97 budget; however, it is anticipated that a budget adjustment to transfer money from contingency will be made.

Resolution No. 2364, For the Purpose of Authorizing an Exemption to Competitive Bidding Procedures Pursuant to Metro Code 2.04.041(c) and Authorizing a Sole Source Contract with the Portland Oregon Visitors Association (POVA) for National Marketing Services at the Oregon Convention Center for the Metropolitan Exposition Recreation Commission.

**Metro Council Meeting
Thursday, July 11, 1996
2:00 PM - Council Chamber**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AUTHORIZING AN)
EXEMPTION TO COMPETITIVE BIDDING) **RESOLUTION No. 96-2364**
PROCEDURES PURSUANT TO METRO)
CODE 2.04.041[c] AND AUTHORIZING A) Introduced by:
SOURCE CONTRACT WITH THE PORTLAND) Ed Washington, Councilor
OREGON VISITORS ASSOCIATION (POVA),)
FOR NATIONAL MARKETING SERVICES)
AT THE OREGON CONVENTION CENTER)
FOR THE METROPOLITAN EXPOSITION)
RECREATION COMMISSION.)

WHEREAS, the Metropolitan Exposition Recreation Commission (METRO ERC) requires specialized national marketing services for the Oregon Convention Center; and

WHEREAS, the Metro Council in August of 1987 approved, as a sole source agreement a contract with the Greater Portland Convention and Visitors Association [now known as Portland Oregon Visitors Association (POVA)]; and

WHEREAS, in late 1989, MERC staff solicited national marketing services and only one qualified firm submitted a response to the RFQ---the Portland Oregon Visitors Association; and

WHEREAS, the Portland Oregon Visitors Association, since 1987 has been and continues to be the only qualified provider for national marketing and sales programs for the Oregon Convention Center and has performed exceptionally as marked by the consistent and continued success of the Oregon Convention Center and the economic impact on the entire region; and

WHEREAS, the POVA's current national marketing contract with MERC will expire June 30, 1996;and,

WHEREAS, the Portland Oregon Convention and Visitors Association contract for marketing services for the Oregon Convention Center was entered into through a competitive process consistent with ORS 279.005 and ORS 279.007.

WHEREAS, there is no other qualified firm available to submit a competitive proposal for Oregon Convention Center national marketing services .

WHEREAS, the approval of this exemption will not encourage favoritism or have the affect of substantially diminishing competition for public contracts, and this exemption will result in cost savings to the public as well as the potential for increased economic regional impact.

WHEREAS, the Metro Council has the authority to exempt competitive bidding process as the Metro Contract Review Board; now therefore,

BE IT RESOLVED, THAT

The Metro Council hereby exempts the attached contract (Exhibit "A" hereto) with the Portland Oregon Visitors Association from the Metro Code 2.04.060[c] because the Council finds the Portland Oregon Visitors Association to be the sole provider of the required services.

Adopted by Metro Council on _____ day of July, 1996.

Jon Kvistad
Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

**Attachment A
To Resolution No. 96-2364**

MARKETING SERVICES AGREEMENT

THIS AGREEMENT dated this 1st day of July, 1996, is between the METROPOLITAN EXPOSITION-RECREATION COMMISSION [hereinafter referred to as "COMMISSION"], which was established by Metro, a municipal corporation, and whose address is 600 NE Grand, Portland, Oregon and the PORTLAND OREGON VISITORS ASSOCIATION [hereinafter referred to as "CONTRACTOR"] whose address is 26 SW Salmon, Portland, Oregon 97204, for the period of July 1, 1996, through June 30, 1999.

W I T N E S S E T H :

CONTRACTOR AGREES:

1. For the period July 1, 1996 to June 30, 1999, to perform the services and deliver to the COMMISSION the materials described in the Scope of Work attached hereto; for subsequent fiscal years the Scope of Work shall be modified as provided for herein;
2. To provide all services and materials in a competent and professional manner in accordance with the Scope of Work;
3. To comply with all applicable provisions of ORS Chapters 187 and 279, and all other terms and conditions necessary to be inserted into public contracts in the State of Oregon, as if such provisions were a part of this Agreement.
4. To maintain records relating to the Scope of Work on a generally recognized accounting basis and to make said records available to the COMMISSION at mutually convenient times;
5. To present to the COMMISSION quarterly and year-end financial statements and progress reports on CONTRACTOR'S budget, sales activities and the First Opportunity/ Target Area Program as described by the COMMISSION'S Purchasing guidelines. An independent certified audit will be presented to the COMMISSION upon its completion each year for activities conducted during each fiscal year.
6. To present to the COMMISSION a three (3) year budget pro forma and strategic management plan that describes the necessary funding levels for consideration by the COMMISSION.

7. To defend, indemnify and hold the COMMISSION, Metro and their officers, agents and employees harmless from any and all claims, demands, damages, actions, losses and expenses including attorney's fees, arising out of or in any way connected with its performance of this Agreement or the fact of this Agreement; and
8. To comply with any other "Contract Provisions" attached hereto as so labeled.
9. To evaluate and assess the current advertising/marketing program and provider of such services during Fiscal Year 1996-1997. CONTRACTOR shall, upon request by COMMISSION, conduct a process for such evaluation to include accepting proposals from other advertising providers. This may be a formal or informal process with participation by pertinent COMMISSION staff. Such a process will determine if a new company will provide necessary advertising/marketing services for CONTRACTOR.

THE COMMISSION AGREES:

1. For the period July 1, 1996 to June 30, 1997, to pay CONTRACTOR for services performed and materials delivered in the maximum sum of ONE MILLION, THREE HUNDRED EIGHTY THOUSAND FIVE HUNDRED and NO/100ths DOLLARS (\$1,380,500.00) and in the manner and at the time designated in the Scope of Work, as set forth in the FY 1996-97 operating budget of the COMMISSION adopted in Resolution No. 95-51 on November 17, 1995 for subsequent fiscal years payments to CONTRACTOR shall be determined as provided for herein;
2. To exclusively maintain the bookings schedule, "The Book", for the Oregon Convention Center events for the efficient management and operation of the OCC facility and to assure that the policies established by the COMMISSION are adhered to and maintained, while allowing CONTRACTOR authority to hold dates and space at the OCC facility eighteen months and beyond in concert with their marketing efforts.
3. To exclusively maintain the booking schedule "The Book" for the Portland Metropolitan Exposition Center (Expo) events for efficient management and operational matters. The Expo facility management will assure established COMMISSION policies while allowing CONTRACTOR the ability to market and advertise space at the Expo facility throughout the term of this Agreement.

BOTH PARTIES AGREE:

1. The term of this Agreement shall be for the period commencing July 1, 1996, through and including June 30, 1999.
2. That the COMMISSION may terminate this Agreement without cause upon giving CONTRACTOR ninety (90) days written notice without waiving any claims or remedies it may have against CONTRACTOR.
3. That, in the event of termination, the COMMISSION shall pay CONTRACTOR for services performed and materials delivered prior to the date of termination; but shall not be liable for indirect or consequential damages;
4. That, in the event of any litigation concerning the Agreement, the prevailing party shall be entitled to reasonable attorney's fees and court costs, including fees and costs on appeal to an appellate court. In the event that a party employees in-house Counsel, or, if COMMISSION uses the services of Counsel supplied to it by Metro, such a party, if prevailing shall be entitled to the full reasonable market value of its attorney's services;
5. That the services of CONTRACTOR are unique, and that therefore CONTRACTOR may not, under any condition, assign or transfer this Agreement or foregoing, this Agreement shall be binding on each party, its successors, assigns and legal representatives;
6. That this Agreement may be amended only by the written agreement of both parties;
7. That this is the entire Agreement between the parties, and supersedes any and all prior oral or written agreements, discussions, or representations; and
8. That, in the event of a dispute or disagreement concerning COMMISSION policies, practices, or marketing needs, the decision of the COMMISSION shall be final and binding on the parties.

TERMS OF AGREEMENT:

The term of this Agreement shall be for three (3) years, commencing July 1, 1996 through June 30, 1999, with two (2) three-year options available at the sole discretion of the COMMISSION.

**PORTLAND/OREGON VISITORS
ASSOCIATION**

**THE METROPOLITAN EXPOSITION-
RECREATION COMMISSION**

By: _____
Executive Director

By: _____
Chair

Date: _____

By: _____
Secretary/Treasurer

**APPROVED AS TO FORM:
Daniel B. Copper, General Counsel**

Date: _____

Mark B. Williams, Sr. Assist. Counsel

CONTRACT PROVISIONS

1. Determination of Scope of Work for Fiscal Years 1997-98 and 1998-99.

- A. By November 1, 1996 and November 1, 1997, CONTRACTOR shall provide COMMISSION'S General Manager, or his designee, with preliminary estimates of a budget and scope of work for the subsequent fiscal year.**
- B. Thereafter, CONTRACTOR and COMMISSION shall negotiate in good faith to develop a scope of work and budget with a goal of approving a final scope of work and budget at the COMMISSION'S first meeting in January.**
- C. The scope of work for Fiscal Year 1997-98 and 1998-99 shall be as adopted by the COMMISSION in its annual budget process subject to formal approval and adoption of the COMMISSION'S budget and as agreed to by CONTRACTOR. Failure of the COMMISSION to adopt a budget or approve a scope of work agreed to by CONTRACTOR for a subsequent fiscal year shall cause this Agreement to terminate at the end of the current fiscal year.**

2. First Opportunity Program

To the maximum extent possible, CONTRACTOR shall provide a first opportunity hiring program for all positions funded pursuant to this contract. The program shall be consistent with the COMMISSION'S adopted first opportunity hiring program and shall offer employment opportunities to the target area as defined by the COMMISSION. CONTRACTOR'S program shall be approved by COMMISSION'S General Manager.

SCOPE OF WORK

This scope of services outlines tasks, the proposed time schedule and budget requirements for a continuation of long-range national, international and minority marketing activities for the Oregon Convention Center by CONTRACTOR for the twelve-month period from July 1, 1996, to June 30, 1997. The project will be conducted by the CONTRACTOR under the direction of the CONTRACTOR'S Executive Director.

SERVICES/PRODUCTS PROVIDED:

CONTRACTOR will provide the following services and/or projects:

1. Direct Sales

These services constitute all CONTRACTOR'S direct, person-to-person sales work required to obtain commitments for future use of the Oregon Convention Center for conventions and trade shows. CONTRACTOR will also pursue sales work aimed at booking smaller groups that may not utilize the OCC, but that will generate room tax revenues for COMMISSION'S use in operating the OCC. Included are telephone calls and correspondence by sales staff with approximately 3,100 organizations known to need convention center facilities. The work also involves attendance and exhibits at trade shows where these potential clients gather in large numbers. Also included are familiarization visits, bringing prospects to Portland either in groups or individually.

CONTRACTOR'S direct sales program is led by the director of sales and supported by five national sales managers, one regional sales manager and an east coast sales manager located in Washington, D.C. The Washington, D.C. sales office budgeted at \$154,505.

Substantial direction and participation in sales work is provided by the Executive Director.

Budgeted Expenses:	Salaries and Benefits	\$631,590
	Sales Programs	\$154,505
	Materials/Services	<u>\$134,569</u>
		<u>\$920,664</u>

2. Marketing and Advertising

Spending in this area includes design and placement of advertising, direct mail pieces and collateral pieces to reach the total market of potential Convention Center users. Of the approximately 3,100 meetings and trade shows held annually in the U.S. requiring convention center facilities, the CONTRACTOR shall develop and implement an advertising campaign that is carefully targeted to a select few major national trade publications read by most of this market.

Supporting the advertising, the CONTRACTOR shall conduct a direct mail campaign, at least two times a year, targeting approximately 600 most promising potential clients. CONTRACTOR shall develop, coordinate and manage two familiarization tours/trips which bring decision-making meeting planners to Portland for first hand experience of the Portland destination product.

Included in this category is the reprinting of collateral pieces as required.

CONTRACTOR shall conduct market research as needed to assess the effectiveness of the advertising and sales effort with a written report to the COMMISSION on a quarterly basis. Baseline data gathered will provide a point of comparison for measuring the success of convention center marketing strategies over time.

Budgeted Expenses: Materials and Services \$301,445

3. Public Relations

This category supports convention sales and promotion by leveraging non-paid editorial and media coverage of the Portland region as a convention destination. CONTRACTOR will produce news and feature articles describing and promoting the convention center in national trade and consumer publications. Locally, it will create public awareness of convention center successes—important bookings, construction milestones, grand opening activities, etc. On the local level, public relations activities will be coordinated with those of the Commission staff and Metro public affairs staff.

Budgeted Expenses:	Salaries and Benefits	\$ 18,755
	Materials/Services	<u>\$ 5,190</u>
		\$ 23,945

4. Convention Services

The convention services program takes over after the sales have been made to assist convention organizers with hotel reservations, transportation, conference programming, registration, spousal programs and tour packages, and off-property meal functions. A favorable impression is essential to develop Portland's reputation as a convention city and to attract repeat business.

In this fiscal year, the CONTRACTOR will direct a large percentage of its efforts to the conventions that have booked the Convention Center for 1997 and 1998. This work will include developing of housing programs, conducting on-site inspections, negotiating contracts with hotels, and participating on local host committees.

Budgeted Expenses:	Salaries and Benefits	\$103,000
	Materials/Services	<u>\$ 45,012</u>
		\$148,012

COMPENSATION

1. The COMMISSION shall pay CONTRACTOR up to the maximum of \$1,380,500 for CONTRACTOR'S actual and reasonable cost in performing this Agreement according to the following provisions.
2. CONTRACTOR'S budget for the performance of services under this Agreement is \$1,380,500. The budget breakdown for major project elements is shown below:

Direct Sales	\$ 920,664
Marketing and Advertising	\$ 301,455
Public Relations	\$ 23,945
Convention Services	<u>\$ 148,012</u>
	\$1,394,066

Breakdown by major type of expenditure is:

Salaries and Benefits	\$ 766,390
Materials/Services	<u>\$ 627,676</u>

3. Payment will be on a quarterly basis as an advance on anticipated expenditures over the coming three months. CONTRACTOR shall submit invoicing as follows:

On the 20th of each month beginning a calendar quarter, the CONTRACTOR shall submit and invoice accompanied by financial statements and a short report summarizing progress. The invoice shall:

- a. Summarize and document actual and reasonable costs incurred by major element identified under this Agreement as of the most recent accounting period.
 - b. Summarize all past payments made to CONTRACTOR under this Agreement.
 - c. Calculate the difference between past payments and actual expenses under this Agreement.
 - d. Estimate the costs to be incurred under this Agreement during the succeeding quarter, broken down by major project elements. (The invoice in advance of the first quarter's activities will contain this information only.)
 - e. Calculate a total due from the COMMISSION as the difference of [c] and [d] as described above.
4. CONTRACTOR shall maintain records which comply with generally accepted accounting practices to support all estimated billings and subsequent spending. CONTRACTOR shall maintain records documenting actual time spent on Oregon Convention Center work.
 5. Expenditures shall be documented as appropriate, such as by itemized invoices from advertising agencies, printers and market research firms. All expenditures made by CONTRACTOR pursuant to this Agreement shall be reasonable under the circumstances.
 6. Billings for staff services shall display the hours charged by CONTRACTOR at an hourly rate, including benefits and overhead, not to exceed:

Executive Director	\$85.00
Director of Sales	\$45.00
Sales Manager	\$40.00
Convention Services Mgr.	\$31.00
Public Relations Manager	\$26.50
Records/Research	\$15.00

7. CONTRACTOR will invoice the COMMISSION only for expenditures related to marketing and servicing conventions that utilize the Oregon Convention Center and conventions that may not utilize the Oregon Convention Center, but that will generate rooms tax revenues for COMMISSION'S use in operating the OCC. In the case of expenditures benefiting also other purposes, CONTRACTOR will bill

the COMMISSION in proportion to the benefit of the expenditure to the Oregon Convention Center.

8. The cost of rent and operating costs for the Washington, D.C. office shall be eligible for reimbursement at actual costs. No overhead will be applied.
9. The COMMISSION shall pay all approved invoices within 30 days of receipt.

SUBCONTRACTED WORK

When any subcontractors are retained to be used in the performance of this Agreement, CONTRACTOR agrees to make a good faith effort subcontract with disadvantaged businesses women-owned businesses. CONTRACTOR shall comply with all relevant provisions of the COMMISSION'S approved Purchasing Guidelines.

REVIEWS

CONTRACTOR will report as outlined in Paragraph 5, under "Contractor Agrees" of Marketing Services Agreement, to the COMMISSION with respect to progress on the tasks outlined above including quarterly sales reports, budget reports and DBE/WBE participation. CONTRACTOR will meet with the COMMISSION staff as requested in order to review draft materials and plans to preview all advertising, collateral and direct mail materials prior to their public release.

COORDINATION AND COMMUNICATION

The CONTRACTOR will closely coordinate activities under this Agreement with the COMMISSION staff, particularly the Convention Center marketing staff and OCC Director. Coordination will be achieved by such means as:

- regular sales meetings
- coordination with sales staff to follow up leads
- coordination of bookings
- marketing meetings at key points in development of advertising and collateral materials
- coordination of sales efforts at national conventions and trade shows
- other communication as needed
- coordination of computerization, both at the Convention Center and CONTRACTOR'S office, as well as the sharing of information as a result of the computer linkage.

It is also necessary that the CONTRACTOR work very closely with OCVSN to create a unified seamless approach to marketing of the Portland product to the CONTRACTOR's targeted groups. The job is to promote Portland to all groups who fit the profile without giving competing or confusing messages or information to perspective customers.

VISITOR INFORMATION CENTER

Objectives of Visitors Information Center -OCC

The objectives of operating a Visitors Information Center (VIC) at the Oregon Convention Center (OCC) are:

- To provide convention delegates and others attending functions at the OCC with information on local, regional and statewide attractions, activities, resorts, lodging, restaurants, etc., and to encourage these visitors to extend their visit in Oregon and/or to make a return trip.
- To provide an attractive space that informs and educates visitors about what to see and do in the city, in the region and in the State through brochure racks and displays in a way that is functional both when the Center is staffed and is not staffed.
- To provide OCC facility information and to serve as a gathering area for OCC facility tours for the general public (OCC Public Tour Program).

VIC-OCC Administration and Management

The VIC-OCC programming and operations will be administered by COMMISSION through the OCC Sales/Marketing Department. The Public Tour Program schedule and timing will be directly coordinated with OCC management. The VIC will be networked into the State Welcome Center Program through training, brochure procurement and overall information coordination through CONTRACTOR'S Visitors Information System.

VIC-OCC Staffing

Staffing will include one part time supervisor provided by Center's operation and part-time volunteers for weekend and event coverage (see hours of operation). Paid staff and volunteers will both serve in the VIC as well as provide scheduled facility tours for the public. Such cross-training provides job enrichment generally not available at other visitor centers or in other tour programs.

VIC-OCC Staff Training

CONTRACTOR will be responsible for staff and volunteer information training, visitor servicing and visitor services training. CONTRACTOR will coordinate with OCC staff and volunteers to schedule this training at a minimum of twice each year.

Collateral Materials

CONTRACTOR will be responsible for securing and inventorying all collateral material including continuous loop videos. CONTRACTOR will follow the State tourism Division's "Guidelines for Tourism Brochure Distribution at State Welcome Center". Brochure updating and stocking will be CONTRACTOR'S responsibility.

Hours of Operations

It is recommended that staffing needs be closely monitored and remain somewhat flexible with annual evaluations. It may be desirable to have the Center staffed only when the facility is in use and during weekends. Following is a suggested staffing schedule:

8:30 am to 5:00 p.m., Monday - Friday
Weekends when facility in use

Funding

Funding for the VIC-OCC will be the responsibility of the COMMISSION. CONTRACTOR will provide training support and all collateral materials relating to the visitor industry and information.

Review

Both COMMISSION and CONTRACTOR management may review this portion of the Agreement at any time, and upon concurrence by both parties duly acknowledged in writing, make changes and/or adjustments as are deemed necessary.

Staff Report

CONSIDERATION OF RESOLUTION NO. 96-2364 FOR THE PURPOSE OF AUTHORIZING AN EXEMPTION TO METRO CODE CHAPTER 204.041[c] COMPETITIVE BIDDING PROCEDURES, AND AUTHORIZING A SOLE SOURCE CONTRACT WITH THE PORTLAND OREGON VISITORS ASSOCIATION FOR NATIONAL MARKETING SERVICES FOR THE OREGON CONVENTION CENTER.

Date: July 11, 1996

Presented By: Jeffrey A. Blosser

Factual Background and Information: Portland Oregon Visitors Association has provided services for the Oregon Convention Center marketing efforts since 1988. These contract requirements have been through RFP processes and a RFQ process to determine if any other agency/firm could provide such national convention marketing and sales expertise and skills. There has been no other group or entity who has been qualified or bid on this type of very specialized service. With all of this in mind, staff is convinced that no other agency or company can provide the necessary service in terms of marketing sales contacts with potential clients, relationships with hotels and the hospitality industry, as well as convention services support for groups already booked. The City of Portland has also supported this agency on a sole-source basis to provide all necessary marketing and sales services for tourism and convention business in Portland.

On June 12, 1996, the Metropolitan Exposition Recreation Commission adopted MERC Resolution No. 96-36, directing staff to seek, from the Metro Council, an exemption from competitive bidding procedures pursuant to Metro Code Section 2.04.060[c] and authorizing a sole source contract with the Portland Oregon Visitors Association for a national marketing services for the Oregon Convention Center.

Fiscal Impact:

1996-1997 - \$1,380,000

1997-1998 and 1998-99 - these years to be approved by the MERC Commission in their budget process.

Proposed Action: Staff recommends adoption by the Metro Council of Resolution No. 096-2364 authorizing an exemption from competitive bidding procedures and authorizing a sole source contract with the Portland Oregon Visitors Association, (POVA), wherein POVA will provide national sales and marketing of the Oregon Convention Center for the Metropolitan Exposition Recreation Commission.

METROPOLITAN EXPOSITION-RECREATION COMMISSION**RESOLUTION NO. 96- 36**

Directing staff to seek an exemption from competitive bidding requirements from the Metro Council, acting as MERC's Public Contract Review Board, pursuant to Metro Code Section 2.04.060(a), as a sole source contract for marketing services with the Portland Oregon Visitors Association (POVA), wherein POVA will provide national marketing of the Oregon Convention Center for the Metropolitan Exposition-Recreation Commission for the period of July 1, 1996 through June 30, 1999; and, contingent upon that exemption, authorizing MERC General Manager to negotiate and execute such a Marketing Services Agreement with POVA.

The Metropolitan Exposition-Recreation Commission finds:

1. That in August of 1987, the Metro Council approved as a sole source, a contract with the Portland Oregon Visitors Association. Pursuant to the Metro contract rules and procedures, this contract once approved as a sole source could be extended or amended for a period of up to three years without the need for any competitive procurement process.
2. That the MERC extended POVA's contract from July 1, 1988, through June 30, 1989, which was the second year of the sole source contract. In addition, the Commission's FY 1989-90 budget, passed on Feb. 14, 1989 by Resolution No. 22, allocating funds to POVA through June 30, 1990 to continue POVA's national marketing program attracting major meetings and trade shows to the Oregon Convention Center.
3. That on April 11, 1989, the Commission recommended an extension exemption be granted by Metro Council for the POVA FY 1989-90 contract. On April 27, 1989, Metro Council exempted the FY 1989-90 contract with POVA from the competitive procurement noted in the Metro Code and on June 13, 1989, MERC approved Resolution No. 29 authorizing execution of a Marketing Services Agreement with POVA for the period July 1, 1989 through June 30, 1990.
4. In November of 1989, MERC staff went through the lengthy process of soliciting services for promoting the Oregon Convention Center to the national market. Only one organization, POVA, submitted a qualified response to the RFQ.

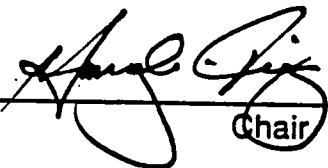
5. In June 1990, MERC approved Resolution No. 70 authorizing the execution of a three year POVA Marketing Services Agreement commencing July 1, 1990 through June 30, 1993. On June 29, 1993 the Commission approved Resolution No. 335, approving a three month extension for POVA contract

6. That the MERC Commission approved Resolution 93-25 on December 8, 1993 authorizing execution of a Marketing Services Agreement with POVA for national marketing of the Oregon Convention Center for a period beginning July 1, 1993 through June 30, 1996. The current Marketing Services Agreement with the Portland Oregon Visitors Association, approved by MERC Commission Resolution No. 93-25, will expire June 30, 1996. POVA's performance has met or exceeded contractual obligations and has provided a level of service necessary to attract convention business to Portland.

7. POVA is the only qualified provider for national marketing and sales programs for the Oregon Convention Center and has performed exceptionally as marked by the consistent and continued success of the Oregon Convention Center and the economic impact on the entire region.

BE IT THEREFORE RESOLVED that the Metropolitan Exposition Recreation Commission directs MERC staff to seek an exemption from competitive bidding requirements from the Metro Council, acting as MERC's Public Contract Review Board, pursuant to Metro Code Section 2.04.060(a), as a sole source contract for marketing services with the Portland Oregon Visitors Association (POVA), wherein POVA will provide national marketing of the Oregon Convention Center for the Metropolitan Exposition-Recreation Commission for the period of July 1, 1996 through June 30, 1999; and, contingent upon that exemption; authorizes the MERC General Manager to negotiate and execute such Marketing Services Agreement with POVA.


Passed by the Commission on June 12, 1996.



Chair

APPROVED AS TO FORM:
Daniel B. Cooper, General Counsel


By: Mark B. Williams,
Senior Assistant Counsel



Secretary/Treasurer

Agenda Item Number 7.5

Resolution No. 2365, For the Purpose of Authorizing an Exemption to Competitive Bidding Procedures Pursuant to Metro Code 2.04.041(c) and Authorizing a Sole Source Contract with the Oregon Convention and Visitor Services Network (OCVSN), For Ethnic Minority Marketing Services at the Oregon Convention Center for the Metropolitan Exposition Recreation Commission.

**Metro Council Meeting
Thursday, July 11, 1996
2:00 PM - Council Chamber**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AUTHORIZING)
AN EXEMPTION TO COMPETITIVE BIDDING)
PROCEDURES PURSUANT TO METRO) Resolution No. 96-2365
CODE 2.04.041[c] AND AUTHORIZING A)
SOLE SOURCE CONTRACT WITH THE)
OREGON CONVENTION AND VISITOR) Introduced By:
SERVICES NETWORK (OCVSN), FOR) Ed Washington, Councilor
ETHNIC MINORITY MARKETING SERVICES)
AT THE OREGON CONVENTION CENTER)
FOR THE METROPOLITAN EXPOSITION)
RECREATION COMMISSION.)

WHEREAS, in the past, the Metropolitan Exposition Recreation Commission found the advertising and promotion efforts inadequate to effectively market the Oregon Convention Center to minority/ethnic groups; and

WHEREAS, the Metropolitan Exposition Recreation Commission appointed a Minority/Ethnic Marketing Task Force as well as authorized a request to solicit proposals for minority/ethnic marketing services for the Oregon Convention Center; and

WHEREAS, the Minority/Ethnic Marketing Task Force reviewed and interviewed the firms submitting proposals and formulated a recommendation to the MERC Commission based on the only qualified response - The Oregon Convention and Visitor Services Network, Inc and MERC Resolution No. 93-20 was passed selecting OCVSN as the approved Minority Marketing Contractor for the Oregon Convention Center; and

WHEREAS, the Oregon Convention & Visitor Services Network, Inc., has been and continues to be the only qualified provider for minority ethnic marketing programs and has made tremendous ethnic/minority marketing impact for the Oregon Convention Center and the region and there are no other qualified firms who can provide the necessary specialized marketing services required for the Center.

WHEREAS, the OCVSN's current minority marketing contract with MERC will expire June 30, 1996.

WHEREAS, the Oregon Convention & Visitor Services Network, Inc. contract for minority ethnic marketing services for the Oregon Convention Center was entered into through a competitive process consistent with ORS 279.005 and ORS 279.007.

WHEREAS, the approval of this exemption will not encourage favoritism or have the affect of substantially diminishing competition for public contracts, and this exemption will result in cost savings to the public as well as the potential for increased economic regional impact; now, therefore,

BE IT RESOLVED, THAT

The Metro Council hereby exempts the attached contract (Exhibit "A" hereto) with the Oregon Convention & Visitor Services Network from the Metro Code 2.04.060[c] because the Council finds that the Oregon Convention & Visitor Services Network to be the sole provider of the required services.

ADOPTED by Metro Council on this _____ day of July, 1996.

Jon Kvistad
Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

Marketing Services Agreement

THIS AGREEMENT dated this _____ day of July, 1996, is between the METROPOLITAN EXPOSITION-RECREATION COMMISSION (hereinafter referred to as "COMMISSION") and the OREGON CONVENTION AND VISITOR SERVICES NETWORK (hereinafter referred to as "CONTRACTOR") for the period of July 1, 1996 to June 30, 1999.

Definitions

1. "**Contractor**" shall mean the Oregon Convention and Visitor Services Network, Inc. and staff.
2. "**Commission/MERC**" shall mean the Metropolitan Exposition-Recreation Commission which is the appointed authority that operates the Oregon Convention Center, for its Designee(s).
3. "**Metro**" shall mean the governmental agency which owns the Oregon Convention Center.
4. "**OCC**" shall mean the Oregon Convention Center and appropriate staff including the Director and Marketing Department.
5. "**POVA**" shall mean the Portland Oregon Visitors Association who is contracted by the Oregon Convention Center as its "Prime Contractor" for international and national sales and marketing of the Oregon Convention Center.
6. "**Scope of Work**" shall mean the actual functions and duties that the Contractor shall perform in fulfilling the intent of this Marketing Agreement.
7. "**Work Plan Goals**" shall mean goals to be achieved in conjunction with fulfilling the Scope of Work objectives. These are expectations of this Agreement to which MERC expects to be completed on time and as outlined.
8. "**The Book**" shall mean the actual and physical placement of events to-date on the OCC calendar as well as the management of scheduling and booking of the facility's space.
9. "**Facility**" shall mean the Oregon Convention Center proper.

10. **"Metro Regional Facilities Committee"** shall mean the committee of the Metro Council appointed to address issues of the Metropolitan Exposition-Recreation Commission.
11. **"City of Portland"** shall mean the government agency which contracts with Portland Oregon Visitors Association to attract convention and tourism business to the region.

WITNESSETH:

CONTRACTOR AGREES:

1. For the period July 1, 1996 to June 30, 1999, to perform the services and deliver to the COMMISSION the materials described in the Scope of Work and Work Plan Goals attached hereto; for subsequent fiscal years the Scope of Work and Work Plan Goals shall be modified as provided for herein;
2. To provide all services and materials in a competent and professional manner in accordance with the Scope of Work and established Work Plan Goals.
3. To comply with all applicable provisions of ORS Chapters 187 and 279, and all other terms and conditions necessary to be inserted into public contracts in the State of Oregon, as if such provisions were a part of this Agreement.
4. To maintain records relating to the Scope of Work and Work Plan Goals on a generally recognized accounting basis and to make said records available to the COMMISSION at mutually convenient times;
5. To present to the COMMISSION quarterly and year-end financial statements and progress reports on CONTRACTOR's budget, sales activities and work plan goals as described in this Agreement. An independent audit will be presented to the COMMISSION upon its completion each year for activities conducted during each fiscal year. If COMMISSION requests a certified audit of contract's activities, such expense will be borne by the COMMISSION.
6. To defend, indemnify and hold the COMMISSION, Metro and their officers, agents and employees harmless from any and all claims, demands, damages, actions, losses, and expenses, including attorney's fees, arising out of or in any way connected with its performance of this Agreement; and
7. To comply with any "Contract Provisions" attached hereto as so labeled.

8. That all materials created during the term of this Agreement will be the property of the COMMISSION. All such material may be shared with the hospitality industry as deemed necessary by Commission staff, and any information used by COMMISSION to attract or service conventions is for the benefit of increasing the minority ethnic convention business for the Portland Metropolitan region. No copyrighted material shall be produced with funds allocated by this Agreement without the express written permission of Commission or its designee. Any materials produced for the benefit of Portland which are produced under this Agreement, which are totally funded by outside resources other than from COMMISSION, shall become copyrighted by contributing parties.

THE COMMISSION AGREES:

1. For the period July 1, 1996 to June 30, 1997, to pay CONTRACTOR for services performed and materials delivered in the maximum sum of Two Hundred Twenty Five Thousand and No/100ths Dollars (\$225,000.00) and in the manner and at the time designated in the Agreement as follows: July 1, 1997 to June 30, 1998 - \$250,000.00 and for July 1, 1998 to July 1, 1999 - \$250,000.00.

2. To exclusively maintain the bookings schedule, "The Book" for the Oregon Convention Center events for the efficient management and operation of the OCC facility and to assure that the policies established by the COMMISSION are adhered to and maintained, while allowing CONTRACTOR authority to review marketing and service potential and booked clients in concert with OCC marketing efforts.

BOTH PARTIES AGREE:

1. The term of this Agreement shall be for the period commencing July 1, 1996 through June 30, 1999.

2. That the COMMISSION may terminate this Agreement, without cause, upon giving CONTRACTOR ninety (90) days written notice without waiving any claims or remedies it may have against CONTRACTOR.

3. In the event that the COMMISSION terminates the Agreement, CONTRACTOR shall be paid for all services performed prior to the date of such termination. This includes, but is not limited to, advertising, labor, contracted services and any other obligations associated with execution of terms of this Agreement at the time as the Agreement is terminated. COMMISSION shall also negotiate in good faith to settle any other contractual obligations which the CONTRACTOR has entered into for the benefit of this Agreement and such remedies of settlement shall be made within ninety (90) days of any termination.

4. That, in the event of litigation concerning the Agreement, the prevailing party shall be entitled to reasonable attorney's fees and court costs, including fees and costs on appeal to an appellate court. In the event that a party employs in-house Counsel, or, if Commission uses the services of Counsel provided by Metro, such a party, if prevailing, shall be entitled to the full reasonable market value of its attorney's services.

5. That the services of contractor are unique, and that therefore CONTRACTOR may not, under any condition, assign or transfer this Agreement or any without the express written permission of COMMISSION. Subject to the foregoing, this Agreement shall be binding on each party, its successors, assigns and legal representatives.

6. That the COMMISSION may, at its discretion, assign or transfer this Agreement to POVA with all provisions of funding to remain intact. All reference to management of the contract would transfer or be assigned to POVA. Such assignment or transfer requires a ninety (90) day written notice to CONTRACTOR. If such assignment or transfer is made to POVA, such shall include all financial obligations and contracts already executed prior to said transfer or assignment and POVA or other assignee shall honor such obligations as it relates to the Minority Marketing project.

7. That this Agreement may be amended only by the written agreement of both parties.

8. That this is the entire Agreement between the parties, and supersedes any and all prior oral or written agreements, discussions or representations.

9. That, in the event of a dispute or disagreement concerning COMMISSION, policies, practices, or marketing needs, the decision of the COMMISSION shall be final and binding on the parties.

TERMS OF THE AGREEMENT:

The term of this Agreement shall be for three (3) years, commencing July 1, 1996 through June 30, 1999, with two (2) three-year options available at the sole discretion of the COMMISSION.

**OREGON CONVENTION AND VISITOR
SERVICES NETWORK**

**THE METROPOLITAN EXPOSITION
RECREATION COMMISSION**

By: _____
President/CEO

By: _____
General Manger

Date: _____

Date: _____

**APPROVED AS TO FORM
Daniel B. Cooper, General Counsel**

By: _____
Mark B. Williams, Sr. Assistant Counsel

CONTRACT PROVISIONS

1. Determination of Scope of Work and Work Plan Goals for Fiscal Year 1996-97. Any subsequent years as may be extended through the provisions of this Agreement.

A. By November 1 of each year, CONTRACTOR shall provide COMMISSION's General Manager, or his designee, with preliminary estimates of the budget, Scope of Work and Work Plan Goals for the subsequent fiscal year.

B. Thereafter, CONTRACTOR and COMMISSION Shall negotiate in good faith to develop a Scope of Work, Work Plan Goals and budget with a goal of approving a final Scope of Work, Work Plan Goals and budget for each successive contract year to accommodate the November 1 deadline.

C. The Scope of Work for Fiscal Year 1996-97 shall be as adopted by the COMMISSION in its annual budget process subject to formal approval and adoption of the COMMISSION's budget process subject to formal approval and adoption of the COMMISSION's budget and as agreed to by CONTRACTOR. Failure of the COMMISSION to adopt a budget or approve a Scope of Work and Work Plan Goals agreed to by CONTRACTOR for a subsequent fiscal year shall cause this Agreement to terminate at the end of the current fiscal year.

2. First Opportunity Program

To the maximum extent possible, CONTRACTOR shall provide a first opportunity hiring program for all positions funded pursuant to this contract. The program shall be consistent with the COMMISSION's adopted first opportunity hiring program and shall offer employment opportunities to the target area as defined by the COMMISSION. CONTRACTOR's program shall be approved by COMMISSION's General Manager, or his designee.

COMPENSATION:

1. The COMMISSION shall pay CONTRACTOR up to the maximum of \$225,000 for CONTRACTOR's actual and reasonable cost in performing this Agreement, for the July 1, 1996-June 30, 1999 period, according to the following provisions.

2. CONTRACTOR's budget for the performance of services under this Agreement is \$225,000. The budget breakdown for major project elements is as follows:

STAFFING (includes fringe benefits)		
Project Director/Manager	\$ 60,000	
Mktg. and Admin. Assistant	\$ 26,400	
Clerical and Research Contractor	<u>\$ 14,400</u>	
		\$100,800

ADMINISTRATIVE EXPENSES

Communications		
(phones, fax, pagers, cellular, etc.)	\$ 6,500	
Facilities \$1,100 per month	\$ 13,200	
Office Expenses	\$ 7,500	
Postage (UPS, FEDEX, Postage, Permits, Box Rent, Bulk Rate, Business Reply Permit Fees, Etc.)		
Printing, Supplies, Start Up Costs		
Legal	\$ 3,000	
Accounting	\$ 1,000	
Insurance and Licenses	\$ 2,500	
Misc.	<u>\$ 500</u>	
		\$ 34,200

PROMOTIONAL EXPENSES

Subscriptions and Dues	\$ 1,500	
Associations and Memberships	\$ 3,500	
Hospitality Expenses	\$ 10,000	
Professional Services	\$ 25,000	
Travel Expenses	\$ 15,000	
Advertising & Promotion Expenses	<u>\$ 35,000</u>	
		\$ 90,000
	Total	\$225,000

3. Payment will be on a quarterly basis as an advance on anticipated expenditures over the coming three months. CONTRACTOR shall submit invoicing as follows:

On the 15th of each month beginning a calendar quarter, the CONTRACTOR shall submit and invoice accompanied by financial statements and a short report summarizing progress. The invoice shall:

- a. Summarize and document actual and reasonable costs incurred by major element identified under this Agreement as of the most recent accounting period.
- b. Summarize all past payments made to CONTRACTOR under this Agreement.
- c. Calculate the difference between past payments and actual expenses under this Agreement.
- d. Estimate the costs to be incurred under this Agreement during the succeeding quarter, broken down by major project elements. (The invoice in advance of the first quarter's activities will contain this information only.)
- e. Calculate a total due from the COMMISSION as the difference of (c) and (d) as described above.

4. CONTRACTOR shall maintain records which comply with generally accepted accounting practices to support all estimated billings and subsequent spending. CONTRACTOR shall maintain records documenting actual time spent on marketing the Oregon Convention Center and the Portland metropolitan region.

5. Expenditures shall be documented as appropriate, such as by itemized invoices from advertising agencies, printers and market research firms. All expenditures made by CONTRACTOR pursuant to this Agreement shall be reasonable under the circumstances.

6. Billings for staff services shall display the hours charged by CONTRACTOR at an hourly rate, including benefits, not to exceed:

Project Director/Manager	\$70.00 per hour
Sales and Admin. Assistant	\$50.00 per hour
Clerical and Research Contractor	\$20.00 per hour

7. CONTRACTOR will invoice the COMMISSION only for expenditures related to minority/ethnic marketing of the Oregon Convention Center and other facilities benefiting the region as agreed to in the Scope of Work and Work Plan Goals.

8. CONTRACTOR may include, in costs billed for staff services, reasonable and necessary overhead. CONTRACTOR's overhead allocation plan is show in Budget.

9. At the conclusion of the contract period, actual overhead shall be calculated based on actual expenses, and the COMMISSION shall pay or be rebated the difference between estimated overhead allocated to this Agreement and actual overhead allocated to this Agreement, providing that in no event shall the maximum sum due from the COMMISSION pursuant to this Agreement be extended.

10. The COMMISSION shall pay all approved invoices within 30 days of receipt.

REVIEWS

CONTRACTOR will report as outlined in Paragraph 5, under "Contractor Agrees" of Marketing Services Agreement, to the COMMISSION, with respect to progress on the tasks outlined above including quarterly reports, budget reports, and First Opportunity participation. CONTRACTOR will meet with the COMMISSION staff as requested in order to review draft materials and plans and to review all advertising, collateral and direct mail materials prior to their public release.

COORDINATION AND COMMUNICATION

The CONTRACTOR will closely coordinate activities under this Agreement with the COMMISSION staff, particularly the Convention Center Marketing Staff and OCC Director. Coordination will be achieved by such means as:

- Regular sales meetings
- Coordination with sales staff to follow up leads
- Coordination of marketing plan
- Marketing meetings at key points in development of advertising and collateral materials
- Coordination of sales efforts at national conventions and trade shows
- Other communication as needed
- Coordination of computerization, both at the Convention Center and CONTRACTOR's office, as well as the sharing of information as a result of the computer linkage

- Coordination of familiarization trip
- Coordination and review of printed marketing/sales materials to be distributed promoting Portland and OCC as a destination
- Servicing needs and materials

It is also necessary that the CONTRACTOR work very closely with POVA to create a unified seamless approach to marketing of the Portland product to the CONTRACTOR'S targeted groups. The job is to promote Portland to all groups who fit the profile without giving competing or confusing messages or information to perspective customers.

WORK PLAN GOALS

For Marketing Agreement Period:

- By the dates outlined in the Scope of Work, submit accomplished projects to COMMISSION staff.
- Establish by August of each year, travel schedule, budget and justification for attendance to each event or show. It is herein acknowledged and understood that such travel schedule may be changed due to last minute appointments or matters of urgency.
- Submit quarterly, all expenses with backup and itemized justification for each expenditure.
- By August 1996, have a very detailed advertising and market placement schedule as it relates to the minority/ethnic business with justifications, market potential and necessary budget. All future years' schedules shall be submitted by June 1.
- By August 1996, have a list of at least 20 potential clients who could be identified as legitimate business for OCC and the Portland area.
- By September 1996, outline for Commission approval, a detailed approach as to how the cooperative effort of coordinating referrals, leads, information and sales efforts with POVA and OCVSN will be completed.
- Meet with OCC staff quarterly, starting in July, to discuss project progress and goals in addition to meetings outlined in this Agreement.
- Make two presentations to MERC Commission on accomplishments and progress of projects. Make two presentations to POVA Board on progress of Agreement. Dates to be determined mutually by COMMISSION, POVA and CONTRACTOR.

SCOPE OF WORK

This scope of services outlines tasks, the proposed and budget requirements for a very effective national and regional minority/ethnic marketing program for attracting minority and ethnic convention business to the Portland area and, more specific, the Oregon Convention Center, by the CONTRACTOR. The period for this Agreement is July 1, 1996 - June 30, 1999 and all work for this project will be conducted by the CONTRACTOR under the direction of the CONTRACTOR's President/CEO/Project Director.

SERVICES / PRODUCTS PROVIDED:

- 1. "Continue to encourage and develop strong relationships with the ethnic/minority business and the broader community by creating a resource base."**

CONTRACTOR currently enjoys an excellent relationship with the ethnic minority business and within the hospitality community. To broaden relationships and encourage community advice, support and help, CONTRACTOR will help establish an Minority/Ethnic Convention Advisory Committee. Eleven members will be selected by the City of Portland, POVA, OCC and the CONTRACTOR comprised of individuals representing the broader community business and minority residents including, but not limited to African American, Hispanic, Asian Americans and other minority or ethnic groups. The purpose of this Advisory Committee is to objectively evaluate program content, success of work plan effort as well as increase involvement, membership participation of local, regional and state-wide ethnic and minority organizations, churches, fraternal groups and other activities to continue generating exposure and positive awareness that the minority businesses have or the Oregon Convention Center and the surrounding community. Membership appointments to the Minority Convention and Tourism Advisory Committee will be shared as follows:

POVA - 3 appointments

OCVSN- 3 appointments

OCVSN/POVA/OCC/City of Portland - 5 appointments

Meetings will be on a quarterly basis and attendance is necessary by all members so prescribed duties can be performed. Each member will be selected for a one year term.

2. "Upgrade and maintain the ethnic/minority resource directory."

A very effective directory has been developed to provide a valuable resource of minority businesses and organizations that may be of particular interest to ethnic and minority visitors and meeting planners. CONTRACTOR will update and maintain/expand this directory throughout this Agreement.

3. "Maintain, update and manage a data base of potential ethnic, multi-cultural and minority convention and meeting planners throughout the country to promote Portland."

Data base creation will provide key information about the organizations, conventions, meeting planners, throughout the country who have the potential of meeting in Portland. Information should provide the following: contact, name, address, phone number, group size and meeting needs and any other pertinent sales criteria. The establishment of this profile will also include convention size, room night needs and pick up history, special needs, previous location, selection criteria, time group meets, etc.

4. "Create, develop, budget advertising and promotional materials which will market Portland, attract conventions and influence ethnic/minority convention planners."

CONTRACTOR is to select publications and advertising medias for placement, develop ad and marketing campaign within the prescribed and approved budget. Placement of advertising needs to coincide with budget preparation along with the justification of such ad placement for potential customer reach. Any other corresponding materials, brochures, videos and the like should also be developed by CONTRACTOR provided this development is approved by COMMISSION and within the budget and scope of the Agreement.

5. "Work in conjunction and cooperation with POVA in CONTRACTOR's sales and marketing efforts."

CONTRACTOR's primary effort is in the marketing and promotion of Portland as a convention destination for ethnic and minority groups. CONTRACTOR will work towards attracting all minority markets which fit the Portland infrastructure support with no restrictions as to size of group. It is also important that the CONTRACTOR utilize the expertise of POVA Sales and Service staff to secure the groups as the CONTRACTOR feels is needed. Such current expertise is already here and will supplement the marketing effort while minimizing the expense to sell and service potential clients. CONTRACTOR shall receive joint booking credit for other meetings, conventions, conferences or events which CONTRACTOR was instrumental in security for POVA, OCC or other local entity.

6. "Develop and produce the necessary collateral materials, including bid packets that would specifically influence and enhance ethnic minority groups."

CONTRACTOR to design, develop basic bid packages or enhance current bid packages with that will enunciate specialized materials, services and business opportunities for minority meeting planners. These could include brochures, business cards, direct response cards, custom presentation folders, labels, etc.

7. CONTRACTOR shall include recognition of POVA in selected advertising promotion/marketing and POVA shall closely coordinate any and all minority convention marketing advertising or community involvement efforts with CONTRACTOR. All approved funding for this Agreement, when approved by COMMISSION, shall remain free of any financial interference from any other marketing agencies.

8. CONTRACTOR shall participate, encourage, develop and promote diversity training and servicing as the budget shall allow. It is in the COMMISSION's interest to review their training items annually and shall work with the CONTRACTOR on establishing a training program if funds are allocated for such an effort.

Staff Report

CONSIDERATION OF RESOLUTION NO. 96-2365 FOR THE PURPOSE OF AUTHORIZING AN EXEMPTION TO METRO CODE CHAPTER 2.04.041[c], COMPETITIVE BIDDING PROCEDURES, AND AUTHORIZE A SOLE SOURCE CONTRACT WITH THE OREGON CONVENTION AND VISITOR SERVICES NETWORK, INC., FOR ETHNIC MINORITY MARKETING SERVICES FOR THE OREGON CONVENTION CENTER.

Date: July 11, 1996

Presented By: Jeffrey A. Blosser

Factual Background and Information: Three years ago, Metro/MERC decided that the ethnic minority marketing effort was not being adequately provided by POVA. Funds were budgeted and a RFP process was embarked on which resulted in the contracting of the Oregon Convention and Visitor Services Network, Inc.. This firm has provided very specialized minority marketing and sales to compliment the current national sales and marketing effort. This contract has established a presence for Portland in the lucrative minority/ethnic market and results are starting to come our way with the definite booking of six conventions for 1996-97 and several leads for 1997 and beyond.

Staff has been very pleased with the efforts of the contractor and believe that no other firm can provide the necessary specialized marketing sales relationship building and training necessary to keep this program on track. The Contractor has worked closely with POVA to blend and merge the efforts so that Portland is fully represented in the market.

On June 12, 1996, the Metropolitan Exposition Recreation Commission adopted MERC Resolution No. 96-37, directing staff to seek, from the Metro Council, an exemption from competitive bidding procedures pursuant to Metro Code Section 2.04.060[c] and authorize a sole source contract, with OCVSN, for ethnic minority marketing services for the Oregon Convention Center.

<u>Fiscal Impact:</u>	1996-97 - \$225,000	
	1997-98 - \$250,000	1998-99 - \$250,000

Proposed Action: Staff recommends adoption, by the Metro Council, of Resolution No. 96-2365 authorizing an exemption from competitive bidding procedures and authorizing a sole source contract with The Oregon Convention & Visitor Services Network, Inc. (OCVSN), wherein OCVSN will provide ethnic minority marketing of the Oregon Convention Center for the Metropolitan Exposition Recreation Commission.

METROPOLITAN EXPOSITION-RECREATION COMMISSION

RESOLUTION No. 96 - 37

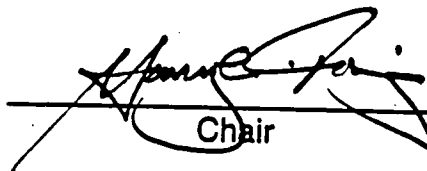
Directing staff to seek an exemption from competitive bidding requirements from the Metro Council, acting as MERC's Public Contract Review Board, pursuant to Metro Code Section 2.04.060(a), as a sole source contract for ethnic minority marketing services with Oregon Convention & Visitor Services Network, Inc. (OCVSN), wherein OCVSN will provide ethnic minority marketing of the Oregon Convention Center for the Metropolitan Exposition Recreation Commission for the period of July 1, 1996 through June 30, 1999; and contingent upon that exemption, authorizing MERC General Manager to negotiate and execute such a Marketing Services Agreement with OCVSN.

The Metropolitan Exposition-Recreation Commission finds:

1. That, at the time, the advertising and promotion efforts were not adequate to effectively market to minority/ethnic groups, the Commission approved Resolution 93-10 on September 13, 1993, authorizing a request to solicit proposals for a minority/ethnic advertising and promotion contract for the Oregon Convention Center.
2. The Commission appointed a Minority/Ethnic Marketing Task Force to review, interview and select, for recommendation to the Commission, the most responsive proposer.
3. That the Commission approved Resolution 93-20 on November 1, 1993, approving a Minority Marketing Agreement with Oregon Convention and Visitor Services Network, Inc. .
4. That Oregon Convention and Visitor Services Network is considered the only qualified provider for ethnic/minority marketing for the Oregon Convention Center and has made tremendous ethnic/minority marketing impact for the Oregon Convention Center and the region. There are no other qualified firms who can provide the necessary specialized marketing services.

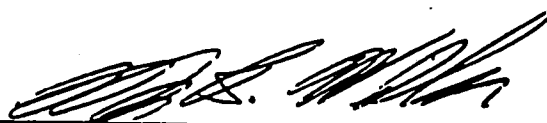
BE IT THEREFORE RESOLVED that the Metropolitan Exposition Recreation Commission directs staff to seek an exemption from the Metro Council, acting as MERC's Public Contract Review Board, pursuant to Metro Code Section 2.04.060(a), as a sole source contract for minority ethnic marketing services with Oregon Convention & Visitor Services Network, Inc. (OCVSN), wherein OCVSN will provide ethnic minority marketing of the Oregon Convention Center for the Metropolitan Exposition-Recreation Commission for the period of July 1, 1996 through June 30, 1999; and, contingent upon that exemption, authorizing MERC General Manager to negotiate and execute such a Marketing Services Agreement with OCVSN.

Passed by the Commission on June 12, 1996.


Chair


Secretary/Treasurer

APPROVED AS TO FORM:
Daniel B. Cooper, General Counsel


By: Mark B. Williams
Senior Assistant Counsel

Agenda Item Number 8.1

**Resolution No. 2357, For the Purpose of Approving a Refinement
Plan for the Multnomah Channel Target Area as Outlined in the
Open Space Implementation Work Plan.**

**Metro Council Meeting
Thursday, July 11, 1996
2:00 PM - Council Chamber**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING)	RESOLUTION NO. 96-2357
A REFINEMENT PLAN FOR THE)	
MULTNOMAH CHANNEL TARGET AREA)	Introduced by Mike Burton
AS OUTLINED IN THE OPEN SPACE)	Executive Officer
IMPLEMENTATION WORK PLAN)	

WHEREAS, in July 1992, Metro completed the Metropolitan Greenspaces Master Plan which identified a desired system of natural areas interconnected with greenways and trails; and

WHEREAS, at the election held on May 16, 1995, the electors of Metro approved Ballot Measure 26-26 which authorizes Metro to issue \$135.6 million in general obligation bonds to finance land acquisition and capital improvements pursuant to Metro's Open Spaces Program; and

WHEREAS, the Multnomah Channel was designated as a greenspace of regional significance in the Greenspaces Master Plan and identified as a regional target area in the Open Space, Parks and Streams Bond Measure; and

WHEREAS, in November 1995, the Metro Council adopted the Open Space Implementation Work Plan, which calls for a public "refinement" process whereby Metro adopts a Refinement Plan including objectives and a confidential tax-lot-specific map identifying priority properties for acquisition; and

WHEREAS, Resolution No. 95-2228 authorizes the Executive Officer to purchase property with accepted acquisition guidelines as outlined in the Open Space Implementation Work Plan, now therefore,

BE IT RESOLVED,

That the Metro Council adopts the Multnomah Channel Refinement Plan, consisting of objectives and a confidential tax-lot-specific map identifying priority properties for acquisition, authorizing the Executive Officer to begin the acquisition of property and property rights as detailed in the Open Space Implementation Work Plan adopted in November, 1995 and in Resolution No. 95-2228.

ADOPTED by Metro Council this _____ day of _____, 1996.

Jon Kvistad, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

Staff Report

CONSIDERATION OF RESOLUTION NO. 96-2357, FOR THE PURPOSE OF APPROVING A REFINEMENT PLAN FOR THE MULTNOMAH CHANNEL TARGET AREA AS OUTLINED IN THE OPEN SPACES IMPLEMENTATION WORK PLAN

Date: JUNE 19, 1996

**Presented by: Charles Ciecko
Jim Desmond**

PROPOSED ACTION

Resolution No. 96-2357 requests approval of a refinement plan and adoption of target area boundaries and objectives for the Multnomah Channel Target Area. These boundaries and objectives will be used to guide Metro in the implementation of the Open Space Bond Measure.

BACKGROUND AND ANALYSIS

The target area description in the Bond Measure Fact Sheet (authorized by Council Resolutions 95-2113, 94-2050, and 92-2029B) is as follows:

"Multnomah Channel. Acquire 500 acres along west bank of channel for wildlife habitat in Willamette Greenway."

In the 1992 Greenspaces Master Plan, the Multnomah Channel/Sauvie Island refinement area is described as follows:

"The Multnomah Channel/Sauvie Island complex is among the largest remnants of a once common system of braided channels, wetlands and riparian areas along the Willamette and Columbia rivers. While family farms and nurseries are the dominant uses on Sauvie Island, the combination of vegetative and wildlife communities make this one of the more biologically diverse areas in the region. Its location between the Columbia River and the Tualatin Mountains/West Hills geographic units increases its value for ecosystem connectivity."

TARGET AREA DESCRIPTION

The Multnomah Channel target area is located approximately four miles north of Portland city limits. It extends from the south tip of Sauvie Island, north six miles to Rocky Point, a geographical landmark on the mainland. The original target area description in the bond measure fact sheet limited the area to the west bank of the channel. It is now apparent that it is important to also protect the land on the east side of the channel. Therefore, the target area includes land on both sides of the Multnomah Channel as well as the Tualatin Mountains watersheds west of Highway 30 which drain to the Multnomah Channel.

Approximately 400 acres of the target area is already in public ownership. This area, known as Burlington Bottoms, was purchased by the Bonneville Power Administration (BPA) as a mitigation project.

Multnomah Channel is a narrow channel of the Willamette River which flows on the west side of Sauvie Island to the Columbia River. All migrating salmon use the channel to enter the Willamette River rather than entering from the Columbia River. The lowland area along the channel is composed of floodplain/river terrace wetlands which were common along metropolitan-area rivers prior to settlement. The area provides important habitat for a variety of wildlife. The target area has connections or proximity to other existing open spaces including the Forest Park Ancient Forest, Wapato State Park and Howell Territorial Park.

The area is characterized by an ash, willow and cottonwood forest, with some meadows and pasture. Seasonal and perennial ponds are found throughout the area. The area is below 50 feet elevation and is inundated by the channel. Approximately 60% of the site is estimated to be wetland, although no specific delineation has been completed. The wetland habitat attracts a large concentration of migratory waterfowl, including tundra and trumpeter swans. The shoreline has a number of small coves which provide cover for a variety of wildlife. The wetlands are fed from both perennial and intermittent streams in the adjacent Tualatin hills. Portions of this watershed have been logged in the past.

A few homes and farm buildings are located in the area. The homes are all adjacent to Highway 30. A rail line parallels Highway 30 along the length of the target area. One grade crossing provides site access. This access is located just north of the Burlington Bottoms wetland.

Currently, this area is zoned as MUA-20 which allows one home per 20 acres. Most of the land is presently grazed and all is within the 100 year flood plain. The shoreline area is subject to development for houseboat moorages and other water dependent uses.

The target area also has a rich historical and cultural background. It was an important and heavily used area for Native Americans for collection of Wapato, a major food source. Fort Williams, which was located on Sauvie Island, was one of the first fur trading sites in the region.

Refinement Process

The Open Spaces Implementation Work Plan, adopted by the Metro Council in November 1995, requires that a refinement plan be submitted to the Council for review and adoption prior to the acquisition of property in each target area. The refinement plan will contain objectives and a confidential tax-lot-specific map identifying priority properties for acquisition, enabling Metro to begin the acquisition of property and property rights as detailed in the Open Space Implementation Work Plan and in Resolution No. 95-2228. Resolution No. 95-2228 "authorizes the Executive Officer to acquire real property and property interests subject to the requirements of the Acquisition Parameters and Due Diligence guidelines of the Open Space Implementation Work Plan."

During the refinement process, Metro staff compiled available information about the Multnomah Channel target area, analyzed maps, and conducted biological field visits. Individuals were interviewed representing various governmental agencies, property owners, neighborhood associations, non-profit advocacy groups, and natural resource experts. Interviews were conducted with 12 people, representing island and channel residents, public agency managers, and marina owners. The key points from the interviews are summarized in Appendix A. Interviews were not conducted with the property owners in the target area.

All of the property owners have been previously contacted by The Nature Conservancy under the direction of Metro.

A public workshop to discuss the proposed refinement plan was held on May 29, 1996 at Linnton Community Center. The meeting was attended by approximately 30 people. Property owners were invited to the public meeting and some attended. The people at the meeting were supportive of the program. No suggestions were made to alter the acquisition plans. Comment from this meeting are summarized in Appendix B.

Findings

- The Multnomah Channel target area is a regionally significant natural resource due to its water quality, flood storage, recreation, fish and wildlife values.
- The bond measure goal of acquiring 500 acres will help to expand and link existing open spaces as well as protect valuable wetland habitat, and maintain open water boating opportunities in the Channel.
- The area includes sites of archeological and historical significance that should be protected.
- Because of the Channel's narrow width it is important to maintain the existing open waterway for boating and fishing, as well as for its fish and wildlife habitat and scenic values. These values will be compromised by further encroachment from marina and/or houseboat moorage development.
- Land should be purchased which expands the wildlife habitat area of Burlington Bottoms. Acquisition should also look to improving existing access constraints posed by the existing rail line.
- The west side of the channel from Burlington Bottoms to Rocky Point contains the most significant habitat and it is under the most development pressure. A number of development proposals have been attempted on this property in the past although access, water, wetlands, and floodplain considerations limit the development potential.
- Land on the east side of the channel from Wapato State Park, north to the dike/channel, is contiguous to existing open spaces and contains areas which could be restored. Protection of this area would be important to protect the wildlife corridor between the Island and the channel. Further, protection would not interfere with agricultural activities.
- Land in the Tualatin Mountains should be acquired for water quality protection. The perennial and intermittent streams are a valuable fresh water source for the wetlands in Burlington Bottoms and along the Channel. Because this area is relatively large, it may be necessary to simply acquire stream bank easements beyond what may be protected by the forest practices act. Further stream assessment may be necessary to determine which streams or segments thereof may be most valuable biologically.

Regional Parks and Greenspaces Advisory Committee

A presentation of the staff report was given by Metro staff and consultants at a public meeting in Room 370A of Metro Regional Center on June 18, 1996. This analysis and the

resulting objectives were approved by a unanimous vote of the Regional Parks and Greenspaces Advisory Committee.

GOAL: Create a future natural area/regional park site of 1000 acres of unique riparian habitat along Multnomah Channel.

OBJECTIVES:

Tier I Objectives

- Acquire properties along the west side of Multnomah Channel from Harborton, downstream approximately seven miles, for the following purposes:
 - Maintenance and improvement of connections for wildlife between the Tualatin Mountains and Multnomah Channel and Sauvie Island.
 - Protection of land for wildlife, flood control, water quality and scenic resources.
 - Protection of buffer for sensitive habitat in Burlington Bottoms.
 - Maintenance of existing recreation activities in Multnomah Channel.
 - Provision of resource dependent recreation opportunities.

Tier II Objectives:

- Acquire lands on the east side of the channel from Wapato State Park to the Dike/Sauvie Island Road confluence for following purposes:
 - Maintenance and restoration of habitat.
 - Enhancement/preservation of habitat and protection of historic resources.
 - Acquire parcels to increase existing public open space.

Tier III Objectives:

- Acquire land or otherwise protect specific Tualatin Mountain streams which drain to Multnomah Channel via the target area. Priority should be given to buffers along streams.

Executive Officer's Recommendation

The Executive Officer recommends passage of Resolution No. 96-2357.

APPENDIX A
Multnomah Channel Target Area
Summary of Stakeholder Interviews

Comments during stakeholder interviews concentrated on four areas: recreation use, habitat, land use/development issues and historic use.

RECREATION USE

- Doesn't want to see a boat parking lot but would like to maintain views from the water to the riparian areas.
- Feels the area is too valuable to just let sit and that it does have potential to serve some recreation needs.
- Uses such as trailer parking, boat repair are not water dependent uses and do not need to be located next to the water.
- Doesn't necessarily support the development of recreation trails through the Burlington Bottoms, Multnomah Channel area.
- Many people are concerned about new marina development along the channel. Concerns range from visual quality, wildlife impacts to boating restrictions.
- People are also concerned with the size of some boats which are taking over the channel. This is seen as changing the character of the channel. The limited moorage space may be taken over by newer larger boats which will limit recreation use.
- The Harborton property should be developed as a marine park. It is out of the shipping channel and could relieve pressure on the recreation development channel.
- Boat moorage is in high demand.
- Limit parking and cars.

HABITAT

- The Burlington Bottoms and Multnomah Channel areas are good habitat for a number of birds, mammals and reptiles.
- The adjacent Tualatin Hills provide fresh water for the Multnomah Channel wetlands. Area is one of few undeveloped bottomland areas which is fed by fresh water streams within the metropolitan area. Protection of the hills is important for preservation of the quality of the water in the wetlands.
- This area is probably one of the best remaining areas with the wildlife values that were lost through the construction of dams and urbanization.
- Area has good connections to other existing public open spaces as well as the channel.

- People are concerned with bank erosion. Some people pointed out that because the docks and breakwaters at marinas tend to break the waves, erosion problems are lessened. Erosion problems should be addressed by re-vegetation or breakwaters.
- County maps show as much as 60 percent of the area along the channel area categorized as wetland.
- Almost all of the undeveloped lands along the channel are in the 100 year floodplain. Many of these land areas are about seven feet below the 100 year flood plain.
- A number of large (4' diameter) pre-settlement ash trees are in the area. These are rare and are very valuable for wildlife.
- One of few riparian areas which is not dike developed or armored within the Metro area.
- The area which has the highest development potential is also the area with the highest wildlife value.

LAND USE / DEVELOPMENT

- Little area in the channel is open water because of the number of moorage. The Channel is already over-crowded and it should not be further restricted.
- The Oregon State Marine Board recognizes that the area has problems with over-development and crowded conditions.
- A number of development proposals have taken place on the bottomland in the past few years. All have been stopped because of the difficulty in developing the property. A golf course has been recently proposed for the area, but was not completed.
- Development potential into the area is somewhat limited because of the rail line.

HISTORIC USE

- Squatters lived on the property in the past and currently live on the channel just to the north of the Burlington Bottoms area. They have lived there for a number of years.
- The Burlington Bottoms area may contain hazardous wastes from past rail road and sawmill activities.
- The channel area on the island side has historical significance including Lewis and Clark travel route, the Fort William Trading Post and Native American habitation.
- Metro has been actively pursuing purchase of what is described in this report as Tier I lands for approximately two years. The Nature Conservancy has been contracted to pursue negotiations.
- The historic island ferry bisects the Burlington Bottoms property.

**Stakeholders List
Multnomah Channel Refinement Plan**

Name	Affiliation
Russ Pinto 821 SE 14 Ave Portland, OR 97214 (503) 230-1221	Nature Conservancy Channel Resident
Gordon Howard 2115 SE Morrison St. Portland, OR 97214 (503) 248-3034	Multnomah County Planning
Susan Muir 2115 SE Morrison St. Portland, OR 97214 (503) 248-3034	Multnomah County Planning
Sue Bielke 17330 SE Evelyn Clackamas, OR 97215 (503) 657-2000	ODFW
Joe Peseck 17330 SE Evelyn Clackamas, OR 97215 (503) 657-2000	ODFW
Donna Matrazzo 19300 NW Saurvie Island Road Portland OR 97231 621-3049	Saurvie Island Conservancy
Charlie Craig 905 NE 11th Portland Or 97208 Route: EWP	Bonneville Power Administration
Darrell Larson 14426 NW Larson Rd Portland, OR (503) 286-01223	Waterfront Owners and Operators of Oregon Vice President

Page 2

Stakeholder

Affiliation

Terry Dufore
39800 SE Fish Hatchery Rd
Portland, OR
(503) 621-3488
ODFW

**Oregon Department of Fish and
Wildlife - Sauvie Island**

Wayne Lei
121 SW Salmon
Portland, OR 97207
(503) 464-8988

**Portland General Electric
Environmental Services**

Jean Fears
18143 NW Reeder Rd.
Portland, OR
(503) 621-3625

**Sauvie Island Outlook
Community Newspaper**

Susan Spandrol

**Waterfront Owners and
Operators of Oregon**

(503) 286-5537

President

Mike Livingston
121 SW Salmon
Portland, OR 97207
(503) 464-8127

**Portland General Electric
Property Services Manager**

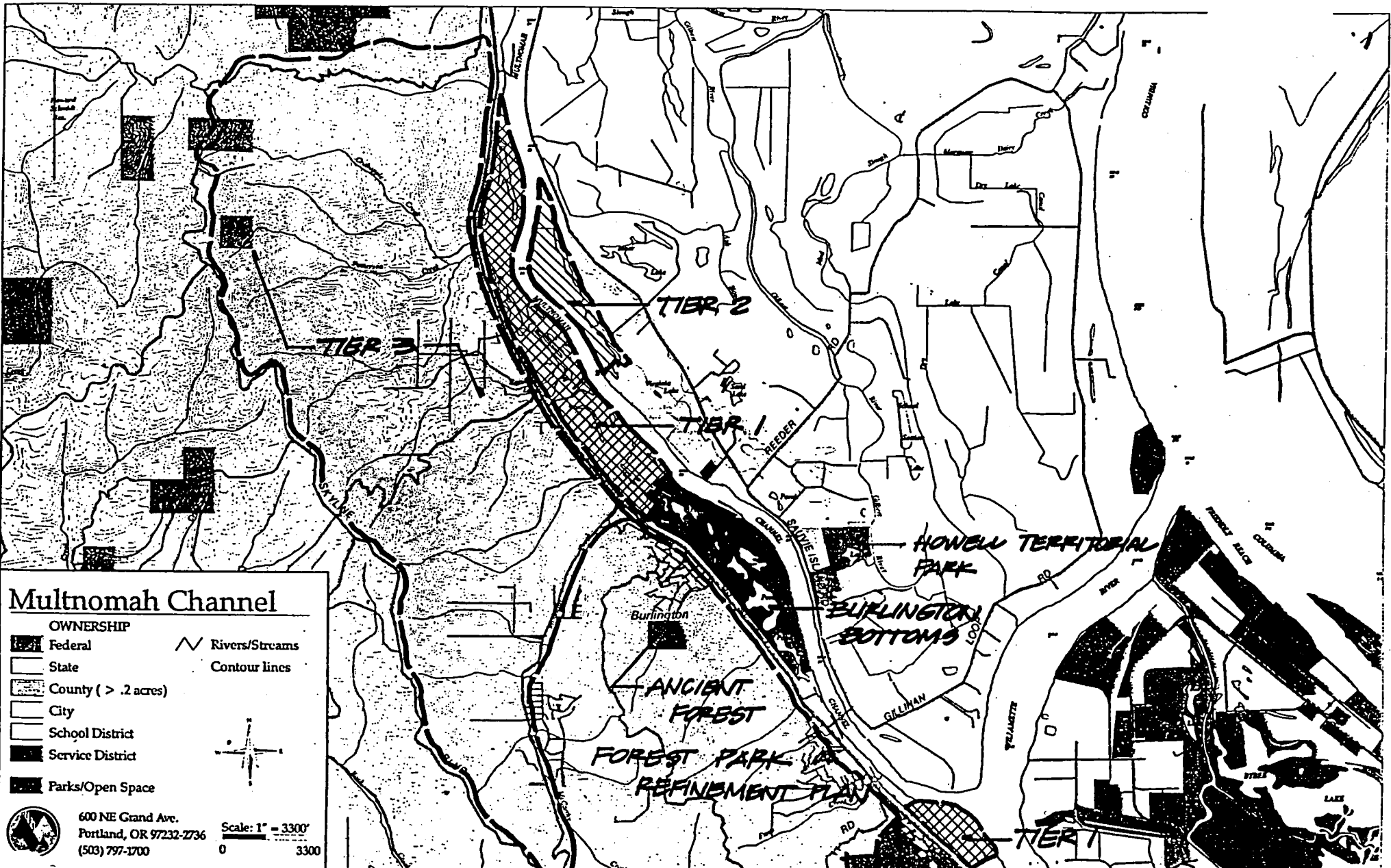
APPENDIX B

Multnomah Channel Open Spaces Public Workshop Comments May 29, 1996, Linnton Community Center

The meeting was attended by approximately 30 people. Property owners, marina operators and residents of the channel were represented.

Nancy Chase gave an overview of the Bond Measure and the project. Consultant Bo Nevue gave an overview of the project area and the objectives and priorities for acquisition. The meeting was then opened for questions. Questions and comments are as follows:

- One attendee wanted to know if the forest area which is above Burlington Bottoms was included as a Tier I priority on the Forest Park refinement plan. (It is.)
- A property owner who had property in both Tier I and Tier III wondered if it was possible to sell development rights in the Tier I area for increased development rights in the Tier III area. (Negotiations such as this must conform to county and state planning regulations.)
- People wanted to know what would happen to the land after purchase. (No action other than maintenance of nuisances would occur. Metro does not have money to develop these properties at this time. If the area were developed, a public process and master plan would need to be developed.)
- One property owner wondered if it was safe to assume there may be more money to purchase land along the channel. Specifically, would groups such as The Nature Conservancy (TNC) have some money to acquire additional property. (We did not know of any; the area probably does not meet TNC requirements for habitat value.)
- A question was asked about a newspaper article. The article mentioned that the average cost per acre of land which had been acquired was \$6000. Could property owners assume that this property would be worth about that much? (No.)
- If Metro acquired the land, would they ever sell it? (Only after a management plan and public hearing process determined that the land was not needed.)
- One person thought that maintenance of the area would be a concern—specifically that blackberry may take it over if it was not managed.
- One person voiced concern about no access and no use of the area.
- Conversely, someone was concerned about all the trails constructed in the Burlington Bottoms area. (No new trails have been constructed in the Burlington Bottoms area.)
- A question was raised about the accuracy of the wetlands delineation which was shown on the map. (The delineation was provided by the County. A specific delineation on the site has not been completed.)
- A correction was noted about a zoning change which had occurred between the Harborton site and Burlington Bottoms. The area now is zoned MUA - 20.
- A correction was noted on the length of the dike which was shown on the plan.



Multnomah Channel

OWNERSHIP

- Federal
- State
- County (> .2 acres)
- City
- School District
- Service District
- Parks/Open Space

Rivers/Streams

Contour lines

600 NE Grand Ave.
Portland, OR 97232-2736
(503) 797-1700

Scale: 1" = 3300'

0 3300

Agenda Item Number 8.2

**Resolution No. 2358, For the Purpose of Approving a Refinement
Plan for the Sandy River Gorge Target Area as Outlined in the
Open Space Implementation Work Plan.**

**Metro Council Meeting
Thursday July 11, 1996
2:00 PM - Council Chamber**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING)	RESOLUTION NO. 96-2358
A REFINEMENT PLAN FOR THE)	
SANDY RIVER GORGE TARGET AREA)	Introduced by Mike Burton
AS OUTLINED IN THE OPEN SPACE)	Executive Officer
IMPLEMENTATION WORK PLAN)	

WHEREAS, in July 1992, Metro completed the Metropolitan Greenspaces Master Plan which identified a desired system of natural areas interconnected with greenways and trails; and

WHEREAS, at the election held on May 16, 1995, the electors of Metro approved Ballot Measure 26-26 which authorizes Metro to issue \$135.6 million in general obligation bonds to finance land acquisition and capital improvements pursuant to Metro's Open Spaces Program; and

WHEREAS, the Sandy River Gorge was designated as a greenspace of regional significance in the Greenspaces Master Plan and identified as a regional target area in the Open Space, Parks and Streams Bond Measure; and

WHEREAS, in November 1995, the Metro Council adopted the Open Space Implementation Work Plan, which calls for a public "refinement" process whereby Metro adopts a Refinement Plan including objectives and a confidential tax-lot-specific map identifying priority properties for acquisition; and

WHEREAS, Resolution No. 95-2228 authorizes the Executive Officer to purchase property with accepted acquisition guidelines as outlined in the Open Space Implementation Work Plan, now therefore,

BE IT RESOLVED,

That the Metro Council adopts the Sandy River Gorge Refinement Plan, consisting of objectives and a confidential tax-lot-specific map identifying priority properties for acquisition, authorizing the Executive Officer to begin the acquisition of property and property rights as detailed in the Open Space Implementation Work Plan adopted in November, 1995 and in Resolution No. 95-2228.

ADOPTED by Metro Council this _____ day of _____, 1996.

Jon Kvistad, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

Staff Report

CONSIDERATION OF RESOLUTION NO. 96-2358 FOR THE PURPOSE OF APPROVING A REFINEMENT PLAN FOR THE SANDY RIVER GORGE TARGET AREA AS OUTLINED IN THE OPEN SPACE IMPLEMENTATION WORK PLAN.

Date: June 26, 1996

Presented by:

**Charles Ciecko
Jim Desmond**

PROPOSED ACTION

Resolution No. 96-2358, requests the adoption of a refinement plan and target area boundaries and objectives for the Sandy River Gorge Target Area. These boundaries and objectives will be used to guide Metro in the implementation of the Open Spaces Bond Measure.

BACKGROUND AND ANALYSIS

The Target Area description in the Bond Measure Fact Sheet (authorized by Council Resolutions 95-2113, 94-2050 and 94-2029B) is as follows:

"Acquire 808 acres along river for fish, wildlife, and water quality protection."

In the 1992 Greenspaces Master Plan, the Sandy River Gorge area is described as follows:

"Sandy River Gorge (Sandy River watershed). Important wildlife habitat (elk, bear, deer, coyote, beaver, osprey, bald eagle, noted for native salmon and steelhead populations). Adjoins Columbia River Gorge National Scenic Area and extends scenic waterway systems."

"Sandy River Tributaries (Sandy River watershed). Would add important riparian and forest habitat for fish and wildlife, including steelhead, trout and salmon. Would provide critical ecological linkage between Mt. Hood and Columbia River."

Target Area Description

The Sandy River originates on Mount Hood and flows 55 miles northwest to the Columbia River, defining the eastern edge of the Portland metropolitan area. The Sandy River Gorge is a 12.5 mile stretch of the Sandy River which runs from Dodge Park on the south downstream to the Stark Street Bridge on the north. The gorge ends about six miles from the river's confluence with the Columbia River.

The Sandy River Gorge is a spectacular waterway, cutting through 800-foot-tall basalt and sandstone cliffs as it meanders toward the Columbia River. Above the bluffs on either side of the river is a mosaic of private and public forest land and agricultural tracts. The whitewater river passes through riparian woodlands, sand bars and old growth forests once common in lower elevations west of the Cascade Mountains. As the gorge cliffs recede, the river meanders through two large "oxbows" and begins to widen, slow and become more shallow.

The river provides excellent habitat for anadromous fish, including fall chinook salmon, steelhead, coho salmon and spring chinook salmon. Other wildlife frequenting the river corridor include osprey, bald eagle, elk, deer, bear and cougar. Vegetation consists of deciduous riparian species along the river (black cottonwood, big-leaf maple, willow, red alder) and upland coniferous forests up to the gorge rim (douglas fir, western red cedar, western hemlock). Although there are two substantial tracts of old growth douglas fir forest in the gorge, the majority of the forest is second growth between 50 and 100 years in age. Several important tributaries flow into the gorge, including the Bull Run River, Gordon Creek, Buck Creek and Trout Creek.

The Sandy River Gorge is designated both a State Scenic Waterway and a National Wild and Scenic River. The national designation makes a distinction between scenic and recreational segments, the former of which is afforded a higher degree of protection. The scenic section comprises the upper third of the gorge to about 1/4 mile north of Indian John Island. The recreational segment comprises the balance of the gorge. The Sandy Wild and Scenic River and State Scenic Waterway Management Plan, developed jointly in 1993 by the U.S. Bureau of Land Management, the Oregon Parks and Recreation Department, and Clackamas and Multnomah counties, delineates performance standards for development along the river. The upper two miles of the wild and scenic river lie within Clackamas County. The remaining 10.5 miles, from above Indian John Island to the Stark Street Bridge, are within Multnomah County. The management plan identifies "Outstanding Remarkable Values" found in the Sandy River Gorge, which include: recreation, geology, wildlife, water quality, scenery, anadromous sport fishery and botany/ecology.

The majority of the Sandy River Gorge appears natural and primitive. Between Oxbow Regional Park and Dodge Park, much of the land on either side of the river is in either public or Nature Conservancy ownership. Development is not readily apparent. Between Oxbow Regional Park and the Stark Street Bridge, most of the land is in private ownership. Development in this section is infrequent and largely located on the gorge rim. Development pressure is greatest in the lower segment of the river. Despite the state and federal designations, natural resources such as timber are subject to exploitation. The lower segment of the river also contains an "exhumed forest," remnants of trees buried in a mudflow caused by the last recorded eruption of Mt. Hood nearly 200 years ago.

Refinement Process

The Open Space Implementation Work Plan, adopted by the Metro Council in November 1995, required that a Refinement Plan be submitted to the Council for approval for each target area. The Refinement Plan will contain objectives and a confidential tax-lot-specific map identifying priority properties for acquisition, enabling Metro to begin the acquisition of property and property rights as detailed in the Open Space Implementation Work Plan and in Resolution No. 95-2228. Resolution No. 95-2228 "authorizes the Executive Officer to acquire real property and property interests subject to the requirements of the Acquisition Parameters and Due Diligence guidelines of the Open Space Implementation Work Plan." The resolution also provides for the acquisition of land prior to completion of the Refinement Plan. This Early Acquisition process may be employed when an opportunity to purchase a unique parcel of land would be lost due to lack of an adopted refinement plan.

Under this provision, two parcels have been purchased. The first parcel contains 30 acres and is located on the Sandy River abutting Oxbow Regional Park. The property was determined to

be important because of its scenic, water quality protection and habitat values. The acquisition expands the land base of Oxbow Regional Park, protects views from the park and protects the water quality of Buck Creek and Gordon Creek. The second property consists of 148.5 acres and spans both sides of the Sandy River for more than one-half mile. It contains primarily steep timbered slopes with a small hay field and an older residence located some distance from the river. It was determined to be important because of its scenic, water quality and habitat values. The ordinance and supporting information regarding these purchases is attached.

The scope of the Sandy River Gorge is well defined and established because of the previous planning and acquisition efforts of the state of Oregon, Bureau of Land Management, The Nature Conservancy, Multnomah County and others. The thrust of this refinement process is to compliment and enhance the adopted management plan for the resource.

During the refinement process, available information about the target area was compiled, maps were analyzed and biological field visits were conducted. Individuals were interviewed representing various governmental agencies, property owners, interested friends groups, and natural resource experts. The key issues regarding land acquisition are summarized in Appendix A.

General objectives to guide Metro's land acquisition efforts throughout the target area include:

- Protect riparian and forest habitat for fish and wildlife along the Sandy River and its tributaries.
- Protect viewsheds within Sandy River Gorge.
- Complement implementation of the adopted management plan for the Sandy River Scenic Waterway.
- Protect biological linkages between the gorge and Mt. Hood National Forest.

Regional Parks and Greenspaces Advisory Committee

A presentation of the staff report was given by Metro staff at a public meeting at the Metro Regional Center on June 18, 1996. The advisory committee voted to recommend adoption of the objectives with two amendments. The amendments recommend:

1. The objective of "purchasing property interests to protect riparian and forested acreage for fish and wildlife habitat and water quality protection the west side of the Bull Run River from its confluence with the Sandy River to the power house" be changed from a Tier II to a Tier Ib objective; and,
2. A Tier II objective of purchasing property interests on a steep, forested promontory immediately downstream of the Stark Street bridge be added to the refinement plan.

Findings

- The Sandy River, including the Sandy River Gorge, is a regionally significant natural resource due to its fish and wildlife habitat and recreation values. These values have been recognized at the state and federal levels.

- Previous land acquisitions by the Bureau of Land Management, The Nature Conservancy and other agencies have placed much of the Sandy River Gorge in protective ownerships.
- There is strong consensus that existing land use, forest practice rules, state and federal scenic water way programs are insufficient to fully protect the values of the Sandy River and the Sandy River Gorge.
- Some areas of the gorge are vulnerable to impacts from residential development, forest and agricultural uses.
- The Water Resources Department has identified flows necessary to support fish, wildlife and recreation under the State Scenic Waterways Act. These flows frequently are not met during much of the year.
- Water withdrawal, primarily for municipal purposes, is the major factor in the reduction of natural flows.
- The reduction of natural flows has the capacity to negatively impact fish, wildlife, recreation and water quality.
- Municipal water withdrawal increases the value and importance of tributary streams in maintaining water quality and quantity in the main stem of the Sandy River and in providing spawning and rearing habitat for resident and anadromous fish populations. Tributaries of critical concern in the target area include Gordon Creek, Buck Creek, Trout Creek and Big Creek.
- Certain tributary streams provide important biological corridors that connect the Sandy River Gorge with vast blocks of federal lands in the Cascade Range. These corridors provide travel routes for a variety of wildlife, including bear, cougar, deer, and elk. Tributaries of critical concern in the target area include Gordon Creek, Buck Creek, Trout Creek and Big Creek.
- Efforts should be undertaken to mitigate, minimize or reduce the negative impacts of municipal water withdrawal on fish, wildlife, recreation and water quality.
- Private landowners are concerned about additional "taking" measures and impacts from recreational users.
- Existing parks (Dabney, Oxbow, Dodge) provide adequate public access to the Sandy River and the Sandy River Gorge. However, enhancements to these access points would improve public use and enjoyment and allow better management of access.
- Immediately downstream of the Stark Street Bridge is a steep bluff on an oxbow that is highly visible from the Columbia River Scenic Highway. Protection of its forested slopes would enhance the river's scenic qualities and prevent water quality impacts of timber harvest.

GOAL:

Complement the federal management plan and protect biological linkages by acquiring property interests on 1000 acres along the Sandy River and its tributaries for the protection of fish and wildlife habitat, water quality, geologic, scenic and recreation values.

OBJECTIVES:

Tier Ia Objectives:

- Acquire riparian and forested acreage for fish and wildlife habitat, water quality and geologic resource protection along the Sandy River from Dodge Park to the Stark Street Bridge.
- Acquire and protect important segments of major tributaries to the Sandy River, including Trout Creek, Big Creek and Gordon Creek.

Tier Ib Objective:

- Acquire riparian and forested acreage for fish and wildlife habitat and water quality protection in the Buck Creek Watershed.
- Acquire property interests on riparian and forested acreage the west side of the Bull Run River from its confluence with the Sandy River to the power house.

Tier 1c Objective:

- Work with non-profit organizations to ensure continued wise stewardship of camp properties.

Tier II Objective:

- Protect scenic and forest resources by acquiring property interests on steep bluff overlooking oxbow immediately downstream of the Stark Street bridge.

Partnership Recommendations:

- Coordinate with BLM and The Nature Conservancy on potential land trades and joint acquisitions to leverage acquisition resources.
- Cooperate with PGE and City of Portland on the Bull Run, Roslyn Lake opportunities.
- Cooperate with the City of Troutdale and Gresham to coordinate open space, trail and bikeway connections.
- Coordinate with State Parks and the City of Portland to expand recreational opportunities through existing and, where appropriate, new or expanded facilities.

Executive Officer's Recommendation

The Executive Officer recommends passage of Resolution No. 96-2358.

APPENDIX A

Sandy River Gorge

Summary of Comments from Stakeholder Interviews:

Commonly mentioned ideas:

- The most important criteria for acquisition priorities are preservation of wildlife habitat and watershed and water quality protection.
- Conservation easements are workable alternatives to fee simple acquisition if sufficient monitoring is conducted.
- Gordon Creek is the only low elevation tributary of the Sandy which provides significant spawning habitat for Fall Chinook, steelhead coho and trout. In addition, it is extremely important for water quality and as a wildlife corridor (elk, bear, cougar, deer, fish) connecting Larch Mountain with the Sandy River system.
- The Trout Creek / Gordon Creek delta area is extremely valuable as spawning and rearing habitat for anadromous fish, as well as valuable riparian habitat for amphibians, birds, and other wildlife.
- Oxbow Park is hard to find and the steep hill down into it discourages bicycle access.
- Private land owners are adversely impacted by the public trespassing onto private property (human waste, litter, vandalism, foul language, drinking etc.)
- Private land owners are suspicious of "Government" and don't want Metro involved, particularly if Portland people are attracted to new areas open to the public.

Individual Ideas:

- It is important to protect the west rim from development visible from the river.
- There is a perception on the part of private property landowners that Metro is trying to buy all of the private land along the river.
- There are significant user problems (human waste, litter, alcohol, guns) along Gordon Creek Road, and at the confluence of Buck Creek, Gordon Creek and the Sandy River.
- Also along the Sandy River by Roslyn Lake up to Revenue Bridge has similar problems.
- Dodge Park is an unrealized opportunity in terms of serving as the launching point for Sandy River boaters. The park should be upgraded with additional educational information incorporated.
- Consider acquiring development easements along Lusted Road terrace to retain agricultural use.
- Metro should not be involved in the Bull Run Trolley Trail, habitat will likely be degraded due to people attraction.

Stakeholders Interviewed:

Cathy MacDonald, The Nature Conservancy

Bert Brehm, Reed College/The Nature Conservancy

Sam Diack, Multnomah County Planning Commission

Esther Lev, biologist

Glenyce Denson-Moyer, landowner

Alan Smart, USFS Hydrologist

Charlie Ciecko, Metro Parks and Greenspaces Director

Bob Ratcliffe, Bureau of Land Management

Jim Lind, Oxbow Park Ranger

John Campbell, Camp Namanu

Ric Buhler, Bull Run Community Association

Jack Wiles, Oregon Parks and Recreation Department

Valerie Lantz, Troutdale City Parks

Steven Broucher

Jurgen Hess

Mark Bachmann

John Lilly, Division of State Lands

Tom Murtagh, Oregon Department of Fish and Wildlife

Jay Massey, Oregon Department of Fish and Wildlife

Appendix B: Comments and Questions

Sandy River Gorge Target Area Public Workshop

Glen Otto Community Park, Troutdale

May 20, 1996

Attendance: Approximately 36 persons

- I think you should preserve area primarily for wildlife habitat and natural values.
- I am against Metro involvement in the area.
- I object to the Bull Run Trolley Trail proposal. It shouldn't be used as public access.
- I want Metro "off my back;" I'm "not interested in the program; it's a joke."
- What makes Metro think it can do a better job than private landowners in protecting the land?

Staff responded that the land was in good condition precisely because of private stewardship, but that the program's goal was to insure it continued into the future and that changes in ownership frequently were associated with changes in stewardship practices.

- What areas aren't preserved well? Cite examples of land not being taken care of.

Consultant responded that we're looking at bigger picture, a broad area and aren't analyzing individual sites.

- There's limited development already; why do we need the government to buy land, and/or regulate it?

Staff replied that public ownership provides best protection over the long term and that small developments could occur, as well as logging, within areas purchased or protected with conservation easements.

- If you force trails, parking lots into the area, it will bring people in to "ruin" the land.

Staff responded that management issues would be addressed through a master planning process in which the community would have extensive involvement.

- I fear public access to land.

Staff replied that Metro, through the bond program, intends to landbank the properties, not invite the public to use them.

- Nature Conservancy-owned lands are not posted for no trespassing, and thus a major problem exists. They're some of the worst maintained in the area.
- Who carries out management of the public lands?

Staff replied that Oxbow Park is an example of how Metro would manage land, that is was done by a development company and Metro, and that Metro will work with the neighbors to see that their needs are addressed.

- The Buck Creek culvert at Sandy River outfall - I want a clarification of ownership and management; which government is in charge?

Staff responded that repairing the culvert was a county responsibility.

- Oregon was once a progressive state. Now they are taking away private property rights. It means a loss of everything we worked for, now they'll attract people and charge admission, etc.

Staff replied that this is a willing seller program and that land will not be open to the public in the next four years.

- The use of the old trolley line for a trail; we need to look at areas to save, and I think this is a good one.
- Yes on trolley line for trail.
- How much are private consulting fees? Stream conservation study by PSU cost \$12,000.

Consultants declined to disclose fees, and staff responded that it would become public record once an invoice was submitted.

- On Gordon Creek - the best thing you can do is leave it alone! Why is Metro getting involved?
- If land is so good since PSU stream study, why spend taxpayer money; why fix what isn't broken?
- What if one absolutely refuses to sell? What will Metro do? condemn?

Staff replied that Metro would not condemn; that it is a willing seller program.

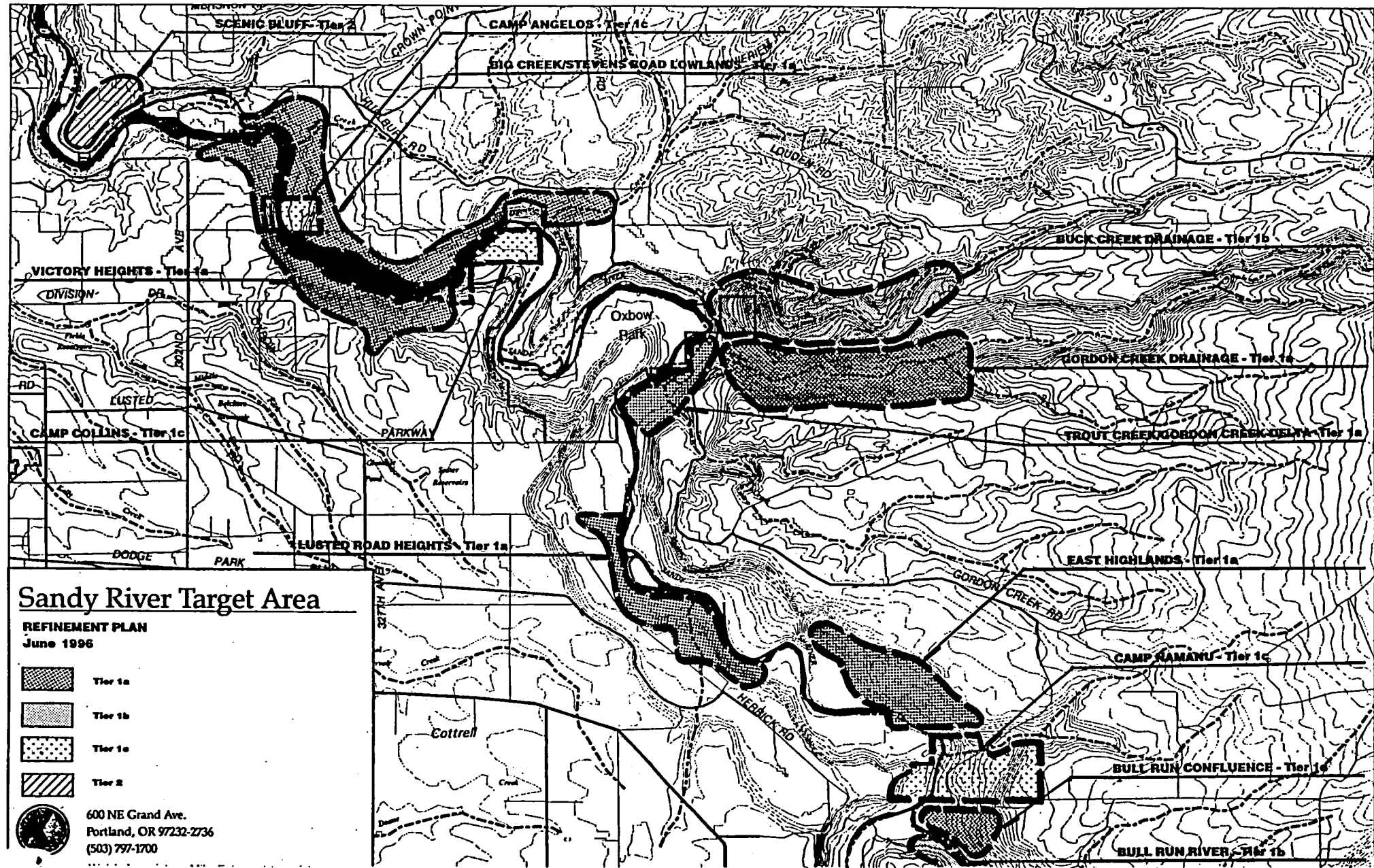
- I think Metro has a good idea and process, and that the plan makes sense.
- What is a river trail versus a land based trail?

Staff replied that it was access of a river by boat or raft.

- I'm concerned about the proposed river trail and private property rights; anchoring of a boat on private property is a problem.





Staff reiterated that management issues would be addressed through a master planning process in which the public would be involved:


- Show of hands: 1/2 positive about Metro's involvement; 1/2 want Metro to "get out of town."



Sandy River Target Area

REFINEMENT PLAN
June 1996

-  Tier 1a
-  Tier 1b
-  Tier 1c
-  Tier 2

 600 NE Grand Ave.
Portland, OR 97232-2736
(503) 797-1700

SCENIC BLUFF - Tier 2

CAMP ANGELOS - Tier 1c

BIG CREEK/STEVENS ROAD LOWLANDS - Tier 1a

BUCK CREEK DRAINAGE - Tier 1b

VICTORY HEIGHTS - Tier 1a

GORDON CREEK DRAINAGE - Tier 1a

CAMP COLLINS - Tier 1c

TROUT CREEK/GORDON CREEK DELTA - Tier 1a

LUSTED ROAD HEIGHTS - Tier 1a

EAST HIGHLANDS - Tier 1a

CAMP RAMANU - Tier 1c

BULL RUN CONFLUENCE - Tier 1a

BULL RUN RIVER - Tier 1b

Agenda Item Number 8.3

**Resolution No. 2359, For the Purpose of Approving a Refinement
Plan for the Beaver Creek Canyon Greenway Target Area as
Outlined in the Open Space Implementation Work Plan.**

**Metro Council Meeting
Thursday, July 11, 1996
2:00 PM - Council Chamber**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING) RESOLUTION NO. 96-2359
A REFINEMENT PLAN FOR THE)
BEAVER CREEK CANYON GREENWAY) Introduced by Mike Burton
TARGET AREA AS OUTLINED IN THE) Executive Officer
OPEN SPACE IMPLEMENTATION)
WORK PLAN)

WHEREAS, in July 1992, Metro completed the Metropolitan Greenspaces Master Plan which identified a desired system of natural areas interconnected with greenways and trails; and

WHEREAS, at the election held on May 16, 1995, the electors of Metro approved Ballot Measure 26-26 which authorizes Metro to issue \$135.6 million in general obligation bonds to finance land acquisition and capital improvements pursuant to Metro's Open Spaces Program; and

WHEREAS, the Beaver Creek Canyon Greenway was designated as a greenspace of regional significance in the Greenspaces Master Plan and identified as a regional target area in the Open Space, Parks and Streams Bond Measure; and

WHEREAS, in November 1995, the Metro Council adopted the Open Space Implementation Work Plan, which calls for a public "refinement" process whereby Metro adopts a Refinement Plan including objectives and a confidential tax-lot-specific map identifying priority properties for acquisition; and

WHEREAS, Resolution No. 95-2228 authorizes the Executive Officer to purchase property with accepted acquisition guidelines as outlined in the Open Space Implementation Work Plan, now therefore,

BE IT RESOLVED,

That the Metro Council adopts the Beaver Creek Canyon Greenway Refinement Plan, consisting of objectives and a confidential tax-lot-specific map identifying priority properties for acquisition, authorizing the Executive Officer to begin the acquisition of property and property rights as detailed in the Open Space Implementation Work Plan adopted in November, 1995 and in Resolution No. 95-2228.

ADOPTED by Metro Council this _____ day of _____, 1996.

Jon Kvistad, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

Staff Report

CONSIDERATION OF RESOLUTION NO. 96-2359 FOR THE PURPOSE OF APPROVING A REFINEMENT PLAN FOR THE BEAVER CREEK CANYON GREENWAY TARGET AREA AS OUTLINED IN THE OPEN SPACE IMPLEMENTATION WORK PLAN.

Date: June 26, 1996

Presented by:

Charles Ciecko
Jim Desmond

PROPOSED ACTION

Resolution No. 96-2359, requests approval of a refinement plan and adoption of target area boundaries and objectives for the Beaver Creek Canyon Greenway Target Area. These boundaries and objectives will be used to guide Metro in the implementation of the Open Spaces Bond Measure.

BACKGROUND AND ANALYSIS

The Target Area description in the Bond Measure Fact Sheet #1 (authorized by Council Resolutions 95-2113, 94-2050 and 94-2029B) is as follows:

"Beaver Creek Canyon Greenway. Acquire 8 miles of trail corridor, habitat restoration and streambank re-vegetation."

In the 1992 Greenspaces Master Plan, the Beaver Creek Canyon Greenway is listed as the "Beaver Creek Canyon Trail" (land-based trail), and is described as follows:

"The northern section of this trail forms part of the 40-Mile Loop through Troutdale and then follows Beaver and Kelly creeks to their headwaters, terminating at Oxbow Park."

Target Area Description

The proposed Beaver Creek Canyon Greenway natural area is located entirely within Multnomah County. Beaver Creek flows north into the Sandy River at the northern end of Depot Park in Troutdale. From its mouth, Beaver Creek is a single channel that runs approximately 2.5 miles through the Mt. Hood Community College property. At that point, Kelly Creek branches off to the west while Beaver Creek continues as a single channel for another approximately 1.5 miles to the intersection of SE Division Street and SE Troutdale Road. From there the creek begins branching into a total of four tributaries running approximately 4 more miles generally southeast.

Near its mouth, Beaver Creek is a moderate quality stream that runs through a steep canyon. The lower reaches of the creek are well sheltered by a mix of forest and understory growth of limited diversity. This area of the creek contains gravels which may be used for anadromous fish spawning.

The lower corridor provides important wildlife habitat, and sightings of elk, deer, coyote and cougar are reported. However, as the creek emerges from the canyon and begins to follow roads through developed areas, the quality of its riparian habitat diminishes, dramatically in some areas.

The vast majority of the creek and its tributaries border private property, most of which consists of newer developments of single family homes within the Urban Growth Boundary (UGB) and agricultural/rural residential land uses outside of the UGB. Beaver Creek is subjected to high volumes of sediment and nutrient loading, most of which can be attributed to the intensive agricultural uses such as nursery and berry production on the upper reaches of the creek and its tributaries.

For planning purposes, Beaver Creek and its tributaries can be divided into four areas (see figure #1).

Lower Creek: Sandy River south to Mt. Hood Community College (Troutdale city limits, approximately 2.5 miles)

The lower creek is located entirely within the Troutdale city limits. This area includes a 22.84 acre complex of existing protected areas consisting of several parcels of land that lie within the canyon. This portion of the nascent Beaver Creek Greenway contains a system of informal trails. The majority of the corridor contains heavily wooded steep slopes. Below the Mt. Hood Community College, the creek flows under Stark Street through a culvert and a deteriorating and largely nonfunctional fish ladder. The creek then runs through the east side of the college property within the Gresham city limits.

Middle Creek: South of Mt. Hood Community College to intersection of SE Troutdale Road and SE Division Street (approximately 1.5 miles)

The middle creek runs just outside the UGB along SE Troutdale Road. It is bordered by mostly rural residential uses and one larger agricultural parcel. This section of the creek continues to flow within a small canyon and has relatively good vegetative cover.

Upper Creek - SE Division Street/SE Oxbow Parkway southeast to headwaters, along Dodge Park Boulevard (approximately 4 miles)

The upper creek is entirely outside the UGB and follows Oxbow Parkway closely. A mixture of rural residential and agricultural uses occurs between the road and the creek. The steep topography south of the creek combined with the road to the north has forced rural residential development and agricultural uses to occur very close to the streambank. These uses have largely denuded the streambank from the intersection of Troutdale Road to SE 302nd Avenue, and again from Altman Road to the headwaters of the upper creek. The area is not serviced by a sewer system, and potential contamination from septic systems was highlighted as an issue by several stakeholders.

Upper Tributaries: SE Troutdale Road/ SE 287th Street south to headwaters along Dodge Park Boulevard (approximately 4 miles)

The upper tributaries are entirely outside the UGB, with portions running along Troutdale and Lusted roads close to the City of Gresham boundary. Except for an approximately one mile stretch along Troutdale Road, the upper tributaries are not bordered by roads and flow entirely through private property. Residential and agricultural uses are located farther from the streambank than in the upper creek, and its vegetative cover is relatively good. The Sam Barlow High School is located between two of the upper tributaries.

Refinement Process

The Open Space Implementation Work Plan adopted by the Metro Council in November 1995 required that a Refinement Plan be submitted to the Council for approval for each proposed refinement area. The Refinement Plan will contain objectives and a confidential tax-lot-specific map identifying priority properties for acquisition, enabling Metro to begin the acquisition of property and property rights as detailed in the Open Space Implementation Work Plan and in Resolution No. 95-2228. Resolution No. 95-2228 "authorizes the Executive Officer to acquire real property and property interests subject to the requirements of the Acquisition Parameters and Due Diligence guidelines of the Open Space Implementation Work Plan."

During the refinement process, available information about the proposed refinement area was compiled, planning documents were assessed, maps were analyzed and biological field visits were conducted. Twelve individuals and two groups were interviewed representing city, county, and state agencies, property owners, "friends" groups, water districts, natural resource experts, schools and non-profit advocacy groups. Key points raised in the interviews related to land acquisition are summarized in Appendix A.

A public workshop to discuss the proposed Refinement Plan was held on May 20, 1996, at the Glenn Otto Community Park in Troutdale. Notices of the workshop were mailed to area residents and other interested stakeholders. Approximately 65 people attended and their comments are summarized in Appendix B. A questionnaire was distributed at the workshop to gather public input on key resource issues and important connections, and eleven questionnaires were returned. A copy of the questionnaire is included as Appendix C. An overview of biological resources of the Beaver Creek Canyon Greenway is attached as Appendix D.

Findings

- The Beaver Creek Canyon Greenway meets most of the criteria set forth in the 1992 Metro Greenspaces Master Plan, and is a regionally significant greenway because of its potential to provide anadromous fish spawning grounds, wildlife habitat and recreation opportunities.
- The Beaver Creek Canyon Greenway area is under pressure for conversion to developed uses, particularly along the lower creek within the City of Troutdale.
- Agricultural uses are placing considerable strain on the watershed's natural systems. Sedimentation, nutrient loading and biocide residue from nurseries along the upper creek and the upper tributaries are threatening spawning beds in the lower creek. Farming and livestock uses also limit the corridor's habitat value.
- There is strong local support for acquisitions within the Troutdale city limits in the lower creek greenway area, much of which can be attributed to the work of the Troutdale Parks Department and the Friends of Beaver Creek.
- The middle creek streambank is in relatively good condition. Local support for conservation generally continues along this stretch of the creek and wanes as the creek reaches the intersection of SE Troutdale Road and SE Division Street.

- The upper creek section is severely degraded. Stakeholders agree that the area needs help, but most stakeholders were concerned that a mistrust of Metro could preclude its ability to locate willing sellers in the area.
- Like the upper creek area, the upper tributaries are being degraded by agricultural and rural residential uses, but area residents distrust Metro and are not likely to participate in the program as willing sellers.
- The development of an educational program sponsored by the Friends of Beaver Creek and the Lusted Water District present Metro with strong partnership opportunities. Such a program is supported by stakeholders as a way to encourage creekside landowners to practice improved stewardship of riparian habitat.
- Although the bond measure established a goal of acquiring eight miles of trail corridor, upon further investigation acquisition of four miles of trail corridor appears more realistic, both because of budget limitations and the absence of willing sellers in the upper creek and upper tributaries.
- Land acquisition is not likely to be a cost-effective means of addressing water quality issues in the upper creek and upper tributaries.
- Although temporarily on hold, the proposed Mt. Hood parkway, if constructed along its eastern alignment through the Beaver Creek drainage, would cause serious damage to the resource. An urban alignment is also being considered and would not adversely impact the resource.

Regional Parks and Greenspaces Advisory Committee

A presentation of the staff report was given by Metro staff and consultants at a public meeting in Room 370A of Metro Regional Center on June 18, 1996. This analysis and the resulting objectives were approved by a unanimous vote of the Regional Parks and Greenspaces Advisory Committee.

GOAL:

Create a four mile greenway of appropriate width to protect fish, wildlife and water quality values and provide for trail related recreational opportunities.

OBJECTIVES:

Tier Ia Objectives:

- In the lower creek, acquire property interests on key parcels as outlined in the Troutdale Parks Recreation and Greenways Plan, November 1995, for completion of the greenway from the Sandy River to Mt. Hood Community College (approximately 60 acres).
- Leverage funds by coordinating acquisitions with the City of Troutdale and applying local share moneys to appropriate projects.

Tier Ib Objective:

- In the middle creek area, acquire property interests to extend the greenway and protect streambanks and open space areas through Mt. Hood Community College to the Troutdale city limits (approximately 70 acres).

Tier Ic Objective:

- In the upper creek area, acquire property interests to extend the greenway and protect the canyon areas and streambanks from the Mt. Hood Community College to the intersection of SE Division Street and Troutdale Road.

Tier II Objectives:

- Acquire property interests to protect the sloped canyon area and streambank along the upper tributaries section.
- Explore the potential for using county access easements to enhance the greenway.

Partnership Recommendations:

- Enter into partnerships with the Friends of Beaver Creek and the Lusted Water District to encourage the development of an education program focused on riparian stewardship and land conservation.
- Encourage Multnomah County to implement elements of its Transportation Plan by creating a road based trail that links the Beaver Creek Greenway with Oxbow Regional Park.
- Investigate the potential to provide linkages to the south between the upper tributaries area and the City of Gresham's Kelly Creek Greenway.
- Encourage the Oregon Department of Transportation to abandon the eastern alignment of the proposed Mt. Hood parkway.

Executive Officer's Recommendation

The Executive Officer recommends passage of Resolution No. 96-2359.

Appendix A Beaver Creek Canyon Greenway

Summary of Comments from Stakeholder Interviews

- Health of creek has deteriorated over the years.
- Need more information about existing regulatory agencies, policies, penalties.
- Need to "plant the seed" of conservation among land owners.
- Concern about future changes in leadership at Metro and assurance that greenspaces are protected from development.
- Foster/promote "good stewardship."
- Promote partnerships among local agencies, friends groups, water districts.
- "Range of acquisition" - conservation easements, how wide?
- Lower creek area--focus on completing/enhancing the system.
- Get rid of the "light industrial/commercial zoning on the (app. 70 acre) parcel at the back of the Mt. Hood Community College. Buy it! Preserve It! Wonderful location close to elementary school and college and future middle school. Also has historic value ("pioneer tree").
- Don't want more regulation over land use.
- Concern about Metro as project administrator - mistrust of Metro.
- East of UGB - potential expansion (through greenways acquisition) outside of UGB.
- Concern about the potential for future public use of greenway area along private property.
- Potential public access will further impact creek.
- Explore possible linkages to "Bull Run Trolley Line Trail" to Dodge Park.
- Explore possibility of a local group acting as a liaison for Metro - Friends of Beaver Creek.
- Explore possible linkages to the Kelly Creek Greenway to the south.
- Don't like the idea of Metro acquiring land outside of the UGB.
- Need for equestrian facility and access to Oxbow Park. Equestrian trail access more feasible than bicycle access. More public support.
- In the upper creek area the tributary along Division is in dire need of preservation, not the upper tributaries.
- Animosity towards Metro is very high among farmers, nursery men, and property owners in the upper creek area and upper tributaries area (south of SE Division Street and Troutdale Road) due the "Urban Reserves" issue.
- Protect the areas along Troutdale Road and the corridor being considered for the Mount Hood Parkway.

List of Stakeholders Interviewed

- City of Gresham Parks Department
- Jim Lind, Oxbow Park Ranger
- Paul Rabe, President, Friends of Beaver Creek; Sam Barlow High School Teacher; Troutdale Planning Commissioner.
- Gene Moothart, large property owner along upper tributary for 45 years.
- Gil Damon, Chair, Lusted Water District; property owner/farmer along creek.
- Valerie Lantz, Troutdale City Parks
- Kathy Damon, Director, Luster Water District; property owner along creek.
- Carolyn Taylor, Friends of Beaver Creek; property owner along creek.
- Dick Caldwell, Fish and Wildlife
- Lusted Water District board meeting
- Friends of Beaver Creek Board Meeting, *including*
 - Larry Callister, Reynolds School District
 - Emily Roth, USNRCS
- Ruth McFarland, Metro Councilor
- Bob Acres, 40 Mile Loop
- Mike Houck, Portland Audubon Society

APPENDIX B

**Beaver Creek Public Workshop
Glen Otto Community Park, Troutdale
May 20, 1996
Attendance: Approximately 65 persons
Summary of Comments/Questions**

- Last year ODOT did a study about the Mt. Hood Parkway Road; what is its status?

Staff responded that the route along Beaver Creek was currently tabled, and that the focus was on the Hogan Street route.

- There have been missteps regarding location of UGB ("it's my property. Why wasn't I contacted?")

Staff described the distinction between the open spaces program and urban reserve processes.

- The land here is farm land, its not developable. I don't think you should waste tax money purchasing it.

Staff noted that Metro's budget for the area is \$3 million for an eight mile greenway, and that partnerships and donations would be sought for leverage.

- Regarding the upper area of creek; does Metro want to purchase land along the creek?

Staff responded that the current refinement plan afforded the area a Tier II designation, which made purchase attempts likely only if Tier I objectives were accomplished.

- What does conservation easement mean?

Staff defined the term and how it works.

- Is Metro planning to dam creeks?

Staff replied that other agencies would be involved in that.

- Water quality and wildlife habitat protection need to be added to the plan; upstream issues need to be dealt with; add to Tier I objectives? It's agriculture and nurseries that are causing the problem; you need to address water issues/sediment run off from agricultural lands/nurseries.

Staff replied that this issue was too big to tackle exclusively through an acquisition program, and that partnerships with other agencies and landowners will be required.

- Why can't some conservation efforts on the Sandy River be replicated on Beaver Creek?

Staff responded that that was in part what the Beaver Creek program was about.

- Has Metro identified species at risk in the corridor?

Staff replied that there have been no endangered species identified in the corridor, but that maintaining anadromous fish runs were an issue the program would attempt to address.

- I'm interested in creating bike route connections to Oxbow Park.

Staff replied that this is not a Metro priority, but County priority.

- I'm concerned about the silt problem, but also trash and illegal dumping in gullies. Would this be addressed?

Staff responded that the solid waste police should be made aware of such problems, and that cleanups have been done by Friends of Beaver Creek.

- Who will maintain the proposed equestrian trail?

Staff replied that this trail was just an idea—in Tier II and is not a priority; there has been no discussion yet.

- Land owners who need information, stewardship ideas should call Emily Roth of Natural Resource Conservation Service (NRCS).

- I'm opposed to the Tier IC objective because its near my house.

- What about Oxbow Parkway/greenway linkages to Beaver Creek? Will they be created?

Staff replied that the linkages were not yet refined.

- You should pay people in area to keep land in good management status.

Staff explained constraints to using bond funds.

- Will these public meetings inflate land prices? You're identifying where you want to spend the money.

Staff explained fair market value and other tax and cost savings ideas.

- How is ownership and management to be done after purchase/stewardship?

Staff discussed farm leasing possibilities, the creation of buffers, and slowly return agricultural land to natural areas. Staff also explained land banking and the creation of management plans that follow, noting that we were buying now for future generations.

- You need to protect upper watershed; you're wasting time buying land in the lower creek if water quality is your objective. The heat of creek—"thermal pollution" must be addressed as well as the silt problem.

- A show of hands showed the majority supported the refinement plan as presented.



BEAVER CREEK CANYON GREENWAY Questionnaire

The Metro staff invites you to participate in the refinement process for the Beaver Creek Canyon Greenway study Area. Refinement is the public process through which Metro adopts specific geographical boundaries and objectives for each target area. In the course of this process we interview stakeholders, evaluate the undeveloped land in the target area and formulate preliminary objectives. Please assist us by completing this questionnaire and sharing your ideas.

1. For the refinement process being undertaken by the Metro staff, what key elements of the Beaver Creek Greenway target area should be emphasized as part of the land acquisition? (Rank in order of importance to you, with 1 being the most important, and 4 being least important).

- _____ Acquisition of greenway along the creek corridor for water quality purposes.
- _____ Acquisition of land that will connect to open space natural areas, parks, trails and greenways.
- _____ Acquisition of selected upland/wooded areas and sloped river bluff areas for protection of wildlife habitat and visual quality of the greenway corridor.
- _____ Acquisition of a land parcel large enough to provide public access points to the creek.

2. What other features should be considered? (Rank on a scale of 1 - 7, same as above).

- _____ Preservation of natural wildlife habitat (name of particular type of habitat)
-

- _____ Restoration and/or reclamation of degraded sites for connectivity along the riparian corridor.

- _____ Trails for hiking, biking, equestrian use.

- _____ Wetlands and riparian corridors.

- _____ Watershed/tributary protection.

- _____ Creek access

- _____ Public access and educational opportunities

3. Do you have further suggestions to enhance the value of the Beaver Creek Greenway target area?

4. Additional comments:

5. Are you interested in participating in the Open Spaces Program as a willing seller or benefactor in the form of a donation, dedication or conservation easement?

OPTIONAL:

Name: _____

Address: _____

Phone Number: _____

_____ Please add my name and address to your Beaver Creek Greenway mailing list for future information, public meetings and events.

Please return this questionnaire to Metro Open Spaces Program, 600 N.E. Grand Avenue, Portland, OR 97232-2736. You may also call Metro's Open Spaces Hotline at 797-1919 for more information or to leave a comment.

APPENDIX D

DRAFT
METRO - OPEN SPACES REFINEMENT PROCESS
Biological Resources Overview of the Beaver Creek Target Area
for
the Technical Advisory Meeting

Prepared for:

Metro - Open Spaces Program
600 Northeast Grand Avenue
Portland, Oregon 97232

Prepared by:

Wildlife Dynamics, Inc.
David R. Smith
3559 Northeast Stanton Street
Portland, Oregon 97212

May 7, 1996

DRAFT
METRO - OPEN SPACES REFINEMENT PROCESS
Biological Resources Overview of the Beaver Creek Target Area
for
the Technical Advisory Meeting

May 7, 1996

INTRODUCTION

This report documents findings of the initial biological resources investigation of the Beaver Creek target area where land acquisition is proposed as part of the Metro - Open Spaces Program. The target area for this investigation was identified intentionally by general location only. This strategy allows Metro the flexibility to assess a relatively large number of parcels in a given region for the possibility of selecting the most desirable land in a willing-seller program.

Wildlife Dynamics, Inc. (WDI) conducted the preliminary biological resources investigations on the general target area. Objectives of the investigations were to gather existing biological information, interview individuals with knowledge of the areas, perform a general habitat evaluation (using a target area perspective), identify unique or important habitat features (using a narrower perspective), and identify specific sections within the target area that should be investigated in greater detail. The results of the initial studies are to prepare for public meetings and to assist Metro in their land acquisition refinement process.

The following are the results of the initial biological resources investigations for the target area.

Beaver Creek

The Beaver Creek target area is defined for this study as the creek corridor from the mouth at the Sandy River to the headwaters and includes the two major tributaries south of SE Division Drive. Kelly Creek is excluded from the study area except at the confluence of Beaver Creek. The target area is restricted to the immediate riparian corridor in the lower half of the creek (within the UGB) and then expands in the upper half to include the tributaries and all surrounding riparian and upland habitats (see map). The area has a mixture of land uses including suburban residential, rural residential, commercial, agricultural, developed recreation, and open space. Slightly more than half of the Beaver Creek basin is rural, with the majority of that area in agriculture use (ODFW 1991). Most of the areas in the basin within the UGB are developed. Lands outside the UGB are predominantly rural residential and agriculture. Large scale commercial nursery operations are common throughout the agricultural areas.

Natural resource information on Beaver Creek has been gathered and compiled from numerous sources including Friends of Beaver Creek, Sam Barlow High School, City of Troutdale, ODFW, and NRCS. A 1991 ODFW report describes general terrestrial and aquatic habitat conditions of Beaver Creek (pp 25-37 in [??] Final Report - Stream Corridor Enhancement [Appendix A]). City of Troutdale - Goal 5 Natural Resource Study (Schott July 1994) describes the habitat conditions and land uses of the Beaver Creek corridor within the Troutdale city limits including riparian species accounts and habitat evaluation data sheets (Appendix B). A detailed aquatic and riparian habitat inventory summary was conducted by ODFW (September 1993) for the creek from the mouth to the fish ladder at Troutdale Road (Appendix C).

A comparison of past documented habitat conditions and current field reconnaissance shows that habitat conditions do not appear to have changed an appreciable degree except for local increased development within the UGB. Therefore, general habitat characterizations and land uses within the study area described in the recent aforementioned documents can be used as references for general habitat conditions.

For the most part, forest habitat found in the study area is associated with drainages and steep slopes associated with drainages that were likely less desirable for development or agriculture. These forested habitats are presently dominated by lowland deciduous trees – red alder, cottonwood, willow, and ash and red cedars. Forested riparian habitat varies in width and is mostly narrow (less than 100 ft). Forested riparian habitats is absent or very narrow (less than 25 ft) in several portions of the drainage, particularly in the agricultural areas. The understory is often young willow, red alder, and cedar with scattered native shrubs, e.g. elderberry, snowberry, wild rose, and hazelnut. Blackberry is very common and is often the dominant shrub in these areas. The largest block of remaining forest habitat is located along SE Oxbow Drive in the upper 1/3 of the main stem of Beaver Creek. Though impacted by roads and some fragmentation, this area is one the only remnant, moderately high value, native plant communities left on the main stem.

Wildlife habitat has been significantly impacted by land use practices and habitat quality varies throughout the study area. Factors such as habitat block size, species diversity, exotic species, water quality, disturbance levels, and proximity to other natural areas contribute to the overall habitat quality of a given reach of the creek or portion of the target area. Generally, the relatively highest quality wildlife habitat is found in the larger block forest habitats (width of block is at least 600 ft) and the unique areas within the Beaver Creek canyon in the lower 1/3 of the drainage.

Acquisition and protection should focus on forested riparian habitats, wetlands, steep sloped areas, and large acreage, particularly in areas with increasing development pressures. Priority should be given to lands that will (1) maintain and/or increase size of corridors, (2) increase the size of protected or dedicated lands (i.e. mitigation sites and E-zones) or publicly owned lands, (3) protect significant or unique wildlife areas (i.e. large block forest, cliff habitat, salmonid spawning areas), and (4) enhance water quality and aquatic habitats.

Persons interviewed and general comments:

Emily Roth, Natural Resource Conservation Service Staff

- is concerned with the sediment loading occurring from the upper tributaries and the area of the main stem along SE Division Drive
- stated that water quality is a very important issue for the health of the drainage and can (should) be improved
- has worked closely with the Friends of Beaver Creek and feels that most of their recommendations for areas of protection or problem areas where land use changes should be urged is good

Joe Pesek, ODFW Biologist

- would like to see public ownership of the lower creek increased, i.e. the sites identified by Beaver Creek master plan
- is concerned with water quality

Mike Houck, Portland Audubon Biologist

- would like to see public ownership of the lower creek increased, i.e. the sites identified by Beaver Creek master plan

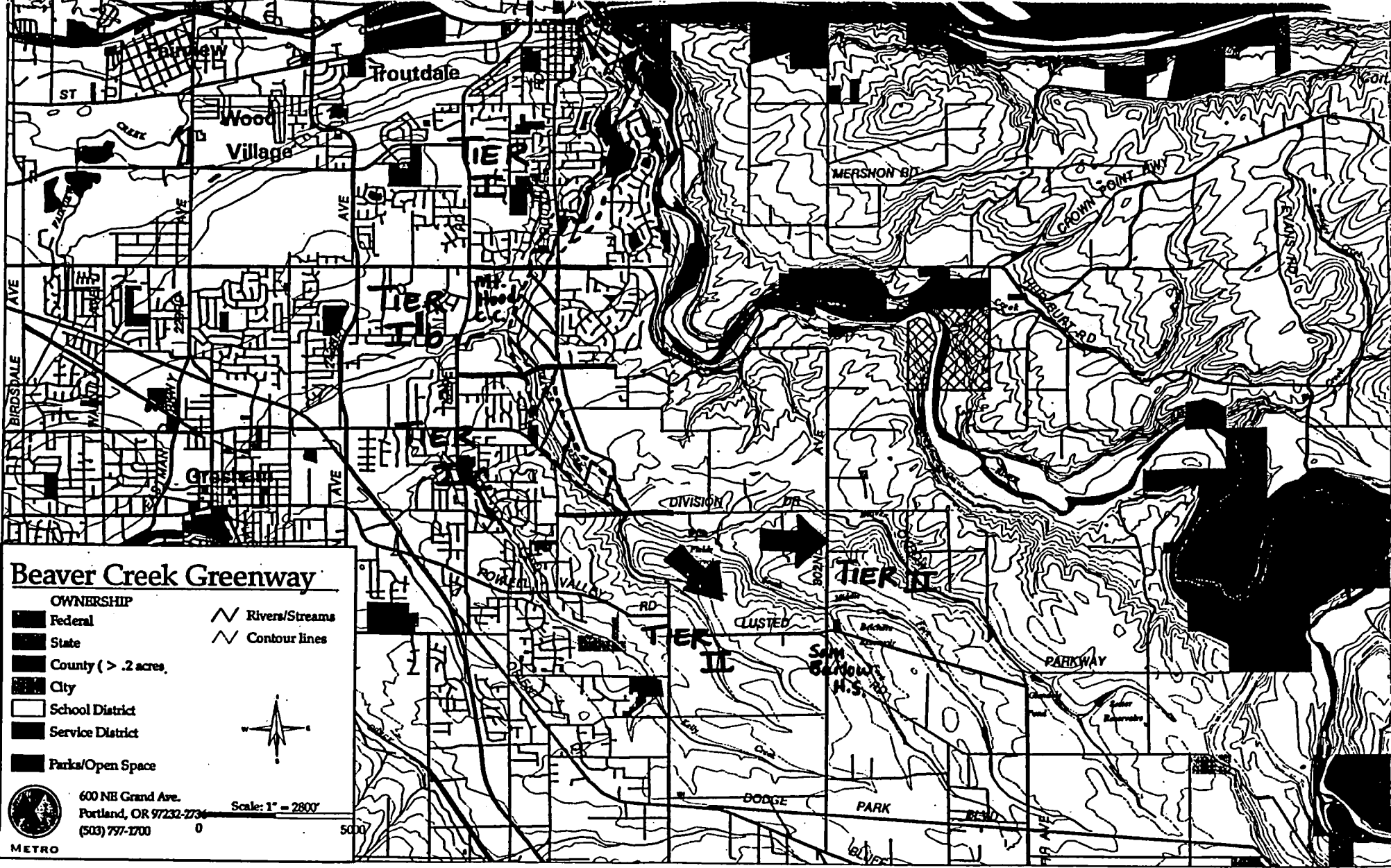
Martin Schott, Wetlands Consultant

- would also like to see public ownership of the lower creek increased, i.e. the sites identified by Beaver Creek master plan
- identified the Striben and the Shilke properties as priority sites for acquisition

Paul Rabe, President of Friends of Beaver Creek

- identified several sites that would compliment existing public holdings, most of which are in the Beaver Creek master plan
- identified problem areas, i.e. sediment loading and pollution, outside of the UGB
- stated that the Friends are opposed to active recreation facilities on the vacant lands on MHCC campus, instead would like to see enhance of the area

- **stated that he feels emphasis should be placed on the upper watershed because of the significant degradation problems associated with agricultural and rural housing along the creek**



95212ref11x07, plot date: May 20, 1996

METRO

PUBLICATIONS/REPORTS/MAPS

Prepared by
Dorris & Associates
June 1996

METRO

PUBLICATIONS, REPORTS AND MAPS

I. PROJECT GOALS

Dorris & Associates was contracted to identify and develop an index of Metro publications, reports and maps. The purpose of the index is three fold:

- o to inventory Metro publications
- o to improve employee and public access to publications
- o to set up a tool and process to begin managing Metro publications as a whole.

II. BACKGROUND

To obtain the information necessary to complete this project, specific individuals in each department were designated to participate in a survey. A total of 21 staff members were interviewed including public information specialists, division managers, and administrative personnel. During the interviews each person was asked not only for their input regarding publications, reports and maps, but also to share their concerns and recommendations about document management. These concerns, our recommendation for a central library and a recap of the employee comments are provided in Appendix A.

The following report reflects those comments, observations and recommendations of Dorris & Associates.

III. INDEX ORGANIZATION

It became evident during the survey that a publication and a report was defined differently by each person. For that reason the index developed will list all printed material produce by Metro as publications. This includes an array of maps, reports, newsletters and brochures.

Information to be included in the index was prioritized and identified as follows:

- o title
- o publication type
- o public meeting items
- o curriculum materials
- o marketing materials (enterprise activity related)
- o public information planning documents
- o public information of a general nature
- o department of origin
- o contact telephone number--to help locate documents

Categories not to be included on the list are:

- o forms
- o in-house flyers
- o professional publications such as at the Zoo, or in Solid Waste Trade Journals, etc.

IV. INDEX MANAGEMENT

To ensure listings are kept up-to-date and accurate, one person, plus back-up should be assigned the responsibility of maintaining and controlling the index. Locate the position in a logical place within the organizational structure to provide the support and control necessary to ensure that all departments follow the procedures. From our observation it appears that the Executive Office would be the best location for this function.

Write and distribute a policy statement or Executive Order to establish employee responsibilities relating to new and discontinued publications and maps. For example:

It is the policy of Metro that all departments must obtain a department designation and index code for all new publications/maps prior to printing. Publications are defined as public meeting materials, curriculum materials, marketing materials, public information planning documents and general public information.

V. INDEX PROCEDURES

It is the policy of Metro that all departments must obtain a department designation and index code for all new publications/maps prior to printing. Publications are defined as public meeting materials, curriculum materials, marketing materials, public information planning documents and general public information.

PREPARING A NEW PUBLICATION

Department designing new publication

Contact individual in charge of index by E-Mail, telephone or memo.

Give title of publication and contact telephone number.

Designate category of publication.

Index

Assign department designation and next available code number.

Enter department designation, code number, publication title, category and contact telephone number into the automated index.

Department

Ensure the department designation and code number is printed on each publication on the back of the cover in the lower left hand corner.

Department designing new map

Contact individual in charge of index by E-Mail, telephone or memo.

Give title of map and contact telephone number.

Designate category of map.

Index

Assign department designation and code number.

Enter department designation, code number, map title, category and contact telephone number into the automated index.

Department

Ensure the department designation and code number is printed on each map in the lower left hand corner.

DELETING AN OBSOLETE PUBLICATION

Department deleting a publication

Contact individual in charge of index by E-Mail, telephone or memo.

Give department designation, code number, title of publication and category of publication to be deleted.

Index

Place an asterisk after the telephone number to indicate that the publication is obsolete and no longer available.

Retain publication on the system for historical information or until retention period has been met and it can be deleted from the index.

REPORTS

Index

Print a report in chronological order by codes to use when assigning new code numbers to departments.

Print a report for each department listing publications & maps alphabetically by department and title.

VI. INDEX OF PUBLICATIONS/REPORTS/MAPS
(see next section for index)

METRO

PUBLICATIONS / REPORTS / MAPS

MASTER INDEX

METRO

PUBLICATIONS / REPORTS / MAPS

INDEX

DEPT . OF ORIGIN	CODE	TITLE	CHARGE	MEDIA	PHONE EXT.
Dept of Admin Svcs	1000	Proposed Budget	None	Paper	1616
Dept of Admin Svcs	1001	Approved Budget	None	Paper	1616
Dept of Admin Svcs	1002	Adopted Budget	None	Paper	1616
Dept of Admin Svcs	1003	Five (5) Yr Financial Plan	None	Paper	1616
Dept of Admin Svcs	1004	Budget Summary Document	None	Paper	1616
Dept of Admin Svcs	1005	Capital Improvement Plan	None	Paper	1616
Dept of Admin Svcs	1006	Official Statements (Bond Issues)	None	Paper	1616
Dept of Admin Svcs	1007	Comprehensive Annual Fin Rept	None	Paper	1616
Auditor's Office	1008	Audit Reports (Completed)	None	Paper	1892
Auditor's Office	1009	Metroaudit Newsletter (Quarterly)	None	Paper	1892
Ofc of General Counsel	1010	Metro Code	\$1500	Paper	1530
Ofc of General Counsel	1011	Land Use Policy	None	Paper	1530
Council	1012	Council Agenda	None	Paper	1536
Council	1013	Committee Agendas	None	Paper	1536
Council	1014	Council Minutes	None	Paper	1536
Council	1015	Metro Legislation	None	Paper	1536
Council	1016	Council & Committee Meeting Tapes	\$500	Tape	1536
Data Resource Center	1017	Profiles Of The Prtlnd / Vanc Economy	\$1000	Paper	1742
Data Resource Center	1018	Aggregate Housing Demands	\$1000	Paper	1742
Data Resource Center	1019	Metro Measured	\$1000	Paper	1742
Data Resource Center	1020	Regional Development Trends Non-Residential Bldg Permits	\$1000	Paper	1742
Data Resource Center	1021	Regional Development Trends Residential Building Permits	\$1000	Paper	1742
Data Resource Center	1022	Commuting Patterns	\$1500	Paper	1742
Data Resource Center	1023	1994 Population, Households, Housing Units With 1990 Census Tract Map	\$300 \$500	Paper Map	1742

Metro
Publications/ Reports/ Maps
Index

DEPT . OF ORIGIN	CODE	TITLE	CHARGE	MEDIA	PHONE EXT.
Data Resource Center	1024	1994 Employment With Census Tract Map	\$500 \$700	Paper Map	1742
Data Resource Center	1025	1990 Population & Housing Units	\$1200	Paper	1742
Data Resource Center	1026	The 2015 Regional Forecast	\$1000	Paper	1742
Data Resource Center	1027	The 2015 Regional Forecast & Urban Development Patterns	\$2000	Paper	1742
Growth Management	1028	Regional Parking Mgt Program/ Portland Metropolitan Area	None	Paper	1562
Growth Management	1029	Survey Of Natural Resource Protection Tools / Portland Metropolitan Region	None	Paper	1562
Growth Management	1030	Transportation Demand Mgt Phase I Report	None	Paper	1562
Growth Management	1031	Regional Bicycle Plan	None	Paper	1562
Growth Management	1032	Utility Feasibility Analysis For Metro 2040 Urban Reserve Study Areas	None	Paper	1562
Growth Management	1033	Regional Pedestrian Program Background Report	None	Paper	1562
Growth Management	1034	Interim Federal Regional Transportation Plan	None	Paper	1562
Growth Management	1035	Region 2040 Recommended Alternative Decision Kit	None	Paper	1562
Growth Management	1036	Region 2040 Technical Appendix	None	Paper	1562
Growth Management	1037	Transportation Analysis Of the Growth Concepts	None	Paper	1562
Growth Management	1038	Region 2040 Concept Document-- Land Use Appendix	None	Paper	1562
Growth Management	1039	Concepts For Growth, Report To The Council	None	Paper	1562
Growth Management	1040	Portland Metro 2040 Commodity Flow & Requirements Study	None	Paper	1562
Growth Management	1041	Profiles Of The Portland-- Vancouver Economy	\$1000	Paper	1742
Growth Management	1042	Water Descriptive Indicators Final Report	None	Paper	1562
Growth Management	1043	2040 Indicators: Housing & Employment	None	Paper	1562
Growth Management	1044	Carrying Capacity & Its Application To The Portland Metropolitan Region	None	Paper	1562
Growth Management	1045	Evaluation Of No-Growth & Slow-Growth Policies For The Portland Region	None	Paper	1562
Growth Management	1046	Workstyles Study	None	Paper	1562
Growth Management	1047	Creating & Using Descriptive Indicators; Non-Quantifiable Issues	None	Paper	1562
Growth Management	1048	Region 2040 Interim Report	None	Paper	1562
Growth Management	1049	Settlement Patterns In The Portland Region: A Historical Overview	None	Paper	1562
Growth Management	1050	The Regional Forecast, Portland / Vancouver Metropolitan Area Forecast 1990-2040	None	Paper	1562
Growth Management	1051	Existing Conditions: The Natural & Built Environment	None	Paper	1562

Me...
 Publications/ Reports/ Maps
 Index

DEPT . OF ORIGIN	CODE	TITLE	CHARGE	MEDIA	PHONE EXT.
Growth Management	1052	Mixed-Used Urban Centers: Economic & Transportation Characteristics	None	Paper	1562
Growth Management	1053	Region 2040--Phase I Final Report	None	Paper	1562
Parks & Greenspaces	1054	Metro Greenscene	None	Paper	1774
Parks & Greenspaces	1055	Metropolitan Greenspaces Master Plan	\$1000	Paper	1774
Parks & Greenspaces	1056	Burlington Northern Rails-To-Trails Feasibility Study	\$1800	Paper	1774
Parks & Greenspaces	1057	Burlington Northern Rails-To-Trails Feasibility Study Summary	None	Paper	1774
Parks & Greenspaces	1058	Peninsula Crossing Trail Feasibility Study	None	Paper	1774
Regional Enviro Mgmt	1059	Garbage Disposal Fees Fact Sheet	None	Paper	1700
Regional Enviro Mgmt	1060	Metro Central Station Community Enhancement Program, 3-Yr Report	None	Paper	1700
Regional Enviro Mgmt	1061	North Portland Enhancement Committee 5 Yr Report	None	Paper	1700
Regional Enviro Mgmt	1062	Records & Information Resource Newsletter	None	Paper	1700
Regional Enviro Mgmt	1063	Regional Environmental Mgt Info	None	Paper	1700
Regional Enviro Mgmt	1064	Solv-It Clean-Up Event	None	Paper	1700
Regional Enviro Mgmt	1065	Butterfly Gardening	None	Paper	1700
Regional Enviro Mgmt	1066	Common Sense Gardening: A Guide To Alternatives To Pesticides	None	Paper	1700
Regional Enviro Mgmt	1067	Compost Products List	None	Paper	1700
Regional Enviro Mgmt	1068	Hazardless Home Handbook	None	Paper	1700
Regional Enviro Mgmt	1069	Hazardous Waste Collection Program For Conditionally Exempt Generators	None	Paper	1700
Regional Enviro Mgmt	1070	Home Composting Resources	None	Paper	1700
Regional Enviro Mgmt	1071	Laser Cartridge Resources	None	Paper	1700
Regional Enviro Mgmt	1072	Metro Recycling Information	None	Paper	1700
Regional Enviro Mgmt	1073	Office Paper Recycling: Drop-Off & Buy-Back Centers	None	Paper	1700
Regional Enviro Mgmt	1074	Office Paper Recycling: Pickup Services	None	Paper	1700
Regional Enviro Mgmt	1075	Office Paper Recycling: School Pickup & Buy-Back Centers	None	Paper	1700
Regional Enviro Mgmt	1076	Office Paper Recycling: Container Sources	None	Paper	1700
Regional Enviro Mgmt	1077	Office Paper Recycling: Desk-Side & Desk-Top Containers	None	Paper	1700
Regional Enviro Mgmt	1078	Office Paper Shredding Services	None	Paper	1700
Regional Enviro Mgmt	1079	Plastics Recycling Drop Sites	None	Paper	1700
Regional Enviro Mgmt	1080	Portable Wood & Wire Composting Bin	None	Paper	1700
Regional Enviro Mgmt	1081	Postcards (3) To Manufacturers Urging Plastics Waste Reduction	None	Paper	1700
Regional Enviro Mgmt	1082	Reduce Reuse Recycle --1996 Calendar	None	Paper	1700

Met...
 Publications/ Reports/ Maps
 Index

DEPT . OF ORIGIN	CODE	TITLE	CHARGE	MEDIA	PHONE EXT.
Regional Enviro Mgmt	1083	Success With Multi-Family Recycling	None	Paper	1700
Regional Enviro Mgmt	1084	Taking Action On Plastics Recycling	None	Paper	1700
Regional Enviro Mgmt	1085	Waste Minimization Strategies	None	Paper	1700
Regional Enviro Mgmt	1086	Yard Debris Recycling Chipping Services	None	Paper	1700
Regional Enviro Mgmt	1087	Yard Debris Recycling Drop Centers	None	Paper	1700
Regional Enviro Mgmt	1088	Adopted Budget 1995-96	None	Paper	1700
Regional Enviro Mgmt	1089	Monthly Financial Report	None	Paper	1700
Regional Enviro Mgmt	1090	SJLF Closure Project Annual Report To DEQ	None	Paper	1700
Regional Enviro Mgmt	1091	SJLF Landfill Closure & Environmental Monitoring	None	Paper	1700
Regional Enviro Mgmt	1092	Questions & Answers About Smith & Bybee Lakes	None	Paper	1700
Regional Enviro Mgmt	1093	Managing Paint Waste Wisely	None	Paper	1700
Regional Enviro Mgmt	1094	Metro Central & South Stations	None	Paper	1700
Regional Enviro Mgmt	1095	Metro Hazardous Waste Program	None	Paper	1700
Regional Enviro Mgmt	1096	Metro Hazardous Waste Program Annual Report	None	Paper	1700
Regional Enviro Mgmt	1097	Metro Solid Waste Enforcement Unit Program Overview & Statistics	None	Paper	1700
Regional Enviro Mgmt	1098	Metro South Station Annual Report	None	Paper	1700
Regional Enviro Mgmt	1099	Transfer Station News Newsletter	None	Paper	1700
Regional Enviro Mgmt	1100	Waste Transport Services & Mitigation Of Truck Impacts	None	Paper	1700
Regional Enviro Mgmt	1101	A Guide To Recycled Products- Building & Construction	None	Paper	1700
Regional Enviro Mgmt	1102	A Guide To Recycled Products- Commercial & Industrial	None	Paper	1700
Regional Enviro Mgmt	1103	A Guide To Recycled Products- Paper & Office Supplies	None	Paper	1700
Regional Enviro Mgmt	1104	A Shopper's Guide To Buying Recycled	None	Paper	1700
Regional Enviro Mgmt	1105	Asphalt Roofing Market Analysis	None	Paper	1700
Regional Enviro Mgmt	1106	Biennial Report To EQC On Implementation Of Metro Solid Waste Reduction Program	10/ page	Paper	1700
Regional Enviro Mgmt	1107	Earth-Wise Purchasing Booklet	None	Paper	1700
Regional Enviro Mgmt	1108	Market Profiles	None	Paper	1700
Regional Enviro Mgmt	1109	Metro Licensing Program For Yard Debris Processing & Reload Facilities	None	Paper	1700
Regional Enviro Mgmt	1110	Recycling Business Recource Directory	\$1200	Paper	1700
Regional Enviro Mgmt	1111	Recycling Level Survey	None	Paper	1700
Regional Enviro Mgmt	1112	Recycling Market Quarterly Price Report	None	Paper	1700
Regional Enviro Mgmt	1113	Regional (Recyclables) Monthly Market Price Report	None	Paper	1700
Regional Enviro Mgmt	1114	Regional (Recyclables) Quarterly Market Price Report	None	Paper	1700

Menu
Publications/ Reports/ Maps
Index

DEPT . OF ORIGIN	CODE	TITLE	CHARGE	MEDIA	PHONE EXT.
Regional Enviro Mgmt	1115	Resource Efficient Building Handbook	None	Paper	1700
Regional Enviro Mgmt	1116	Solid Waste Information System (SWIS) Report	None	Paper	1700
Regional Enviro Mgmt	1117	Tonnage Delivered To Metro South & Metro Central Transfer Stations In 1995	None	Paper	1700
Regional Enviro Mgmt	1118	Tonnage Report	None	Paper	1700
Regional Enviro Mgmt	1119	Waste Reduction & Planning Services Annual Report Fy 1994-95	None	Paper	1700
Regional Enviro Mgmt	1120	ABC's Of Composting	None	Video	1700
Regional Enviro Mgmt	1121	Art Of Composting	None	Paper	1700
Regional Enviro Mgmt	1122	Business Park Recycling	None	Paper	1700
Regional Enviro Mgmt	1123	Characterization Of Construction Site Waste (93/94)	\$500	Paper	1700
Regional Enviro Mgmt	1124	Construction Industry Recycling Curriculum (94/95)	None	Paper	1700
Regional Enviro Mgmt	1125	Construction Industry Recycling Project (93/94)	\$800	Paper	1700
Regional Enviro Mgmt	1126	Construction Site Recycling Guide	None	Paper	1700
Regional Enviro Mgmt	1127	Demolition For Salvage & Reuse Project With Port Of Portland (93/94)	\$400	Paper	1700
Regional Enviro Mgmt	1128	Developing A Construction & Demolition Debris Recycling System For Disaster Debris Mgt (94)	None	Paper	1700
Regional Enviro Mgmt	1129	How To Get Rid Of Your Company Paperwork	None	Paper	1700
Regional Enviro Mgmt	1130	How To Make Your Yard Environmentally Friendiy	None	Paper	1700
Regional Enviro Mgmt	1131	Metro Flood Debris Removal Action Plan	None	Paper	1700
Regional Enviro Mgmt	1132	Investigation Of Alternative Markets For Recycled Wood (93/94)	\$1200	Paper	1700
Regional Enviro Mgmt	1133	Metro Licensing Program For Yard Debris Processing & Reload Facilities	None	Paper	1700
Regional Enviro Mgmt	1134	Metro Region 1993 Construction & Demolition Waste Generation & Recycling Report	None	Paper	1700
Regional Enviro Mgmt	1135	Realtors Prevent Waste Case Studies (3/96)	None	Paper	1700
Regional Enviro Mgmt	1136	Recycling Pays	None	Video	1700
Regional Enviro Mgmt	1137	Reduce, Reuse, Recycle Video (Free Rental Through MRI, or, Purchase For \$2195)	None/ or \$2195	Video	1700
Regional Enviro Mgmt	1138	Residential Remodeling Waste Reduction Demonstration Project (93/94)	\$500	Paper	1700
Regional Enviro Mgmt	1139	Resourceful Renovation (93/94)	None	Video	1700
Regional Enviro Mgmt	1140	Salvage & Reuse Of Construction Materials From Residential Demolition (93/94)	\$1500	Paper	1700

Metro
Publications/ Reports/ Maps
Index

DEPT . OF ORIGIN	CODE	TITLE	CHARGE	MEDIA	PHONE EXT.
Regional Enviro Mgmt	1141	Waste Minimization For Hotels	None	Paper	1700
Regional Enviro Mgmt	1142	Worm Wonders (Education)	None	Paper	1700
Regional Enviro Mgmt	1143	Report Of The Transfer Station Work Team	None	Paper	1700
Dept of Admin Svcs	1144	Risk Management Manual	None	Paper	1700
Dept of Admin Svcs	1145	Hazard Communication Program	None	Paper	1700
Dept of Admin Svcs	1146	Metro Safety Booklet	None	Paper	1700
Dept of Admin Svcs	1147	Metro Office Safety Guide	None	Paper	1700
Dept of Admin Svcs	1148	Supervisor & Safety Committee Reference & Training	None	Paper	1700
Dept of Admin Svcs	1149	Accident Prevention & Loss Control	None	Paper	1700
Dept of Admin Svcs	1150	Contract Manual	None	Paper	1700
Dept of Admin Svcs	1151	Contract Reference Training Guide	None	Paper	1700
Dept of Admin Svcs	1152	Contracting Reference Guide	None	Paper	1700
Dept of Admin Svcs	1153	1995-96 Project List	None	Paper	1700
Dept of Admin Svcs	1154	Risk & Contract Management Quarterly Update	None	Paper	1700
Transportation	1155	South/North Newsletters	None	Paper	1746
Transportation	1156	Design Option Narrowing Final Report	10/ page	Paper	1746
Transportation	1157	Major Investment Study Final Report	10/ page	Paper	1746
Transportation	1158	S/N Transit Corridor Study - Tier II EIS/PE Step One Work Plan	10/ page	Paper	1746
Transportation	1159	Design Option Narrowing Final Report S/N Steering Group	10/ page	Paper	1746
Transportation	1160	Downtown Portland Tier I - Final Recommendation Report- Steering Group	10/ page	Paper	1746
Transportation	1161	S/N Downtown Portland Segment Public Comments	10/ page	Paper	1746
Transportation	1162	Design Option Narrowing Briefing Document	10/ page	Paper	1746
Transportation	1163	Design Option Narrowing Final Recommendations-S/N Pmg	10/ page	Paper	1746
Transportation	1164	S/N Light Rail Alignment Recommendations	10/ page	Paper	1746
Transportation	1165	S/N Design Option Narrowing Comments Report	10/ page	Paper	1746
Transportation	1166	Harrison Entry To Portland CBD Entry Impacts	10/ page	Paper	1746
Transportation	1167	Downtown Portland Oversight Committee	10/ page	Paper	1746
Transportation	1168	Draft Design Option Narrowing Technical Summary Report Walk Isochron Compendium	10/ page	Paper	1746
Transportation	1169	Surface Align Alternatives For IRT On The Portland Transit Mall	10/ page	Paper	1746
Transportation	1170	Draft Technical Summary Report Design Option Narrowing	10/ page	Paper	1746
Transportation	1171	Draft Major River Crossing Technical Compendium	10/ page	Paper	1746
Transportation	1172	Draft Briefing Document Design Option Narrowing	10/ page	Paper	1746

Metro
Publications/ Reports/ Maps
Index

DEPT . OF ORIGIN	CODE	TITLE	CHARGE	MEDIA	PHONE EXT.
Transportation	1173	Draft Major River Crossing	10/ page	Paper	1746
Transportation	1174	A2 Alternative Off-Mall Bus Operations	10/ page	Paper	1746
Transportation	1175	Arena Tc Feasibility & Preliminary Cost Study	10/ page	Paper	1746
Transportation	1176	Hayden Island Land Use Concepts	10/ page	Paper	1746
Transportation	1177	Major River Crossings	10/ page	Paper	1746
Transportation	1178	Light Rail Workbooks: Multnomah County, Clackamas Co & Clark Co	10/ page	Paper	1746
Transportation	1179	Portland CBD North Entrance Draft Findings Report	10/ page	Paper	1746
Transportation	1180	Southern Park & Ride Analysis	10/ page	Paper	1746
Transportation	1181	Clark County Park & Ride Traffic Impacts	10/ page	Paper	1746
Transportation	1182	Work Plan For Tier II: Environmental Impact Statement/ Preliminary Engineering-Step One	10/ page	Paper	1747
Transportation	1183	Downtown & Uptown Vancouver Traffic Analysis	10/ page	Paper	1747
Transportation	1184	Tier I Recommendation Report: Metro Council, Metro Council & C-Tran, Steering Group, Project Management Group	10/ page	Paper	1747
Transportation	1185	South/North Corridor Study Milwaukie, OR Calthorpe Associates	10/ page	Paper	1747
Transportation	1186	South/North Corridor Study Vancouver, WA Calthorpe Associates	10/ page	Paper	1747
Transportation	1187	Expert Review Panel Update	10/ page	Paper	1747
Transportation	1188	Columbia River Mid-Level Bridge Analysis	10/ page	Paper	1747
Transportation	1189	LRT Operational Impacts Of The Columbia River Low-Level	10/ page	Paper	1747
Transportation	1190	LRT Operational Impacts Of Hawthorne Bridge	10/ page	Paper	1747
Transportation	1191	Narrowing The Options: A Summary Tier I Public Meeting & Comments	10/ page	Paper	1747
Transportation	1192	Tier I Technical Summary Report	10/ page	Paper	1747
Transportation	1193	Supplement: Willamette River Crossings	10/ page	Paper	1747
Transportation	1194	Briefing Document	10/ page	Paper	1747
Transportation	1195	Clackamas County Study Area	10/ page	Paper	1747
Transportation	1196	Clark County 1-5/Hwy-99 Alignment Alternatives	10/ page	Paper	1747
Transportation	1197	John's Landing Design Options	10/ page	Paper	1747
Transportation	1198	North Portland: Kaiser Medical Facility To Delta Park	10/ page	Paper	1747
Transportation	1199	South Portland Capital Costs: Milwaukie Tc To Pioneer Square	10/ page	Paper	1747
Transportation	1200	SR-500 Alignment Review	10/ page	Paper	1747
Transportation	1201	Willamette River Crossings, South Portland	10/ page	Paper	1747
Transportation	1202	S/N Portland Cbd Report	10/ page	Paper	1747

Metro
Publications/ Reports/ Maps
Index

DEPT . OF ORIGIN	CODE	TITLE	CHARGE	MEDIA	PHONE EXT.
Transportation	1203	Order Of Magnitude Estimate	10/ page	Paper	1747
Transportation	1204	Work Plan: Alternatives Analysis/ Draft Environmental Impact Statement	10/ page	Paper	1747
Transportation	1205	Light Rail Transit Representative Alternatives/ Conceptual Design & Order Of Magnitude Cost Estimate	10/ page	Paper	1747
Transportation	1206	Capital Cost Methodology Report	10/ page	Paper	1747
Transportation	1207	Willamette River Crossing Study	10/ page	Paper	1747
Transportation	1208	Columbia River Crossing Study	10/ page	Paper	1747
Transportation	1209	Tier I Evaluation Methodology Report	10/ page	Paper	1747
Transportation	1210	Tier I Description Of Alternatives Report	10/ page	Paper	1747
Transportation	1211	South/North Scoping Comments Report	10/ page	Paper	1747
Transportation	1212	Usway Evaluation Technical Memo	10/ page	Paper	1747
Transportation	1213	Draft Central Eastside Connector Technical Memo	10/ page	Paper	1747
Transportation	1214	Preliminary Alternatives Report For Scoping Meeting	10/ page	Paper	1747
Transportation	1215	Appendix I Scoping Process Narrowing Report	10/ page	Paper	1747
Transportation	1216	Appendix II Mode & Alignment Workshop Report	10/ page	Paper	1747
Transportation	1217	Preliminary Work Plan (2 Drafts)	10/ page	Paper	1747
Transportation	1218	Land Use & Economic Development Phase I Technical Report	10/ page	Paper	1747
Transportation	1219	Capital Cost Estimates Phase Technical Report	10/ page	Paper	1747
Transportation	1220	Operations & Maintenance Phase Technical Report	10/ page	Paper	1747
Transportation	1221	Social Equity Impacts Phase Technical Report	10/ page	Paper	1747
Transportation	1222	Environmental Analysis Phase Technical Report	10/ page	Paper	1747
Transportation	1223	Public Opinion Phase I / Technical Report	10/ page	Paper	1747
Transportation	1224	Expert Review & Panel Meeting Forecasting Methodology	10/ page	Paper	1747
Transportation	1225	Expert Review Panel Methodologies And Guidelines	10/ page	Paper	1747
Transportation	1226	Expert Review Panel Facility And Operating Guidelines	10/ page	Paper	1747
Transportation	1227	Technical Facts	None	Paper	1747
Transportation	1228	Facts Sheets	None	Paper	1747
Transportation	1229	Interim Federal Regional Transportation Plan	None	Paper	1747
Transportation	1230	Regional Transportation Plan Update: CAC Policy Recommendations	None	Paper	1747
Transportation	1231	Regional Transportation Plan, Public Comment Report	None	Paper	1747
Transportation	1232	Regional Transportation Planning	None	Paper	1747
Transportation	1233	Transportation Improvement Program Portland Metro Area FY 96-98	None	Paper	1747
Transportation	1234	Short List Technical Rankings & Assessment Of Admin Criteria-	None	Paper	1747

Me.
Publications/ Reports/ Maps
Index

DEPT . OF ORIGIN	CODE	TITLE	CHARGE	MEDIA	PHONE EXT.
		Public Hearing Version			
Transportation	1235	FY 1996 MTIP, \$27 Million Regional Reserve	None	Paper	1747
Transportation	1236	2040 Implementation Fund, Comments	None	Paper	1747
Transportation	1237	Regional Parking Management Program	None	Paper	1747
Transportation	1238	Transportation Planning, Public Involvement Policy	None	Paper	1747
Transportation	1239	Transportation Planning, Local Public Involvement Policy	None	Paper	1747
Transportation	1240	Draft Regional Bicycle Plan	None	Paper	1747
Transportation	1241	Community Bridge & Road Fund	None	Paper	1747
Transportation	1242	Community Bridge & Road Fund, Public Comment Report	None	Paper	1747
Transportation	1243	Region 2040, Decision For Tommorrow Transportation Analysis Of The Growth Concepts	None	Paper	1747
Transportation	1244	Transportation System Monitoring Activities	None	Paper	1747
Transportation	1245	The Phase III Travel Demand Forecasting Model	None	Paper	1747
Transportation	1246	Link Based Emission Calculation Methodology	None	Paper	1747
Transportation	1247	1992 Model Validation	None	Paper	1747
Transportation	1248	Regional Roadway Project Alternatives	None	Paper	1747
Zoo	1249	Education Newsletter	None	Paper	226-1561
Zoo	1250	Tree Handout	None	Paper	226-1561
Zoo	1251	Group Overnight Program	None	Paper	226-1561
Zoo	1252	Summer Camp	None	Paper	226-1561
Zoo	1253	Insect Box Guides (Rental Charge)	\$1000/ 2 Weeks		226-1561
Zoo	1254	K-2 At The Zoo	\$900	Paper	226-1561
Zoo	1255	Great Northwest	\$900	Paper	226-1561
Zoo	1256	Tropical Animals	\$900	Paper	226-1561
Zoo	1257	Threatened & Endangered Species	\$900	Paper	226-1561
Zoo	1258	A Home For Asian Elephants	\$400	Paper	226-1561
Zoo	1259	Africa	\$1300	Paper	226-1561
Zoo	1260	Zoo Careers	\$6500	Paper	226-1561
Zoo	1261	Environmental Enrichment	\$2500	Paper	226-1561
Zoo	1262	Endangered Species	\$5000	Paper	226-1561
Zoo	1263	Kongo Ranger Safari	\$400	Paper	226-1561
Zoo	1264	Zoo Fun Safari	\$400	Paper	226-1561
Zoo	1265	You Color Animal Flash Cards	\$1500	Paper	226-1561

M...
 Publications/ Reports/ Maps
 Index

DEPT . OF ORIGIN	CODE	TITLE	CHARGE	MEDIA	PHONE EXT.
Zoo	1266	Animal Talk Cards	\$500	Paper	226-1561
Zoo	1267	Zoo Newsletter	None	Paper	226-1561
Zoo	1268	Zoo Doer	None	Paper	226-1561
Zoo	1269	Cascade Trails	None	Paper	226-1561
Office of the Executive	1270	History Of Metro	None	Paper	1700
Office of the Executive	1271	Metro Charter	None	Paper	1700
Office of the Executive	1272	Overview Of Metro	None	Paper	1700
Office of the Executive	1273	About Metro	None	Paper	1700
Office of the Executive	1274	Regional Directory	\$600	Paper	1700
Data Resource Center	1275	Assessor's Land Use	\$3000	Map	1562
Data Resource Center	1276	Zoning (Metro Region/Per County)	\$3000	Map	1562
Data Resource Center	1277	Land Use Plans (Metro Region/Per County)	\$3000	Map	1562
Data Resource Center	1278	Undeveloped Land (Metro Region/Per County)	\$2500	Map	1562
Data Resource Center	1279	Major Highway Corridors	85"X11" METRO REGION None	Map	1562
	1280		18"X24" METRO REGION \$200	Map	1562
Data Resource Center	1281	Major Arterial Streets	85"X11" METRO REGION None	Map	1562
	1282		18"X24" 4-COUNTY REGION \$300	Map	1562
Data Resource Center	1283	All Arterial Streets	85"X11" METRO REGION None	Map	1562
	1284		18"X24" 4-COUNTY REGION \$300	Map	1562
Data Resource Center	1285	All Streets	(4) 2"X60" METRO REGION (1989) \$600	Map	1562
	1286		34"X44" PER COUNTY \$500/b&w \$30 / color	Map	1562
Data Resource Center		ODOT Street Maps (1988)--1000 Scale	- Per Sheet \$400	Map	1562
			- Complete Series \$5000	Map	1562
Data Resource Center		ODOT Street Maps (1988)--2000 Scale	- Per Sheet \$400	Map	1562
			- Complete Series \$2500	Map	1562
Data Resource Center	1287	Bike There	\$395	Map	1562
Data Resource Center	1288	Aerial Photographs	Index Map None	Map	1562
	1289		Blackline Copy \$1200	Map	1562
			2-10 Copies \$1000/ea	Map	
			11-25 Copies \$800/ ea	Map	
			26-50 Copies \$700/ ea	Map	
			More Than 50 Copies \$600/ ea	Map	
			Complete Series (247 Photos) \$1,00000	Map	
Data Resource Center	1290	Urban Growth Boundary	85"X11 METRO REGION None	Map	1562

Metro
Publications/ Reports/ Maps
Index

DEPT . OF ORIGIN	CODE	TITLE	CHARGE	MEDIA	PHONE EXT.
	1291	17"X22" METRO REGION	\$200	Map	1562
	1292	34"X44" METRO REGION- \$500/ b&w or	\$30/color	Map	1562
	1293	34"X44" PER COUNTY- \$500 / b&w or	\$30/color	Map	1562
	1294	Legal Description Plat Maps	\$200/ ea	Map	1562
Data Resource Center	1295	Metro Boundary 85"X11" METRO REGION	None	Map	1562
	1296	17"X22" METRO REGION	\$200	Map	1562
	1297	34"X44" METRO REGION - \$500 / b&w or	\$30/color	Map	1562
	1298	34"X44" PER COUNTY - \$500 / b&w or	\$30/color	Map	1562
Data Resource Center	1299	Metro Council Districts 85"X11" METRO REGION	None	Map	1562
	1300	17"X22" METRO REGION	\$200	Map	1562
	1301	17"X22" COUNCIL DISTRICT	\$200	Map	1562
	1302	34"X44" PER COUNTY - \$500 / b&w or	\$30/color	Map	1562
Data Resource Center	1303	Tri-Met Boundary 17"X22" METRO REGION	\$200	Map	1562
	1304	34"X44" METRO REGION -	\$500 / b&w or \$30/color	Map	1562
Data Resource Center	1305	City/County Boundary 11"X17"	\$300	Map	1562
	1306	34"X44"	\$3000	Map	1562
Data Resource Center	1307	Zip Code Boundaries 18"X24" METRO REGION (1995)	\$3.00	Map	1562
Data Resource Center	1308	Garbage Hauler Franchise Areas 34"X44" PER COUNTY	\$1000	Map	1562
	1309	34"X44" METRO REGION	\$1000	Map	1562
Data Resource Center	1310	1990 Census Tract Map 18"X24" METRO REGION	\$300	Map	1562
	1311	34"X44" METRO REGION	\$500	Map	1562
Auditor's Office	1312	100-Year Flood Plain 34"X44" METRO REGION	\$3000	Map	1562
	1313	34"X44" PER COUNTY	\$3000	Map	1562

METRO

PUBLICATIONS / REPORTS / MAPS

**REFERENCE COPY
(Alphabetical by Department)**

METRO

PUBLICATIONS / REPORTS / MAPS

INDEX

DEPT . OF ORIGIN	CODE	TITLE	CHARGE	MEDIA	PHONE EXT.
Auditor's Office					
Auditor's Office	10.08	Audit Reports (Completed)	None	Paper	1892
Auditor's Office	10.09	Metroaudit Newsletter (Quarterly)	None	Paper	1892
Auditor's Office	13.12	100-Year Flood Plain	\$30.00	Map	1562
	13.13	34"X44" METRO REGION 34"X44" PER COUNTY	\$30.00	Map	1562
Council					
Council	10.13	Committee Agendas	None	Paper	1536
Council	10.16	Council & Committee Meeting Tapes	\$5.00	Tape	1536
Council	10.12	Council Agenda	None	Paper	1536
Council	10.14	Council Minutes	None	Paper	1536
Council	10.15	Metro Legislation	None	Paper	1536
Data Resource Center					
Data Resource Center	13.10	1990 Census Tract Map	\$3.00	Map	1562
	13.11	18"X24" METRO REGION 34"X44" METRO REGION	\$5.00	Map	1562
Data Resource Center	10.25	1990 Population & Housing Units	\$12.00	Paper	1742
Data Resource Center	10.24	1994 Employment With Census Tract Map	\$5.00	Paper	1742
			\$7.00	Map	
Data Resource Center	10.23	1994 Population, Households, Housing Units With 1990 Census Tract Map	\$3.00	Paper	1742
			\$5.00	Map	
Data Resource Center	12.88	Aerial Photographs	None	Map	1562
	12.89	Index Map	\$12.00	Map	1562
		Blackline Copy	\$10.00/ea.	Map	
		2-10 Copies	\$8.00/ ea.	Map	
		11-25 Copies		Map	

Metro
Publications/ Reports/ Maps
Index

DEPT . OF ORIGIN	CODE	TITLE	CHARGE	MEDIA	PHONE EXT.
			26-50 Copies \$7.00/ ea. More Than 50 Copies \$6.00/ ea. Complete Series (247 Photos) \$1,000.00	Map Map Map	
Data Resource Center	10.18	Aggregate Housing Demands	\$10.00	Paper	1742
Data Resource Center		All Arterial Streets			
	12.83		8.5"X11" METRO REGION	Map	1562
	12.84		18"X24" 4-COUNTY REGION	Map	1562
Data Resource Center		All Streets			
	12.85		(4) 2"X60" METRO REGION (1989)	Map	1562
	12.86		34"X44" PER COUNTY	Map	1562
			\$5.00/b&w \$30 / color		
Data Resource Center	12.75	Assessor's Land Use	\$30.00	Map	1562
Data Resource Center	12.87	Bike There	\$3.95	Map	1562
Data Resource Center	13.05	City/County Boundary	11"X17" \$3.00	Map	1562
	13.06		34"X44" \$30.00	Map	1562
Data Resource Center	10.22	Commuting Patterns	\$15.00	Paper	1742
Data Resource Center		Garbage Hauler Franchise Areas			
	13.08		34"X44" PER COUNTY	Map	1562
	13.09		34"X44" METRO REGION	Map	1562
Data Resource Center	12.77	Land Use Plans (Metro Region/Per County)	\$30.00	Map	1562
Data Resource Center		Major Arterial Streets			
	12.81		8.5"X11" METRO REGION	Map	1562
	12.82		18"X24" 4-COUNTY REGION	Map	1562
Data Resource Center		Major Highway Corridors			
	12.79		8.5"X11" METRO REGION	Map	1562
	12.80		18"X24" METRO REGION	Map	1562
Data Resource Center		Metro Boundary			
	12.95		8.5"X11" METRO REGION	Map	1562
	12.96		17"X22" METRO REGION	Map	1562
	12.97		34"X44" METRO REGION - \$5.00 / b&w or \$30/color	Map	1562
	12.98		34"X44" PER COUNTY - \$5.00 / b&w or \$30/color	Map	1562
Data Resource Center		Metro Council Districts			
	12.99		8.5"X11" METRO REGION	Map	1562
	13.00		17"X22" METRO REGION	Map	1562
	13.01		17"X22" COUNCIL DISTRICT	Map	1562

Me.
Publications/ Reports/ Maps
Index

DEPT . OF ORIGIN	CODE	TITLE	CHARGE	MEDIA	PHONE EXT.
	13.02	34"X44" PER COUNTY - \$5.00 / b&w or	\$30/color	Map	1562
Data Resource Center	10.19	Metro Measured	\$10.00	Paper	1742
Data Resource Center		ODOT Street Maps (1988)--1000 Scale - Per Sheet	\$4.00	Map	1562
		- Complete Series	\$50.00	Map	1562
Data Resource Center		ODOT Street Maps (1988)--2000 Scale - Per Sheet	\$4.00	Map	1562
		- Complete Series	\$25.00	Map	1562
Data Resource Center	10. 17	Profiles Of The PrtInd / Vanc. Economy	\$10.00	Paper	1742
Data Resource Center	10.20	Regional Development Trends Non-Residential Bldg Permits	\$10.00	Paper	1742
Data Resource Center	10.21	Regional Development Trends Residential Building Permits	\$10.00	Paper	1742
Data Resource Center	10.26	The 2015 Regional Forecast	\$10.00	Paper	1742
Data Resource Center	10.27	The 2015 Regional Forecast & Urban Development Patterns	\$20.00	Paper	1742
Data Resource Center	13.03	Tri-Met Boundary 17"X22" METRO REGION	\$2.00	Map	1562
	13.04	34"X44" METRO REGION - \$5.00 / b&w or	\$30/color	Map	1562
Data Resource Center	12.78	Undeveloped Land (Metro Region/Per County)	\$25.00	Map	1562
Data Resource Center		Urban Growth Boundary			
	12.90	8.5"X11 METRO REGION	None	Map	1562
	12.91	17"X22" METRO REGION	\$2.00	Map	1562
	12.92	34"X44" METRO REGION- \$5.00/ b&w or	\$30/color	Map	1562
	12.93	34"X44" PER COUNTY- \$5.00 / b&w or	\$30/color	Map	1562
	12.94	Legal Description Plat Maps	\$2.00/ ea	Map	1562
Data Resource Center	13.07	Zip Code Boundaries 18"X24" METRO REGION (1995)	\$3.00	Map	1562
Data Resource Center	12.76	Zoning (Metro Region/Per County)	\$30.00	Map	1562
Dept. of Admin. Svcs.					
Dept. of Admin. Svcs.	11.53	1995-96 Project List	None	Paper	1700
Dept. of Admin. Svcs.	11.49	Accident Prevention & Loss Control	None	Paper	1700
Dept. of Admin. Svcs.	10.02	Adopted Budget	None	Paper	1616
Dept. of Admin. Svcs.	10.01	Approved Budget	None	Paper	1616
Dept. of Admin. Svcs.	10.04	Budget Summary Document	None	Paper	1616
Dept. of Admin. Svcs.	10.05	Capital Improvement Plan	None	Paper	1616
Dept. of Admin. Svcs.	10.07	Comprehensive Annual Fin. Rept	None	Paper	1616
Dept. of Admin. Svcs.	11.50	Contract Manual	None	Paper	1700
Dept. of Admin. Svcs.	11.51	Contract Reference Training Guide	None	Paper	1700
Dept. of Admin. Svcs.	11.52	Contracting Reference Guide	None	Paper	1700

Metro
Publications/ Reports/ Maps
Index

DEPT . OF ORIGIN	CODE	TITLE	CHARGE	MEDIA	PHONE EXT.
Dept. of Admin. Svcs.	10.03	Five (5) Yr Financial Plan	None	Paper	1616
Dept. of Admin. Svcs.	11.45	Hazard Communication Program	None	Paper	1700
Dept. of Admin. Svcs.	11.47	Metro Office Safety Guide	None	Paper	1700
Dept. of Admin. Svcs.	11.46	Metro Safety Booklet	None	Paper	1700
Dept. of Admin. Svcs.	10.06	Official Statements (Bond Issues)	None	Paper	1616
Dept. of Admin. Svcs.	10.00	Proposed Budget	None	Paper	1616
Dept. of Admin. Svcs.	11.54	Risk & Contract Management Quarterly Update	None	Paper	1700
Dept. of Admin. Svcs.	11.44	Risk Management Manual	None	Paper	1700
Dept. of Admin. Svcs.	11.48	Supervisor & Safety Committee Reference & Training	None	Paper	1700
Growth Management					
Growth Management	10.43	2040 Indicators: Housing & Employment	None	Paper	1562
Growth Management	10.44	Carrying Capacity & Its Application To The Portland Metropolitan Region	None	Paper	1562
Growth Management	10.39	Concepts For Growth, Report To The Council	None	Paper	1562
Growth Management	10.47	Creating & Using Descriptive Indicators; Non-Quantifiable Issues	None	Paper	1562
Growth Management	10.45	Evaluation Of No-Growth & Slow-Growth Policies For The Portland Region	None	Paper	1562
Growth Management	10.51	Existing Conditions: The Natural & Built Environment	None	Paper	1562
Growth Management	10.34	interim Federal Regional Transportation Plan	None	Paper	1562
Growth Management	10.52	Mixed-Used Urban Centers: Economic & Transportation Characteristics	None	Paper	1562
Growth Management	10.40	Portland Metro 2040 Commodity Flow & Requirements Study	None	Paper	1562
Growth Management	10.41	Profiles Of The Portland-- Vancouver Economy	\$10.00	Paper	1742
Growth Management	10.38	Region 2040 Concept Document-- Land Use Appendix	None	Paper	1562
Growth Management	10.48	Region 2040 Interim Report	None	Paper	1562
Growth Management	10.35	Region 2040 Recommended Alternative Decision Kit	None	Paper	1562
Growth Management	10.36	Region 2040 Technical Appendix	None	Paper	1562
Growth Management	10.53	Region 2040--Phase I Final Report	None	Paper	1562
Growth Management	10.31	Regional Bicycle Plan	None	Paper	1562
Growth Management	10.28	Regional Parking Mgt Program/ Portland Metropolitan Area	None	Paper	1562
Growth Management	10.33	Regional Pedestrian Program Background Report	None	Paper	1562
Growth Management	10.49	Settlement Patterns In The Portland Region: A Historical Overview	None	Paper	1562
Growth Management	10.29	Survey Of Natural Resource Protection Tools / Portland Metropolitan Region	None	Paper	1562

Me.
Publications/ Reports/ Maps
Index

DEPT . OF ORIGIN	CODE	TITLE	CHARGE	MEDIA	PHONE EXT.
Growth Management	10.50	The Regional Forecast, Portland / Vancouver Metropolitan Area Forecast 1990-2040	None	Paper	1562
Growth Management	10.37	Transportation Analysis Of the Growth Concepts	None	Paper	1562
Growth Management	10.30	Transportation Demand Mgt Phase I Report	None	Paper	1562
Growth Management	10.32	Utility Feasibility Analysis For Metro 2040 Urban Reserve Study Areas	None	Paper	1562
Growth Management	10.42	Water Descriptive Indicators Final Report	None	Paper	1562
Growth Management	10.46	Workstyles Study	None	Paper	1562
Ofc. of General Counsel					
Ofc. of General Counsel	10.11	Land Use Policy	None	Paper	1530
Ofc. of General Counsel	10.10	Metro Code	\$15.00	Paper	1530
Office of the Executive					
Office of the Executive	12.73	About Metro	None	Paper	1700
Office of the Executive	12.70	History Of Metro	None	Paper	1700
Office of the Executive	12.71	Metro Charter	None	Paper	1700
Office of the Executive	12.72	Overview Of Metro	None	Paper	1700
Office of the Executive	12.74	Regional Directory	\$6.00	Paper	1700
Parks & Greenspaces					
Parks & Greenspaces	10.56	Burlington Northern Rails-To-Trails Feasibility Study	\$18.00	Paper	1774
Parks & Greenspaces	10.57	Burlington Northern Rails-To-Trails Feasibility Study Summary	None	Paper	1774
Parks & Greenspaces	10.54	Metro Greenscene	None	Paper	1774
Parks & Greenspaces	10.55	Metropolitan Greenspaces Master Plan	\$10.00	Paper	1774
Parks & Greenspaces	10.58	Peninsula Crossing Trail Feasibility Study	None	Paper	1774
Regional Enviro. Mgmt.					
Regional Enviro. Mgmt.	11.01	A Guide To Recycled Products- Building & Construction	None	Paper	1700
Regional Enviro. Mgmt.	11.02	A Guide To Recycled Products- Commercial & Industrial	None	Paper	1700
Regional Enviro. Mgmt.	11.03	A Guide To Recycled Products- Paper & Office Supplies	None	Paper	1700
Regional Enviro. Mgmt.	11.04	A Shopper's Guide To Buying Recycled	None	Paper	1700
Regional Enviro. Mgmt.	11.20	ABC's Of Composting	None	Video	1700
Regional Enviro. Mgmt.	10.88	Adopted Budget 1995-96	None	Paper	1700
Regional Enviro. Mgmt.	11.21	Art Of Composting	None	Paper	1700
Regional Enviro. Mgmt.	11.05	Asphalt Roofing Market Analysis	None	Paper	1700

Me.
Publications/ Reports/ Maps
Index

DEPT . OF ORIGIN	CODE	TITLE	CHARGE	MEDIA	PHONE EXT.
Regional Enviro. Mgmt.	11.06	Biennial Report To EQC On Implementation Of Metro Solid Waste Reduction Program	.10/ page	Paper	1700
Regional Enviro. Mgmt.	11.22	Business Park Recycling	None	Paper	1700
Regional Enviro. Mgmt.	10.65	Butterfly Gardening	None	Paper	1700
Regional Enviro. Mgmt.	11.23	Characterization Of Construction Site Waste (93/94)	\$5.00	Paper	1700
Regional Enviro. Mgmt.	10.66	Common Sense Gardening: A Guide To Alternatives To Pesticides	None	Paper	1700
Regional Enviro. Mgmt.	10.67	Compost Products List	None	Paper	1700
Regional Enviro. Mgmt.	11.24	Construction Industry Recycling Curriculum (94/95)	None	Paper	1700
Regional Enviro. Mgmt.	11.25	Construction Industry Recycling Project (93/94)	\$8.00	Paper	1700
Regional Enviro. Mgmt.	11.26	Construction Site Recycling Guide	None	Paper	1700
Regional Enviro. Mgmt.	11.27	Demolition For Salvage & Reuse Project With Port Of Portland (93/94)	\$4.00	Paper	1700
Regional Enviro. Mgmt.	11.28	Developing A Construction & Demolition Debris Recycling System For Disaster Debris Mgt (94)	None	Paper	1700
Regional Enviro. Mgmt.	11.07	Earth-Wise Purchasing Booklet	None	Paper	1700
Regional Enviro. Mgmt.	10.59	Garbage Disposal Fees Fact Sheet	None	Paper	1700
Regional Enviro. Mgmt.	10.68	Hazardless Home Handbook	None	Paper	1700
Regional Enviro. Mgmt.	10.69	Hazardous Waste Collection Program For Conditionally Exempt Generators	None	Paper	1700
Regional Enviro. Mgmt.	10.70	Home Composting Resources	None	Paper	1700
Regional Enviro. Mgmt.	11.29	How To Get Rid Of Your Company Paperwork	None	Paper	1700
Regional Enviro. Mgmt.	11.30	How To Make Your Yard Environmentally Friendly	None	Paper	1700
Regional Enviro. Mgmt.	11.32	Investigation Of Alternative Markets For Recycled Wood (93/94)	\$12.00	Paper	1700
Regional Enviro. Mgmt.	10.71	Laser Cartridge Resources	None	Paper	1700
Regional Enviro. Mgmt.	10.93	Managing Paint Waste Wisely	None	Paper	1700
Regional Enviro. Mgmt.	11.08	Market Profiles	None	Paper	1700
Regional Enviro. Mgmt.	10.94	Metro Central & South Stations	None	Paper	1700
Regional Enviro. Mgmt.	10.60	Metro Central Station Community Enhancement Program, 3-Yr Report	None	Paper	1700
Regional Enviro. Mgmt.	11.31	Metro Flood Debris Removal Action Plan	None	Paper	1700
Regional Enviro. Mgmt.	10.95	Metro Hazardous Waste Program	None	Paper	1700
Regional Enviro. Mgmt.	10.96	Metro Hazardous Waste Program Annual Report	None	Paper	1700
Regional Enviro. Mgmt.	11.09	Metro Licensing Program For Yard Debris Processing & Reload Facilities	None	Paper	1700

Me.
Publications/ Reports/ Maps
Index

DEPT . OF ORIGIN	CODE	TITLE	CHARGE	MEDIA	PHONE EXT.
Regional Enviro. Mgmt.	11.33	Metro Licensing Program For Yard Debris Processing & Reload Facilities	None	Paper	1700
Regional Enviro. Mgmt.	10.72	Metro Recycling Information	None	Paper	1700
Regional Enviro. Mgmt.	11.34	Metro Region 1993 Construction & Demolition Waste Generation & Recycling Report	None	Paper	1700
Regional Enviro. Mgmt.	10.97	Metro Solid Waste Enforcement Unit Program Overview & Statistics	None	Paper	1700
Regional Enviro. Mgmt.	10.98	Metro South Station Annual Report	None	Paper	1700
Regional Enviro. Mgmt.	10.89	Monthly Financial Report	None	Paper	1700
Regional Enviro. Mgmt.	10.61	North Portland Enhancement Committee 5 Yr Report	None	Paper	1700
Regional Enviro. Mgmt.	10.76	Office Paper Recycling: Container Sources	None	Paper	1700
Regional Enviro. Mgmt.	10.77	Office Paper Recycling: Desk-Side & Desk-Top Containers	None	Paper	1700
Regional Enviro. Mgmt.	10.73	Office Paper Recycling: Drop-Off & Buy-Back Centers	None	Paper	1700
Regional Enviro. Mgmt.	10.74	Office Paper Recycling: Pickup Services	None	Paper	1700
Regional Enviro. Mgmt.	10.75	Office Paper Recycling: School Pickup & Buy-Back Centers	None	Paper	1700
Regional Enviro. Mgmt.	10.78	Office Paper Shredding Services	None	Paper	1700
Regional Enviro. Mgmt.	10.79	Plastics Recycling Drop Sites	None	Paper	1700
Regional Enviro. Mgmt.	10.80	Portable Wood & Wire Composting Bin	None	Paper	1700
Regional Enviro. Mgmt.	10.81	Postcards (3) To Manufacturers Urging Plastics Waste Reduction	None	Paper	1700
Regional Enviro. Mgmt.	10.92	Questions & Answers About Smith & Bybee Lakes	None	Paper	1700
Regional Enviro. Mgmt.	11.35	Realtors Prevent Waste Case Studies (3/96)	None	Paper	1700
Regional Enviro. Mgmt.	10.62	Records & Information Resource Newsletter	None	Paper	1700
Regional Enviro. Mgmt.	11.10	Recycling Business Resource Directory	\$12.00	Paper	1700
Regional Enviro. Mgmt.	11.11	Recycling Level Survey	None	Paper	1700
Regional Enviro. Mgmt.	11.12	Recycling Market Quarterly Price Report	None	Paper	1700
Regional Enviro. Mgmt.	11.36	Recycling Pays	None	Video	1700
Regional Enviro. Mgmt.	10.82	Reduce Reuse Recycle --1996 Calendar	None	Paper	1700
Regional Enviro. Mgmt.	11.37	Reduce, Reuse, Recycle Video (Free Rental Through MRI, or, Purchase For \$21.95)	None/ or \$21.95	Video	1700
Regional Enviro. Mgmt.	11.13	Regional (Recyclables) Monthly Market Price Report	None	Paper	1700
Regional Enviro. Mgmt.	11.14	Regional (Recyclables) Quarterly Market Price Report	None	Paper	1700
Regional Enviro. Mgmt.	10.63	Regional Environmental Mgt Info	None	Paper	1700
Regional Enviro. Mgmt.	11.43	Report Of The Transfer Station Work Team	None	Paper	1700
Regional Enviro. Mgmt.	11.38	Residential Remodeling Waste Reduction Demonstration Project (93/94)	\$5.00	Paper	1700

Metro
Publications/ Reports/ Maps
Index

DEPT . OF ORIGIN	CODE	TITLE	CHARGE	MEDIA	PHONE EXT.
Regional Enviro. Mgmt.	11.15	Resource Efficient Building Handbook	None	Paper	1700
Regional Enviro. Mgmt.	11.39	Resourceful Renovation (93/94)	None	Video	1700
Regional Enviro. Mgmt.	11.40	Salvage & Reuse Of Construction Materials From Residential Demolition (93/94)	\$15.00	Paper	1700
Regional Enviro. Mgmt.	10.90	SJLF Closure Project Annual Report To DEQ	None	Paper	1700
Regional Enviro. Mgmt.	10.91	SJLF Landfill Closure & Environmental Monitoring	None	Paper	1700
Regional Enviro. Mgmt.	11.16	Solid Waste Information System (SWIS) Report	None	Paper	1700
Regional Enviro. Mgmt.	10.64	Solv-It Clean-Up Event	None	Paper	1700
Regional Enviro. Mgmt.	10.83	Success With Multi-Family Recycling	None	Paper	1700
Regional Enviro. Mgmt.	11.17	Tonnage Delivered To Metro South & Metro Central Transfer Stations In 1995	None	Paper	1700
Regional Enviro. Mgmt.	11.18	Tonnage Report	None	Paper	1700
Regional Enviro. Mgmt.	10.99	Transfer Station News Newsletter	None	Paper	1700
Regional Enviro. Mgmt.	11.41	Waste Minimization For Hotels	None	Paper	1700
Regional Enviro. Mgmt.	10.85	Waste Minimization Strategies	None	Paper	1700
Regional Enviro. Mgmt.	11.19	Waste Reduction & Planning Services Annual Report Fy 1994-95	None	Paper	1700
Regional Enviro. Mgmt.	11.00	Waste Transport Services & Mitigation Of Truck Impacts	None	Paper	1700
Regional Enviro. Mgmt.	11.42	Worm Wonders (Education)	None	Paper	1700
Regional Enviro. Mgmt.	10.86	Yard Debris Recycling Chipping Services	None	Paper	1700
Regional Enviro. Mgmt.	10.87	Yard Debris Recycling Drop Centers	None	Paper	1700
Regional Enviro. Mgmt.	10.84	Taking Action On Plastics Recycling	None	Paper	1700
Transportation					
Transportation	12.47	1992 Model Validation	None	Paper	1747
Transportation	12.36	2040 Implementation Fund, Comments	None	Paper	1747
Transportation	11.74	A2 Alternative Off-Mall Bus Operations	.10/ page	Paper	1746
Transportation	12.15	Appendix I Scoping Process Narrowing Report	.10/ page	Paper	1747
Transportation	12.16	Appendix II Mode & Alignment Workshop Report	.10/ page	Paper	1747
Transportation	11.75	Arena To Feasibility & Preliminary Cost Study	.10/ page	Paper	1746
Transportation	11.94	Briefing Document	.10/ page	Paper	1747
Transportation	12.19	Capital Cost Estimates Phase Technical Report	.10/ page	Paper	1747
Transportation	12.06	Capital Cost Methodology Report	.10/ page	Paper	1747
Transportation	11.95	Clackamas County Study Area	.10/ page	Paper	1747
Transportation	11.96	Clark County 1-5/Hwy-99 Alignment Alternatives	.10/ page	Paper	1747
Transportation	11.81	Clark County Park & Ride Traffic Impacts	.10/ page	Paper	1746

Met.
Publications/ Reports/ Maps
Index

DEPT . OF ORIGIN	CODE	TITLE	CHARGE	MEDIA	PHONE EXT.
Transportation	12.08	Columbia River Crossing Study	.10/ page	Paper	1747
Transportation	11.88	Columbia River Mid-Level Bridge Analysis	.10/ page	Paper	1747
Transportation	12.41	Community Bridge & Road Fund	None	Paper	1747
Transportation	12.42	Community Bridge & Road Fund, Public Comment Report	None	Paper	1747
Transportation	11.62	Design Option Narrowing Briefing Document	.10/ page	Paper	1746
Transportation	11.63	Design Option Narrowing Final Recommendations-S/N Pmg	.10/ page	Paper	1746
Transportation	11.56	Design Option Narrowing Final Report	.10/ page	Paper	1746
Transportation	11.59	Design Option Narrowing Final Report S/N Steering Group	.10/ page	Paper	1746
Transportation	11.83	Downtown & Uptown Vancouver Traffic Analysis	.10/ page	Paper	1747
Transportation	11.67	Downtown Portland Oversight Committee	.10/ page	Paper	1746
Transportation	11.60	Downtown Portland Tier I - Final Recommendation Report- Steering Group	.10/ page	Paper	1746
Transportation	11.72	Draft Briefing Document Design Option Narrowing	.10/ page	Paper	1746
Transportation	12.13	Draft Central Eastside Connector Technical Memo	.10/ page	Paper	1747
Transportation	11.68	Draft Design Option Narrowing Technical Summary Report Walk Isochron Compendium	.10/ page	Paper	1746
Transportation	11.73	Draft Major River Crossing	.10/ page	Paper	1746
Transportation	11.71	Draft Major River Crossing Technical Compendium	.10/ page	Paper	1746
Transportation	12.40	Draft Regional Bicycle Plan	None	Paper	1747
Transportation	11.70	Draft Technical Summary Report Design Option Narrowing	.10/ page	Paper	1746
Transportation	12.22	Environmental Analysis Phase Technical Report	.10/ page	Paper	1747
Transportation	12.24	Expert Review & Panel Meeting Forecasting Methodology	.10/ page	Paper	1747
Transportation	12.26	Expert Review Panel Facility And Operating Guidelines	.10/ page	Paper	1747
Transportation	12.25	Expert Review Panel Methodologies And Guidelines	.10/ page	Paper	1747
Transportation	11.87	Expert Review Panel Update	.10/ page	Paper	1747
Transportation	12.28	Facts Sheets	None	Paper	1747
Transportation	12.35	FY 1996 MTIP, \$27 Million Regional Reserve	None	Paper	1747
Transportation	11.66	Harrison Entry To Portland CBD Entry Impacts	.10/ page	Paper	1746
Transportation	11.76	Hayden Island Land Use Concepts	.10/ page	Paper	1746
Transportation	12.29	Interim Federal Regional Transportation Plan	None	Paper	1747
Transportation	11.97	John's Landing Design Options	.10/ page	Paper	1747
Transportation	12.18	Land Use & Economic Development Phase I Technical Report	.10/ page	Paper	1747
Transportation	12.05	Light Rail Transit Representative Alternatives/ Conceptual Design & Order Of Magnitude Cost Estimate	.10/ page	Paper	1747

Met
Publications/ Reports/ Maps
Index

DEPT . OF ORIGIN	CODE	TITLE	CHARGE	MEDIA	PHONE EXT.
Transportation	11.78	Light Rail Workbooks: Multnomah County, Clackamas Co. & Clark Co.	.10/ page	Paper	1746
Transportation	12.46	Link Based Emission Calculation Methodology	None	Paper	1747
Transportation	11.90	LRT Operational Impacts Of Hawthorne Bridge	.10/ page	Paper	1747
Transportation	11.89	LRT Operational Impacts Of The Columbia River Low-Level	.10/ page	Paper	1747
Transportation	11.57	Major Investment Study Final Report	.10/ page	Paper	1746
Transportation	11.77	Major River Crossings	.10/ page	Paper	1746
Transportation	11.91	Narrowing The Options: A Summary Tier I Public Meeting & Comments	.10/ page	Paper	1747
Transportation	11.98	North Portland: Kaiser Medical Facility To Delta Park	.10/ page	Paper	1747
Transportation	12.20	Operations & Maintenance Phase Technical Report	.10/ page	Paper	1747
Transportation	12.03	Order Of Magnitude Estimate	.10/ page	Paper	1747
Transportation	11.79	Portland CBD North Entrance Draft Findings Report	.10/ page	Paper	1746
Transportation	12.14	Preliminary Alternatives Report For Scoping Meeting	.10/ page	Paper	1747
Transportation	12.17	Preliminary Work Plan (2 Drafts)	.10/ page	Paper	1747
Transportation	12.23	Public Opinion Phase I / Technical Report	.10/ page	Paper	1747
Transportation	12.43	Region 2040, Decision For Tommorrow Transportation Analysis Of The Growth Concepts	None	Paper	1747
Transportation	12.37	Regional Parking Management Program	None	Paper	1747
Transportation	12.48	Regional Roadway Project Alternatives	None	Paper	1747
Transportation	12.30	Regional Transportation Plan Update: CAC Policy Recommendations	None	Paper	1747
Transportation	12.31	Regional Transportation Plan, Public Comment Report	None	Paper	1747
Transportation	12.32	Regional Transportation Planning	None	Paper	1747
Transportation	11.65	S/N Design Option Narrowing Comments Report	.10/ page	Paper	1746
Transportation	11.61	S/N Downtown Portland Segment Public Comments	.10/ page	Paper	1746
Transportation	11.64	S/N Light Rail Alignment Recommendations	.10/ page	Paper	1746
Transportation	12.02	S/N Portland Cbd Report	.10/ page	Paper	1747
Transportation	11.58	S/N Transit Corridor Study - Tier II EIS/PE Step One Work Plan	.10/ page	Paper	1746
Transportation	12.34	Short List Technical Rankings & Assessment Of Admin. Criteria- Public Hearing Version	None	Paper	1747
Transportation	12.21	Social Equity Impacts Phase Technical Report	.10/ page	Paper	1747
Transportation	11.99	South Portland Capital Costs: Milwaukie Tc To Pioneer Square	.10/ page	Paper	1747
Transportation	11.85	South/North Corridor Study Milwaukie, OR Calthorpe Associates	.10/ page	Paper	1747
Transportation	11.86	South/North Corridor Study Vancouver, WA Calthorpe Associates	.10/ page	Paper	1747

Metr.
Publications/ Reports/ Maps
Index

DEPT. OF ORIGIN	CODE	TITLE	CHARGE	MEDIA	PHONE EXT.
Transportation	11.55	South/North Newsletters	None	Paper	1746
Transportation	12.11	South/North Scoping Comments Report	.10/ page	Paper	1747
Transportation	11.80	Southern Park & Ride Analysis	.10/ page	Paper	1746
Transportation	12.00	SR-500 Alignment Review	.10/ page	Paper	1747
Transportation	11.93	Supplement: Willamette River Crossings	.10/ page	Paper	1747
Transportation	11.69	Surface Align Alternatives For IRT On The Portland Transit Mall	.10/ page	Paper	1746
Transportation	12.27	Technical Facts	None	Paper	1747
Transportation	12.45	The Phase III Travel Demand Forecasting Model	None	Paper	1747
Transportation	12.10	Tier I Description Of Alternatives Report	.10/ page	Paper	1747
Transportation	12.09	Tier I Evaluation Methodology Report	.10/ page	Paper	1747
Transportation	11.84	Tier I Recommendation Report: Metro Council, Metro Council & C-Tran, Steering Group, Project Management Group	.10/ page	Paper	1747
Transportation	11.92	Tier I Technical Summary Report	.10/ page	Paper	1747
Transportation	12.33	Transportation Improvement Program Portland Metro Area FY 96-98	None	Paper	1747
Transportation	12.39	Transportation Planning, Local Public Involvement Policy	None	Paper	1747
Transportation	12.38	Transportation Planning, Public Involvement Policy	None	Paper	1747
Transportation	12.44	Transportation System Monitoring Activities	None	Paper	1747
Transportation	12.12	Usway Evaluation Technical Memo	.10/ page	Paper	1747
Transportation	12.07	Willamette River Crossing Study	.10/ page	Paper	1747
Transportation	12.01	Willamette River Crossings, South Portland	.10/ page	Paper	1747
Transportation	11.82	Work Plan For Tier II: Environmental Impact Statement/ Preliminary Engineering-Step One	.10/ page	Paper	1747
Transportation	12.04	Work Plan: Alternatives Analysis/ Draft Environmental Impact Statement	.10/ page	Paper	1747
Zoo					
Zoo	12.58	A Home For Asian Elephants	\$4.00	Paper	226-1561
Zoo	12.59	Africa	\$13.00	Paper	226-1561
Zoo	12.66	Animal Talk Cards	\$5.00	Paper	226-1561
Zoo	12.69	Cascade Trails	None	Paper	226-1561
Zoo	12.49	Education Newsletter	None	Paper	226-1561
Zoo	12.62	Endangered Species	\$50.00	Paper	226-1561
Zoo	12.61	Environmental Enrichment	\$25.00	Paper	226-1561
Zoo	12.55	Great Northwest	\$9.00	Paper	226-1561
Zoo	12.51	Group Overnight Program	None	Paper	226-1561

Metrc
 Publications/ Reports/ Maps
 Index

DEPT . OF ORIGIN	CODE	TITLE	CHARGE	MEDIA	PHONE EXT.
Zoo	12.53	Insect Box Guides (Rental Charge)	\$10.00/ 2 Weeks		226-1561
Zoo	12.54	K-2 At The Zoo	\$9.00	Paper	226-1561
Zoo	12.63	Kongo Ranger Safari	\$4.00	Paper	226-1561
Zoo	12.52	Summer Camp	None	Paper	226-1561
Zoo	12.57	Threatened & Endangered Species	\$9.00	Paper	226-1561
Zoo	12.50	Tree Handout	None	Paper	226-1561
Zoo	12.56	Tropical Animals	\$9.00	Paper	226-1561
Zoo	12.65	You Color Animal Flash Cards	\$15.00	Paper	226-1561
Zoo	12.60	Zoo Careers	\$65.00	Paper	226-1561
Zoo	12.68	Zoo Doer	None	Paper	226-1561
Zoo	12.64	Zoo Fun Safari	\$4.00	Paper	226-1561
Zoo	12.67	Zoo Newsletter	None	Paper	226-1561

APPENDIX A

I. EMPLOYEE CONCERNS

Of the 17 people who chose to make comments, 9 of them would like to see Metro establish a central library for the convenience of both the public and staff. As each department maintains their own publications, other departments are not aware of the different publications that are available when they receive a request for information. This makes it necessary to try to track down the specific area in which the publication is retained, in order to direct an individual or transfer a telephone request. The process takes time and is not always successful. Individuals who come to Metro to pick up publications find it difficult to find the department they want and sometimes get lost and must ask for directions. Telephone callers placed on lengthy hold or transferred to several different departments before reaching the right one receive a negative impression of Metro. The employees feel a central library will resolve these issues.

Security is responsible for the easels, audio/visual and presentation boards storage and retrieval. Individuals must order the equipment from security. This process can take time as security must wait until someone is available to retrieve the equipment and bring it to the security station to be picked up. Many times the requested equipment is missing, can't be found or hasn't been returned. There appears to be no procedures or controls over what happens to the equipment. One department has purchased some of their own equipment and store it in the area to assure availability and accessibility when needed.

One area has placed a publication on WEB because the requests for the information was greater than projected. Having the documents on WEB reduced the costs of reprinting and mailing. By doing this they were able to continue providing the public with the requested documents without running into budget issues.

In some departments no one employee has the responsibility for the publications as they are located in many different areas. Whoever gets a request for a specific publication is responsible for locating the material. More than one employee, including managers, could become involved in the process of retrieving and distributing the documents.

The lack of space to maintain the publications was a concern expressed by most people interviewed. Printing must be done more often because of insufficient room to retain a large inventory, increasing the cost of printing. Some areas would like to be able to display publications for easy access to the public, but are unable to do so because of lack of space.

II. RECOMMENDATION FOR A CENTRAL LIBRARY

As a result of the employee comments, Dorris & Associates makes the following recommendation for a central library:

Consolidate all Metro libraries and resource centers into one central library with easy access to the public and staff. The library to consist of, but not limited too:

- o publications
- o reports
- o brochures
- o maps
- o videos
- o tapes
- o digital information
- o easels
- o audio/visual equipment
- o presentation boards
- o p/c work stations with INTERNET capabilities
- o historical and archival publications

The implementations of a library will provide the following benefits:

- o printing and distribution cost control
- o rapid access to information
- o improve customer relations both internal and external
- o more work space in the departments
- o current library index up-date
- o INTERNET for research projects and distribution of information
- o more efficient use of staff resources
- o assurance that legal issues will not arise due to inability to locate information
- o control duplication
- o more efficient billing procedures
- o cost containment by having INTERNET for staff use in one location
- o policies and procedures for library use and new publications

Staff

Hire an individual with library experience to manage the operation of the area, implement an efficient and cost effective system, write the library policies and procedures and provide library use and purpose to new employees during their orientation.

One part time employee to work four hours per day and to provide back-up to the librarian when necessary.

Metro consider the quality and importance of publications deserving national recognition by obtaining an ISBN number for the publication and submitting two original copies of the chosen publications to the Library of Congress.

III. RECAP OF EMPLOYEE COMMENTS DURING INTERVIEW

1. Need library - no one knows what we have or who has it. Receive lots of calls for pubs and reports. Some pubs are sent to the public library and schools from the data resource dept. Need a system for tracking the pubs/reports and maps.
2. Updated list of publications quarterly to assist in customer requests. One person to maintain and up-date list. Have the list broken down by topic/department. Need to know which publications have a charge so information can be given when customer requests copy. Would not like to see a central location for the pubs/reports/maps.
3. Central listing of pubs. Central location for public and staff. Computerized list with name to call for referral of requester.
4. Agency wide mailing list data base that is maintained and up-to-date. When return mail is received it is not clear which dept. to send it to. List of publications for Council members who speak to groups so they can hand them out or talk about what is available. Have library of Council meeting on video. Slide shows and videos master list.
5. Current number code for all graphic design jobs be added to the index on publications/reports/maps. Central library with 1 librarian and 1/2 fte employee. This would address the issue of improved customer service, both internal and external. Legal issues could arise if unable to supply requested information for public.
6. More storage space for extra copies of publications. Not enough room available which requires printing material more often because of lack of storage space. Efficient system for getting a new publication on the index system so as not to be waiting for a number to be assigned if an index system is implemented. Would like the publications out where they can be accessed by the public, however, there is not enough space available. This would make for more efficient use of staff time.
7. Computer data base for publication with someone responsible for keeping the index and control. Creative services should be responsible for this task.
8. Would like to see World Wide WEB for pubs/reports. Publications for regional people should be free or just charged for shipping & handling, or request pre-payment. Central location for publications/reports/maps for public. People must wander around from dept to dept and get confused. This leaves a negative feeling with the customer. No one knows which dept has what publications or which pubs are new. Records Management policy & procedures for all of Metro that everyone can follow. Metro's current accounting procedures are very cumbersome for invoicing. Presently it cost \$35.00 per invoice. Fact sheets not up-to-date because no one is responsible for doing it. Should ensure

information is not obsolete when sent out to the public. One person responsible to catalog fact sheets and up-date when necessary. Implement controls to ensure this person receives all changes.

9. Listing of publications/reports/maps. Would like an index of where publications are and who has them. New employee orientation include publications/reports and where they are located. When doing trade show the public would like to know what publication are available. Where pubs can be picked up and which pubs they can take with them,

10. A central library for public and staff. With a central location staff could check out resource material for projects and return. At the present time don't know who has the information. With a library we would at least be able to find the material needed. The library should also have the responsibility for maps, easels, audio/visual and presentation boards. Currently when this equipment is required you need to call Security to order. You must wait until they have someone free to retrieve the requested item(s) and then pick them up at the Security station. Many times items are missing or they can't be located. Often people don't return them. Have purchased our own and keep them in the department so we no longer have to go through this process. The librarian would also be responsible for having the material reprinted when required. Internet stations be located in the library (4 or 5) so staff can use them for research. This would eliminate the need for putting Internet throughout Metro which would be a cost savings.

11. Establish a central library open to the public and staff. Cost to be shared by each department. Index publications by department and section. The library would eliminate the time now spent looking for documents/reports/pubs because of lack of space to keep them in a central location. The library would also be able to control billing for those publications that have a charge.

12. Have a need for a central library. Presently retrieval is not easy as publications are departmental and each area retains their own. Projects in progress are located in the area of the Project Managers. No one is responsible for the over all publications as they are located in many different areas. Whoever gets a request for a specific publication is responsible for locating the material.

13. Getting information from outside sources is more efficient than it is internally.

14. Listing of publication/reports to know what is available from Metro. Nation wide audience would be helpful to have information on WEB. Would save time to have people have access to the information. Do have a document on the Internet, 1994 Household Activity Survey, because demand for information was greater than expected. When requested, print off package from Internet. Cost savings by doing it this way. Lots of additional request made it to costly to reprint and mail. Budget problems arise.

15. There is no consistency in language and look of the publications. There are many people involved that do things their own way, consultants, interns, and no one edits to ensure the language and look of the publications are consistent. As the publications go to educators and students it is important that we have some controls to ensure that this happens. Currently no one takes the time to do this.

16. Most of the material in this area is not available to the public at large. Only brochures and maps. Receive calls from different areas for these brochures, conference packets/visitor packets/roadside rest areas.

17. Some publications should request an ISBN number with two original copies provided to the Library of Congress. Some Metro publications should qualify for this. Should a central library be established copies of material should be sent there for the purpose of historical or archival reference. When developing the index the index should also have a cross reference included. Production is quite large. Most of the material printed are one time brochures. These brochures maybe reprinted when required however.

GROWTH MANAGEMENT COMMITTEE
CONSIDERATION OF REGIONAL WATER SUPPLY PLAN COMMENTS.

Date, July 9, 1996

Presented by Councilor McLain

Committee Recommendation: At the July 2nd meeting the committee voted unanimously to recommend Council adoption of comments to the Regional Water Supply Plan. Voting in favor: Councilors McCaig, Morissette and McLain.

Committee Issues/Discussion: Rosemary Furfey, Senior Regional Planner in the Growth Management Department made the staff presentation. At issue is Metro's participation in a 5 year water supply plan, which involves twenty seven water providers in the three county metropolitan region.

Metro joined this study, via resolution, in July of 1994. It has provided technical data and mapping assistance to the study. The Growth Management Committee has had periodic briefings on the progress of the study, including a briefing on comments to the plan on June 4 of this year.

Comments are being solicited relative to four questions which were asked of the participating jurisdictions. The questions relate to identifying policy values, key strategies, recommended changes and forming a formal consortium. These comments may lead to revisions to the draft plan, which is expected to be approved later this summer.

Councilor McCaig suggested that language be added strengthening public involvement aspects of the plan.

DRAFT: July 10, 1996

July 10, 1996

Mr. Michael F. Rosenberger
Chair, Regional Water Supply Plan
Participants Committee
1120 SW 5th Avenue
Portland, Oregon 97204

Mr. Tim Erwert
Chair, Regional Water Supply Steering
Committee

Re: Comments on Revisions to the Regional Water Supply Plan (RWSP)

Dear Mr. Rosenberger and Mr. Erwert:

Thank you for the opportunity to comment on the proposed revisions to the Regional Water Supply Plan (RWSP). The Metro Council's Growth Management Committee and the Metro Council have reviewed the proposed revisions with regard to how they incorporate the Metro Council's comments and recommendations on the draft *Regional Water Supply Plan*. The Metro Council commends you and the project's staff for the excellent job you have done in incorporating the diverse comments from the study's participants and the public into the proposed revisions.

The Metro Council is still very supportive of the plan and it will be the basis for the water supply and storage element of the Metro *Regional Framework Plan*. The Metro Council also supports formation of the consortium to implement the plan and Metro plans to be an active participant in implementing the plan. I am forwarding the following comments from the Metro Council on the proposed revision.

1. In Figure XII-___ entitled "Recommended Resource Strategy Regional Water Supply Plan", the Council recommends that on the timeline before "Source Increment" there be a circle added that is entitled "Pilot Studies" to reflect the fact that pilot studies have to be carried out before any new source increment is brought on line.
2. The Council still recommends that the feasibility and funding options for an instream flow incremental methodology (IFIM) on the Clackamas River be pursued with sub-regional partners.
3. The Council strongly supports the functions that have been identified for a consortium that would implement the RWSP. The Council needs to know, however, how the consortium is proposed to be funded and what resources Metro will be asked to contribute to this effort. The Council requests that it have the opportunity to review any draft information related to the

formation and funding of the consortium.

4. Finally, the Council recognizes the importance of involving the public in all aspects of implementing the water supply plan, particularly with regard to water conservation programs. The Council recommends that the consortium identify ways to directly involve the public in a cost effective and efficient manner to ensure the success of the conservation programs. Options for involving the public could include the following: formation of a citizen advisory committee, public involvement activities by agencies participating in the consortium, different educational programs to educate and involve the public (one example that Metro is interested in pursuing is establishment of a water conservation "hotline" which could become a clearinghouse for information on water conservation), and attendance of citizens at the different consortium committee meetings.

The Council recognizes that public involvement is anticipated to play an important role in the proposed Regional Water Consortium. The draft Intergovernmental Agreement (IGA) that would form the Consortium identifies several specific ways to involve the public. These strategies and others suggested above need to be a high priority of the consortium.

Thank you again for the opportunity to comment on the proposed revisions to the Regional Water Supply Plan. Please contact me if you have any questions regarding these comments and the Metro Council looks forward to the adoption of the plan.

Sincerely,

Councilor Susan McLain, Chair
Growth Management Committee
Water Resources Policy Advisory Committee

cc: Mike Burton, Executive Officer
John Fregonese, Growth Management Services
Rosemary Furfey, Growth Management Services

REGIONAL FACILITIES COMMITTEE REPORT:

CONSIDERATION OF RESOLUTION NO. 96-2353, FOR THE PURPOSE OF AUTHORIZING AN EXEMPTION OF METRO CODE CHAPTER 2.04.041(c) COMPETITIVE BIDDING PROCEDURES AND AUTHORIZING A SOLE SOURCE PURCHASE WITH CRYOGENICS TECHNOLOGY, INC. FOR TWO COMPUTERIZED CONTROLLED-RATE SEMEN FREEZING UNITS.

Date, July 10, 1996

Presented by Councilor Monroe

Committee Recommendation: At the July 1 meeting, the committee voted unanimously to recommend Council adoption of Resolution 96-2353. Voting in favor: Councilors McFarland, Monroe and Washington.

Committee Issues/Discussion: There were no staff present to address this issue. Based on the staff report in the committee packet, identifying this equipment as being necessary in the Zoo's elephant research project, the committee voted its approval.

This is a working draft to be reviewed by
MTAC & TPAC, MPAC and JPACT, the
Metro Growth Management Committee
and the full Metro Council

Urban Growth Management Functional Plan

- Metro Staff Draft completed 2/14
 - MTAC/TPAC Draft completed
4/19/96
 - MPAC Recommended Draft
July 10, 1996**
 - Metro Growth Management Draft
 - Metro Council Draft
 - Adopted
-



METRO

Table of Contents Summary

Introduction	1
The Meaning of Regional Functional Plan Adoption	2
Regional Policy Basis	2
Structure of Requirements	2
Title 1. Requirements for Housing and Employment	3
Section 1. Intent	3
Section 2. Local Plan Accommodation of Fair Share Capacity Housing and Employment	3
Section 3. Growth Capacity for Local Governments within the Metro Boundary	3
Section 4. Review of Permitted Capacity of Housing Units and Employment	3
Section 5. Procedures for Jurisdictions without Sufficient Capacity	5
Section 6. Procedures for Jurisdictions with Sufficient Current Capacity	6
Title 2. Regional Parking Policy	7
Section 1. Intent	7
Section 2. Performance Standards	7
Title 3. Water Quality and Flood Management Conservation	9
Section 1. Intent	9
Section 2. Requirement	9
Section 3. Implementation Process for Local Governments	9
Section 4. Performance Standards	9
Section 5. Metro Model Ordinance Required	12
Section 6. Variances	12
Title 4. Retail in Employment and Industrial Areas.	13
Section 1. Intent	13
Section 2. Comprehensive Plan and Implementing Ordinance Changes Required.	13
Section 3. Exceptions	13
Title 5. Neighbor Cities and Rural Reserves	14
Section 1. Intent	14
Section 2. Metro Intent with Regard to Rural Reserves	14
Section 3. Invitations for Intergovernmental Agreements	14
Section 4. Metro Intent with Regard to Green Corridors	14
Title 6. Regional Accessibility	15
Section 1. Intent	15
Section 2. Boulevard Design	15
Section 3. Design Standards for Street Connectivity	16
Section 4. Motor Vehicle Performance Standards	18
Title 7. Affordable Housing	
Section 1. Intent	
Section 2. Recommendations to Improve Availability of Affordable Housing	
Section 3. Recommendations to Encourage Manufactured Housing	
Title 8. Compliance Procedures	20
Section 1. Compliance Required	20
Section 2. Compliance Procedures	20
Section 3. Any Comprehensive Plan Change must Comply	22
Section 4. Enforcement	22
Section 5. Compliance Plan Assistance	22
Title 9. Definitions	24
Appendix	27

Urban Growth Management Functional Plan
A functional plan for early implementation of the Metro 2040 Growth Concept

Introduction

1 Metro was created after a vote of the citizens of the region as an elected regional government
2 responsible for addressing issues of regional significance in the metropolitan area and is
3 enabled by state law, adopted by the Oregon Legislature in 1977. In addition, the voters of
4 the region adopted a Metro Charter in 1992, which describes additional responsibilities for the
5 agency. Metro has an elected Executive Officer and a Metro Council which propose and
6 determine region-wide policies.

7 The Metro Policy Advisory Committee (MPAC) is comprised of local government elected
8 officials and appointed citizens from throughout the region and was created to advise the
9 regionally elected Metro Council on matters of metropolitan significance. MPAC was
10 included in the Metro Charter, which was adopted by a vote of the citizens of the metropolitan
11 area. MPAC has recommended specific policies to be included in a new functional plan to be
12 adopted by the Metro Council as soon as practicable. This recommendation was made by
13 MPAC to begin implementation of the regional policies of the Metro 2040 Growth Concept as
14 adopted by the Metro Council by Ordinance No. 95-625-A. Early implementation is intended
15 to take advantage of opportunities now and avoid land use inconsistent with the long-term
16 growth policy.

17 MPAC, as well as the Joint Policy Advisory Committee on Transportation (JPACT), and the
18 Water Resource Policy Advisory Committee (WRPAC) have made recommendations that are
19 the basis for this functional plan. All of the elements considered by MPAC, JPACT and
20 WRPAC were deemed by the Metro Council to be of metropolitan significance. The
21 following text states the scope of regional policies, which will apply to all 24 cities and 3
22 counties within the Metro region for early implementation of the 2040 Growth Concept. The
23 legal form of this early implementation is a functional plan, not adoption as a "component" of
24 the Regional Framework Plan. The policies in this functional plan will be coordinated with
25 policies to be readopted in official components of the Metro Charter mandated Regional
26 Framework Plan, on or before December 30, 1997.

27 Functional plans are a primary regional policy tool that may contain both "recommendations"
28 and "requirements" for changes in local plans. This functional plan relies on further actions,
29 primarily changes to local government comprehensive plans and implementing ordinances, to
30 effectuate the actions described below.

31 **The Meaning of Regional Functional Plan Adoption**

32 The following regional policies recommend and require changes to city and county plans to
33 implement regional goals and objectives constituting the Urban Growth Management
34 Functional Plan under ORS 268.390, Regional Urban Growth Goals and Objectives
35 (RUGGO), Goal I, and Resolution No.96-2288. The requirements for plan changes, including
36 implementing regulations, shall be adopted by all cities and counties in the Metro region
37 within twenty-four (24) months from the effective date of this ordinance.

38 Local determination not to incorporate required functional plan policies into comprehensive
39 plans shall be subject to the conflict resolution and mediation processes included within the
40 RUGGO, Goal I provisions prior to the final adoption of inconsistent policies or actions.
41 Local actions inconsistent with functional plan requirements are subject to appeal for violation
42 of the functional plan.

43 **Regional Policy Basis**

44 The regional policies described below are formulated from, and are consistent with, the
45 RUGGOs, including the Metro 2040 Growth Concept. These adopted Metro policies will be
46 incorporated into the Regional Framework Plan. Also, the overall principles of the
47 Greenspaces Master Plan are incorporated.

48 In addition, the 1996 Regional Transportation Plan (RTP)¹, when adopted, will serve as the
49 transportation element of the Regional Framework Plan. It will be the primary transportation
50 policy implementation of the 2040 Growth Concept. However, early implementation land use
51 policies in this functional plan are integrated with early implementation transportation policies
52 derived from preparation of the 1996 Regional Transportation Plan, and consistent with the
53 Metro 2040 Growth Concept.

54 **Structure of Requirements**

55 The Urban Growth Management Functional Plan is a regional functional plan which contains
56 "requirements" that are binding on cities and counties of the region as well as recommendations
57 that are not binding. "Shall" or other directive words are used with requirements. The words
58 "should" or "may" are used with recommendations. The Plan is structured so that local
59 jurisdictions may pick from either performance standard requirements or prescriptive
60 requirements. The intent is to write these regulations so that local jurisdictions have a
61 significant amount of flexibility as to how they meet requirements. Performance standards are
62 included in all titles. If local jurisdictions can show that they meet the performance standard,

¹ Metro has an adopted Regional Transportation Plan. However, because of changing local and regional conditions, as well as state and federal requirements, the RTP is being amended in 1996.

63 they have met the requirement of the title. In addition, prescriptive standards are also
64 included. They are available to show one very specific way that jurisdictions may meet the
65 title requirement, but are not the only way a city or county may show compliance.

66 **Regional Functional Plan Requirements**

67 **TITLE 1: REQUIREMENTS FOR HOUSING AND EMPLOYMENT**
68 **ACCOMMODATION**

69 **Section 1. Intent**

70 State law and Metro code require that the Metro urban growth boundary (UGB) have sufficient
71 capacity to accommodate the expected growth for 20 years. It is Metro policy to minimize the
72 amount of urban growth boundary expansion required for the expected population and
73 employment growth by the year 2017 consistent with all Statewide Goals. It is beneficial and
74 desirable to increase the density permitted for development and to increase the actual built
75 density within the UGB consistent with the Metro 2040 Growth Concept.

76 **Section 2. Local Plan Accommodation of Fair Share Capacity Housing and Employment**
77 **- Performance Standard**

78 Local governments, by the methods proscribed in sections 3 through 6 of this title, shall
79 demonstrate that:

80 A. Their zoning and other regulations will permit the growth capacity contained in Section
81 3 of this Title to be built consistent with the 2040 Growth Concept target densities for
82 each center, corridor, station community, main street, industrial and employment areas
83 and inner and outer neighborhood; and

84 B. Effective measures have been taken to reasonably assure that the growth capacity will
85 be built for housing units and employment.

86 Minimum density standards shall be applied for residential units so that the target densities
87 shall be achieved. The minimum density standards shall be no less than 80 percent of
88 maximum residential densities, except for high density zones with maximum permitted density
89 higher than 37 dwelling units per net acre. For these zones, the minimum density shall be at
90 least 30 dwelling units per net acre if such provisions are consistent with the 2040 Growth
91 Concept designations mapped for the area..

92 Local governments shall permit the expected development at densities likely to be achieved
93 during the planning period by the private market or assisted housing programs, once all new
94 regulations are in effect. The permitted densities shall be within the 2040 Growth Concept
95 target densities indicated in footnote 2 of Table 1.

96 Metro will work with local jurisdictions to develop a set of region-wide community
97 development code provisions, standards and other regulations which local jurisdictions may
98 adopt that will help implement the 2040 Growth Concept and this Functional Plan.

99 Included in this project will be a review of development standards in support of smaller lots
100 and more flexible use of land, strategies to encourage land assembly, more flexible zoning and
101 improvements in the pre-application process to ensure timely and thorough review and to
102 provide for early involvement by the public to address neighborhood concerns and assure
103 community acceptance of these changes.

104 Section 3. Expected Growth Capacity for Local Governments within the Metro Boundary

105 The expected Livable Capacity for Housing Units and Employment is contained in the
106 Appendix and labeled Table 1. These include jurisdiction-wide expected capacities, as well as
107 capacities for mixed use areas (which include the Central City, Regional Centers, Town
108 Centers, Station Area and Main Streets) and capacity for Station Communities. Local plan and
109 zoning provisions may permit or require development at densities which exceed the 2040
110 Growth Concept target densities and the Expected Livable Share Capacity listed on Table 1, if
111 such provisions are otherwise consistent with the 2040 land use types described in the Growth
112 Concept.

113 Section 4. Review of Permitted Capacity of Housing Units and Employment

114 The purpose of this review is to determine the capacity of existing comprehensive plans and
115 implementing ordinances to accommodate housing and employment and to determine whether
116 amendments to existing plans are necessary to comply with Section 6A of this Title. All cities
117 and counties within the Metro region are hereby required to:

118 A. Review the permitted capacity² of their current comprehensive plans, and calculate the
119 expected capacity of housing units and employment by the year 2017. These estimates
120 shall be conducted using the following method:

121
122 1. Local governments shall use Metro estimates of vacant land, and land likely to
123 redevelop, unless the local government has data that it believes is more accurate.
124 In this case, the local government may provide Metro the following:

125 a. The source of the data;

² See Title 8, Definitions, "permitted capacity" and "expected capacity."

- 126
127
128
129
- b. The reasons that the locally developed data is a more accurate estimate than the Metro estimate of vacant and redevelopable land;
 - c. The database from which the above were derived;
 - d. The database of committed development lands.

130
131
132

Local governments may use their data, subject to acceptance by the Metro Council or their designee, after Metro determination as to which data is more accurate.

- 133
134
135
136
137
138
139
140
141
142
2. In estimating expected capacity of existing comprehensive plans and implementing ordinances, local governments shall not estimate expected capacity at more than 80 percent of maximum permitted density, unless:
- a. actual experience in the jurisdiction since 1990 has shown that development has occurred at density greater than 80 percent of permitted residential density or can be demonstrated, or
 - b. minimum density standards are adopted or proposed for adoption in the zoning code that require residential development at greater than 80 percent of maximum permitted density.
- 143
144
145
146
147
- c. Jurisdictions calculating capacity through the use of density bonus provisions consider transfers, including off-site transfers, upon demonstration of previous approvals of density transfers, or on-site transfers if within the past 5 years underbuild rate have been at 79 percent or greater than maximum permitted densities.

148
149
150

B. Local governments shall determine the effect of each of the following on its overall development capacity:

- 151
152
153
154
155
156
157
158
159
160
161
162
163
164
165
- 1. required dedications for public streets, consistent with the Regional Accessibility Title;
 - 2. off-street parking, consistent with this plan;
 - 3. landscaping, setback, and maximum lot coverage requirements;
 - 4. the effects of tree preservation ordinances, environmental protection ordinances, view preservation ordinances, solar access ordinances, or any other regulations that may have the effect of reducing the capacity of the land to develop at the permitted density;
 - 5. the effects of areas dedicated to bio-swales, storm water retention, open space dedications, and other requirements of local codes that may reduce the capacity of the land to develop at the permitted density.

166 **Section 5. Procedures for Jurisdictions without Sufficient Capacity**

167 If the permitted and expected capacity estimates developed under Section 4 are less than the
168 jurisdiction's growth capacity for housing, employment, or both, then the jurisdiction is
169 hereby required to amend its comprehensive plans and implementing ordinances . The
170 amendments shall make the comprehensive plan consistent with the 2040 Growth Concept
171 target densities ranges in footnote 2 of Table 1 and they shall provide for the expected
172 capacities for population and employment contained in Section 3 of this Title. Exceptions can
173 be made according to Title 8. The capacity calculation shall be made according to the same
174 methodology the jurisdiction used in Section 4. The jurisdiction shall demonstrate at least the
175 following in providing capacities for housing and employment:

- 176
- 177 A. The permitted densities are at locations and densities that the market is likely to build
178 during the planning period; and
 - 179
 - 180 B. The capacity calculation used only those development types that are a permitted use in
181 the development code. Any discretionary decision must not diminish the permitted
182 density if it is to be counted as a part of expected capacity; and
 - 183
 - 184 C. Expected capacity has been determined by accounting for all public requirements that
185 may have the effect of reducing capacity, including those listed in Section 4.B above;
186 and
 - 187
 - 188
 - 189 D. Local governments have reviewed their public facility capacities and plans and have, or
190 can provide, planned public facilities to accommodate growth within the plan period;
191 and
 - 192
 - 193 E. Local governments permit partitioning or subdividing in those urban areas of the city or
194 county where existing lot sizes are two or more times that of the minimum lot size of
local jurisdiction zoning.
 - 195 F. Local governments have considered one or more of the tools listed in Section 6B 1-6.

196 Section 6. Procedures for Jurisdictions with Sufficient Current Capacity

197 If a city or county within the Metro region finds that their current plans and ordinances
198 provide for capacity equal to or greater than that required under Section 3 for housing units or
199 employment or both, then the city or county is hereby required to compare the 1990-1995
200 actual built densities within their jurisdiction with permitted densities for housing units and
201 employment. This comparison shall be conducted using the following methods:
202

203 A. Residential and employment developments to be analyzed shall be those which were
204 permitted by a land use action and constructed during the period from 1990 to 1995,
205 and residential density shall be measured in households per net developed acre.³
206 Employment performance shall be measured by comparing the actual jurisdiction-wide
207 increase during the years 1990-1995 with the jurisdiction-wide increase listed in Table
208 1. This shall include only those developments that received approval under the
209 implementing ordinances during this period.
210

211 B. If the average of actual built densities for 1990-1995 is less than 80 percent of
212 permitted densities, cities and counties shall amend their plans and implementing
213 ordinances, if necessary to meet the performance standard, and demonstrate how the
214 actual expected capacity in Table 1 will be achieved. Section 2 of this Title requires
215 the use of minimum residential density requirements to achieve expected capacity.
216 Examples of other measures include, but are not limited to, the following:

- 217 1. Financial incentives for higher density housing;
- 218 2. Provisions permitting additional density beyond that generally allowed in the
219 zoning district in exchange for amenities and features provided by the
220 developer;
- 221 3. Removal or easing of approval standards or procedures;
- 222 4. Redevelopment and infill strategies;
- 223 5. Authorization of housing types not previously allowed by the plan or
224 regulations; and
225
- 226 6. Adoption of an average residential density standard.

³ See definitions.

227 C. If the average of actual built densities for 1990-1995 is 80 percent or greater than
228 permitted densities, the city or county shall provide to Metro their findings and data.
229 No change to a city or county plan or implementing ordinance shall be required.

230 **TITLE 2: REGIONAL PARKING POLICY**

231

232 **Section 1. Intent**

233 The State's Transportation Planning rule calls for per capita reductions of vehicle miles traveled
234 and parking as a means of responding to transportation and land use impacts of growth. The
235 Metro 2040 Growth Concept calls for more compact development as a means to encourage more
236 efficient use of land, promote non-auto trips and protect air quality. In addition, the federally
237 mandated air quality plan relies on the 2040 Growth Concept fully achieving its transportation
238 objectives. Notably, it relies upon reducing vehicle trips per capita and related parking spaces
239 through minimum and maximum parking ratios. This title is provided to address these statutory
240 requirements and preserve the quality of life of the region.

241 A compact urban form requires that each use of land is carefully considered and that more
242 efficient forms are favored over less efficient ones. Parking, especially that provided in new
243 developments, can result in a less efficient land usage and lower floor to area ratios. Parking also
244 has implications for transportation. In areas where transit is provided or other non-auto modes
245 (walking, biking) are convenient, less parking can be provided and still allow accessibility and
246 mobility for all modes, including autos. Reductions in auto trips when substituted by non-auto
247 modes can reduce congestion and increase air quality.

248 **Section 2. Performance Standard**

249 A. Local Governments are hereby required to adopt amendments, if necessary, to insure that
250 their comprehensive plans and implementing regulations meet or exceed the following
251 minimum standards:

252 1. Require no more parking than the minimum as shown on Regional Parking
253 Standards Table, attached hereto; and

254 2. Establish parking maximums at ratios no greater than those listed in the Parking
255 Table and as illustrated in the Parking Maximum Map. The designation of A and
256 B zones on the Parking Maximum Map should be reviewed every five years and if
257 necessary, revised to reflect changes in public transportation and in pedestrian
258 support from adjacent neighborhoods. For all urban areas outside Zone A, cities
259 and counties shall establish parking space maximums no greater than those listed in
260 Zone B in the Parking Table and as illustrated in the Parking Maximum map. Local
261 governments should designate Zone A parking ratios in areas with good pedestrian
262 access to commercial or employment areas (within 1/3 mile walk) from adjacent
263 residential areas.

264 3. Ensure than an administrative or public hearing process for considering ratios for
265 individual or joint developments allow adjustment for parking when:
266

267 a. in excess of the maximum parking ratios; and
268 b. less than the minimum parking ratios.
269 Local governments may grant an adjustment from maximum parking ratios or
270 minimum parking ratios through an adjustment or variance process.

271 B. Free surface parking spaces shall be subject to the regional parking maximums.
272 Parking spaces in parking structures, fleet parking, parking for vehicles that are for
273 sale, lease, or rent, employee car pool parking spaces, dedicated valet parking spaces,
274 spaces that are user paid, market rate parking or other high-efficiency parking
275 management alternatives may be exempted from maximum parking standards. Sites
276 that are proposed for redevelopment may be allowed to phase in reductions as a local
277 option. Where mixed land uses are proposed, local governments shall provide for
278 blended parking rates. It is recommended that local governments count adjacent on-
279 street parking spaces, nearby public parking and shared parking toward required
280 parking minimum standards.

281 C. Local Governments may use categories or measurement standards other than those in
282 the Parking Table, but must provide findings that the effect of the local regulations will
283 be substantially the same as the application of the Regional Parking Ratios.

284 D. Local governments shall monitor and provide the following data to Metro on an annual
285 basis:

- 286 1. the number and location of newly developed parking spaces, and
- 287 2. demonstration of compliance with the minimum and maximum parking
288 standards, including the application of any local adjustments to the regional
289 standards in this title. Coordination with Metro collection of other building data
290 should be encouraged.
291

292 **TITLE 3: WATER QUALITY AND FLOOD MANAGEMENT CONSERVATION**

293 **Section 1. Intent**

294 To protect the beneficial uses and functional values of resources within the Water Quality and
295 Flood Management Areas by limiting or mitigating the impact on these areas from development
296 activities.

297 **Section 2. Requirement**

298 Cities and counties shall ensure that their comprehensive plans and implementing regulations
299 protect Water Quality and Flood Management Areas pursuant to Section 4 . Exceptions to this
300 requirement will be considered under the provisions of Section 7.

301 **Section 3. Implementation Process for Local Governments**

302 Cities and counties are hereby required to amend their plans and implementing ordinances, if
303 necessary, to ensure that they comply with this Title in one of the following ways:

- 304
- 305 A. Either adopt the relevant provisions of the Metro Water Quality and Flood Management
306 model ordinance and map entitled Metro Water Quality and Flood Management
307 Conservation Area Map; or
- 308 B. Demonstrate that the plans and implementing ordinances substantially comply with the
309 performance standards, including the map, contained in Section 4. In this case, the
310 purpose of this map is to provide a performance standard for evaluation of substantial
311 compliance for those jurisdictions who choose to development their own map of water
312 quality and flood management areas ; or
- 313 C. Any combination of A and B above that substantially complies with all performance
314 standards in Section 4.

315 **Section 4. Performance Standards**

- 316 A. **Flood Mitigation.** The purpose of these standards is to protect against flooding, and
317 prevent or reduce risk to human life and properties, by allowing for the storage and
318 conveyance of stream flows through these natural systems.

319 The plans and implementing ordinances of cities and counties shall be in substantial compliance
320 with the following performance standards:

321

- 322 1. Prohibit development within the water quality and flood management area; or
323 2. Limit development in a manner that requires balanced cut and fill; unless
324 the project is demonstrated, by an engineering study, it will have a net
325 beneficial effect on flood mitigation.
- 326 3. Require minimum finished floor elevations at least one foot above the design
327 flood height or other applicable flood hazard standard for new habitable
328 structures in the Water Quality and Flood Management Area.
- 329 4. Require that temporary fills permitted during construction shall be removed.

330 B. **Water Quality.** The purpose of these standards is to protect and allow for enhancement
331 of water quality associated with beneficial uses as defined by the Oregon Water
332 Resources Department and the Oregon Department of Environmental Quality.

333 The plans and implementing ordinances of cities and counties shall be in substantial compliance
334 with the following performance standards:

- 335 1. Require erosion and sediment control for all new development within the Metro
336 boundary as contained in the Metro Water Quality and Flood Management model
337 ordinance.
- 338 2. Require to the maximum extent practicable that native vegetation cover is
339 maintained or re-established during development, and that trees and shrubs in the
340 Water Quality and Flood Management Area are maintained. The vegetative cover
341 required pursuant to these provisions shall not allow the use of "Prohibited Plants
342 for Stream Corridors and Wetlands" contained in the Water Quality and Flood
343 Management Model Code adopted by the Metro Council.
- 344 3. Prohibit new uses of uncontained areas of hazardous materials as defined by DEQ
345 in the Water Quality and Flood Management Areas; and
346

347 C. **Protect the long term regional continuity and integrity of Water Quality and Flood**
348 **Management Areas**

349 Standards: Local jurisdictions shall establish or adopt transfer of density within ownership
350 to mitigate the effects of development in Water Quality and Flood Management Areas, or
351 through Transferable Development Rights (TDRs), which have substantially equivalent
352 effect as the Metro Water Quality and Flood Management Model Ordinance.
353

354 Metro encourages local government to require that approvals of applications for
355 partitions, subdivisions and design review actions must be conditioned with protecting
356 Water Quality and Flood Management Areas with a conservation easement, platted as a
357 common open space, or through purchase or donation of fee simple ownership to public
358 agencies or private non-profits for preservation where feasible. Metro and local
359 governments shall recognize that applications involving pre-existing development within
360 the Water Quality and Flood Management Areas shall be exempted from the provisions
361 concerning conservation easement.

362 **Section 5. Fish and Wildlife Habitat Conservation Area**

363
364 A. The purpose of these standards is to conserve, protect, and enhance fish and wildlife
365 habitat within the fish and wildlife habitat conservation areas identified on the water
366 quality and flood management area map by establishing performance standards and
367 promoting coordination by Metro of regional urban water sheds.

368 B. Fish and Wildlife Habitat Conservation Area Recommendations

369 These areas shall be shown on the Water Quality and Flood Management Area Map. Fish
370 and Wildlife Habitat Conservation Habitat Areas generally include and/or go beyond the Water
371 Quality and Flood Management Areas. These areas shown on the map are Metro's initial
372 inventory of significant fish and wildlife habitat conservation areas. Metro hereby
373 recommends that local jurisdictions adopt the following temporary standards:

374 1. Prohibit development in the Fish and Wildlife Conservation Areas that adversely
375 impacts fish and wildlife habitat.

376
377 Exceptions:

- 378 a. Utility construction where no reasonable, feasible alternative exists within a
379 maximum construction zone width established by local governments.
380 b. Overhead or underground electric power, telecommunications and cable
381 television lines within a sewer or stormwater right-of-way or within a
382 maximum construction zone width established by local governments.
383 c. Trails, boardwalks and viewing areas construction. Local jurisdictions will
384 determine mitigation or equivalent widening of the protected corridor,
385 especially for paved paths.

386 2. Limit the clearing or removal of native vegetation from the Fish and Wildlife
387 Habitat Conservation Area to ensure its long term survival and health. Allow and
388 encourage enhancement and restoration projects for the benefit of fish and wildlife.

389 3. Require the revegetation of disturbed areas with native plants to 90 percent cover
390 within three years. Disturbed areas should be replanted with native plants on the
391 Metro Plant List or an approved locally adopted plant list. Planting or propagation
392 of plants listed on the Metro Prohibited Plant List within the Conservation Area
393 shall be prohibited.

394 4. Require compliance with Oregon Department of Fish and Wildlife (ODFW)
395 seasonal restrictions for in-stream work. Limit development activities that would
396 impair fish and wildlife during key life-cycle events according to the guidelines
397 contained in ODFW's "Oregon Guidelines for Timing of In-water Work to Protect
398 Fish and Wildlife Resources."

399 C. Fish and Wildlife Habitat Protection

400 Within eighteen (18) months from the effective date of this functional plan, Metro shall complete
401 the following regional coordination program by adoption of functional plan provisions.

402 1. Metro shall establish criteria to define and identify regionally significant fish and
403 wildlife habitat areas.

404 2. Metro shall adopt a map of regionally significant fish and wildlife areas after (1)
405 examining existing Goal 5 data, reports and regulation from cities and counties,
406 and (2) holding public hearings.

407 3. Metro shall identify inadequate or inconsistent data and protection in existing Goal
408 5 data, reports and regulations on fish and wildlife habitat. City and county
409 comprehensive plan provisions where inventories of significant resources were
410 completed and accepted by a LCDC Periodic Review Order after January 1, 1993,
411 shall not be required to comply until their next periodic review.

412 4. Metro shall complete Goal 5 economic, social, environmental and energy (ESEE)
413 analyses for mapped regionally significant fish and wildlife habitat areas only for
414 those areas where inadequate or inconsistent data or protection has been identified.
415

416 5. Metro shall establish performance standards for protection of regionally significant
417 fish and wildlife habitat which must be met by the plans implementing ordinances
418 of cities and counties.

419 Section 6. Metro Model Ordinance Required

420 Metro shall adopt a Water Quality and Flood Management Model Ordinance and map for use by
421 local jurisdictions to comply with this section. Sections 1-4 of this title shall not become effective
422 until 24 months after Metro Council has adopted a Model Code and map that addresses all of the
423 provisions of this title. Metro may adopt a Model Code and map for protection of regionally
424 significant fish and wildlife habitat. Section 5 of this title shall be implemented by adoption of
425 new functional plan provisions.

426
427 **Section 7. Variances**

428 City and county comprehensive plans and implementing regulations are hereby required to
429 include procedures to consider claims of map error and hardship variances to reduce or remove
430 stream corridor protection for any property demonstrated to be converted to an unbuildable lot
431 by application of stream corridor protections.

432 **TITLE 4: RETAIL IN EMPLOYMENT AND INDUSTRIAL AREAS**

433 **Section 1. Intent**

434 It is the intent of the Metro 2040 Growth Concept that Employment and Industrial Areas contain
435 very little retail development. Employment and Industrial areas would be expected to include
436 some limited retail commercial uses primarily to serve the needs of people working or living in the
437 immediate employment areas, not larger market areas outside the employment area. Exceptions
438 to this general policy for Employment and Industrial Areas can be made for certain areas as
439 identified on the Employment and Industrial Areas Map.

440 **Section 2. Comprehensive Plan and Implementing Ordinance Changes Required**

441 Cities and counties are hereby required to amend their comprehensive plans and implementing
442 regulations to prohibit retail uses larger than 50,000 feet of gross leasable area per building or
443 business in the Employment and Industrial Areas specifically designated on the 2040 Growth
444 Concept Map.

445 **Section 3. Exceptions**

446 Exceptions to this standard may be included for:

- 447 A. Low traffic generating, land-consumptive commercial uses with low parking demand
448 which have a community or region wide market, or
- 449 B. As identified on the Employment and Industrial Areas Map, specific Employment or
450 Industrial Areas which already have substantially developed as retail centers or which have
451 been locally designated as retail centers may allow new or redeveloped retail uses.
452 Proposed refinements to the mapped areas may be considered in local compliance plans as
453 provided in Title 8.

454 **TITLE 5: NEIGHBOR CITIES AND RURAL RESERVES**

455 **Section 1. Intent**

456 The intent of this title is to clearly define Metro policy with regard to areas outside the Metro
457 urban growth boundary. **NO PORTION OF THIS TITLE CAN REQUIRE ANY ACTIONS**
458 **BY NEIGHBORING CITIES.** Metro, if neighboring cities jointly agree, will adopt or sign rural
459 reserve agreements for those areas designated rural reserve in the Metro 2040 Growth Concept
460 with Multnomah, Clackamas, and Washington County, and Neighbor City Agreements with
461 Sandy, Canby, and North Plains. Metro would welcome discussion about agreements with other
462 cities if they request such agreements.

463 In addition, counties and cities within the Metro boundary are hereby required to amend their
464 comprehensive plans and implementing ordinances within twenty-four months to reflect the rural
465 reserves and green corridors policies described in the Metro 2040 Growth Concept.

466 **Section 2. Metro Intent with Regard to Rural Reserves**

467 Metro shall attempt to designate and protect common rural reserves between Metro's urban
468 growth boundary and designated urban reserve areas and each neighbor city's urban growth
469 boundary and designated urban reserves, and designate and protect common locations for green
470 corridors along transportation corridors connecting the Metro region and each neighboring city.
471 For areas within the Metro boundary, counties are hereby required to amend their comprehensive
472 plans and implementing ordinances to identify and protect the rural reserves and green corridors
473 described in the Metro 2040 Growth Concept and shown on the 2040 Growth Concept Map. For
474 areas outside the Metro boundary, Metro shall encourage intergovernmental agreements with the
475 cities of Sandy, Canby and North Plains.

476 **Section 3. Invitations for Intergovernmental Agreements**

477 Metro shall invite the local governments outside the Metro boundary and named in Section 1 of
478 this title to sign an Intergovernmental Agreement, similar to the draft agreements attached hereto.

479 **Section 4. Metro Intent with Regard to Green Corridors**

480 Metro shall attempt to negotiate a Green Corridor Intergovernmental Agreement with Oregon
481 Department of Transportation (ODOT) and the three counties (Clackamas, Multnomah and
482 Washington) to designate and protect areas along transportation corridors connecting Metro and
483 neighboring cities.

484 **TITLE 6 - REGIONAL ACCESSIBILITY**

485 **Section 1. Intent**

486 Implementation of the 2040 Growth Concept requires that the region identify key measures of
487 transportation effectiveness which include all modes of transportation. Developing a full array
488 of these measures will require additional analysis. Focusing development in the concentrated
489 activity centers, including the central city, regional centers, and station communities, requires
490 the use of alternative modes in order to avoid unacceptable levels of congestion and to insure
491 that accessibility by alternative modes is attractive. The continued economic vitality of
492 industrial areas and intermodal facilities is largely dependent on preserving or improving
493 access to these areas and maintaining reasonable levels of freight mobility on the region's main
494 throughways. Therefore, regional congestion standards and other regional system performance
495 measures shall be tailored to reinforce the specific development needs of the individual 2040
496 Growth Concept land use components.

497 These regional standards will be linked to a series of regional street design concepts that fully
498 integrate transportation and land use needs for each of the 2040 land use components. The
499 designs generally form a continuum; a network of throughways (freeway and highway designs)
500 will emphasize auto and freight mobility and connect major activity centers. Slower-speed
501 boulevard designs within concentrated activity centers will balance the multi-modal travel
502 demands of these areas. Street and road designs will complete the continuum, with
503 multi-modal designs that reflect the land uses they serve, but also serving as moderate-speed
504 vehicle connections between activity centers that complement the throughway system. While
505 these designs are under development, it is important that improvements in the most
506 concentrated activity centers are designed to lessen the negative effects of motor vehicle traffic
507 on other modes of travel. Therefore, the need to implement amenity-oriented boulevard
508 treatment that better serves pedestrian and transit travel in the central city, regional centers,
509 main streets, town centers, and station communities is a key step in the overall implementation
510 of the Metro 2040 Growth Concept.

511 **Section 2. Boulevard Design**

512 For regional routes in the central city, regional centers, station communities, main streets and
513 town centers designated on the Boulevard Design Map, all cities and counties within the Metro
514 region are hereby required to implement or allow to be implemented boulevard design
515 elements as improvements are made to these facilities including those facilities built by ODOT
516 or Tri-Met. Each jurisdiction shall adopt amendments, if necessary, to ensure that their
517 comprehensive plans and implementing ordinances require consideration or installation of the
518 following boulevard design elements when proceeding with right-of-way improvements on
519 regional routes designated on the boulevard design map. In general, pedestrian and transit
520 oriented design elements are the priority in the central city and regional centers, station
521 communities, main streets and town centers:

- 522 A. Wide sidewalks with pedestrian amenities such as benches, awnings and special
523 lighting;
- 524 B. Landscape strips, street trees and other design features that create a pedestrian buffer
525 between curb and sidewalk;
- 526 C. Pedestrian crossings at all intersections, and mid-block crossings where intersection
527 spacing is excessive;
- 528 D. The use of medians and curb extensions to enhance pedestrian crossings where wide
529 streets make crossing difficult;
- 530 E. Bikeways;
- 531 F. On-street parking;
- 532 G. Motor vehicle lane widths that consider the above improvements;
- 533 H. Use of landscaped medians where appropriate to enhance the visual quality of the
534 streetscape.

535 **Section 3. Design Standards for Street Connectivity**

536 The design of local street systems, including "local" and "collector" functional classifications,
537 is generally beyond the scope of the Regional Transportation Plan (RTP). However, the
538 aggregate effect of local street design impacts the effectiveness of the regional system when
539 local travel is restricted by a lack of connecting routes, and local trips are forced onto the
540 regional network. Therefore, the RTP will include design standards for connectivity aimed at
541 improving local circulation in a manner that protects the integrity of the regional system.

542 Local jurisdictions within the Metro region are hereby required to amend their comprehensive
543 plans and implementing ordinances, if necessary, to comply with or exceed one of the
544 following options in the development review process:

- 545 A. **Design Option.** Cities and counties shall ensure that their comprehensive plans,
546 implementing ordinances and administrative codes require demonstration of compliance
547 with the following:
 - 548 1. New residential and mixed-use developments shall include local street plans
549 that:

- 550 a. encourage pedestrian travel by providing short, direct public right-of-way
551 routes to connect residential uses with nearby existing and planned
552 commercial services, schools, parks and other neighborhood facilities; and
553
554 b. include no cul-de-sac streets longer than 200 feet, and no more than 25
555 dwelling units on a closed-end street system; and
- 556 c. provide bike and pedestrian connections on public easements or right-of-way
557 when full street connections are not possible, with a minimum spacing of no
558 more than 330 feet; and
- 559 d. consider opportunities to incrementally extend and connect local streets in
560 primarily developed areas; and
- 561 e. serve a mix of land uses on contiguous local streets; and
- 562 f. support posted speed limits; and
- 563 g. consider narrow street design alternatives that feature total right-of-way of
564 no more than 46 feet, including pavement widths of no more than 28 feet,
565 curb-face to curb-face, sidewalk widths of at least 5 feet and landscaped
566 pedestrian buffer strips that include street trees; and
- 567 h. limit the use of cul-de-sac designs and closed street systems to situations
568 where topography, development patterns or environmental constraints
569 prevent full street extensions.
- 570 2. For new residential and mixed-use development, all contiguous areas of vacant
571 and primarily undeveloped land of five acres or more shall be identified by
572 cities and counties and the following will be prepared:
- 573 A map that identifies possible local street connections to adjacent developing
574 areas. The map shall include street connections at intervals of no more than
575 660 feet, with more frequent connections in areas planned for mixed use or
576 dense development.
- 577 **B. Performance Option.** For residential and mixed use areas, cities and counties shall
578 ensure that their comprehensive plans, implementing ordinances and administrative
579 codes require demonstration of compliance with performance criteria. Cities and
580 counties shall develop local street design maps or standards with street intersection
581 spacing to occur at intervals of no less than eight per mile, the number of street
582 connections coordinated and consistent with increased density and mixed land uses.

583 Local street designs for new developments shall satisfy both of the following additional
584 criteria:

- 585 1. Performance Criterion: minimize local traffic on the regional motor vehicle
586 system, by demonstrating that local vehicle trips on a given regional facility do
587 not exceed the 1995 arithmetic median of regional trips for facilities of the same
588 motor vehicle system classification by more than 25 percent.
- 589 2. Performance Criterion: everyday local travel needs are served by direct,
590 connected local street systems where: (1) the shortest motor vehicle trip over
591 public streets from a local origin to a collector or greater facility is no more
592 than twice the straight-line distance; and (2) the shortest pedestrian trip on
593 public right-of-way is no more than one and one-half the straight-line distance.

594 **Section 4. Transportation Performance Standards**

595 **A. Alternative Mode Analysis**

596 1. Mode split will be used as the key regional measure for transportation effectiveness in the
597 Central City, Regional Centers and Station Communities. Each jurisdiction shall establish a mode
598 split target (defined as the percentage of all non-Single Occupant Vehicle modes of
599 transportation) for each of the central city, regional centers and station communities within its
600 boundaries. The mode split target shall be no less than the regional targets for these Region 2040
601 Growth Concept land use components to be established in the Regional Transportation Plan).

602 2. Local Governments which have Central City, regional centers and station communities shall
603 identify actions which will implement the mode split targets. These actions should include
604 consideration of the maximum parking ratios adopted as part of Title 2, Section 2, Boulevard -
605 Design of this title, and transit's role in serving the area.

606 **B. Motor Vehicle Congestion Analysis**

607 1. Level-of-service. The following table may be incorporated into local
608 comprehensive plans and implementing ordinances to replace current methods of
609 determining congestion on regional facilities, if this change is needed to permit
610 Metro 2040 Growth Concept implementation in the Central City, Regional
611 Centers, Town Centers, Main Streets and Station Communities:

612 *General Performance Standards (using LOS*)*

	Preferred	Acceptable	Exceeds
613 Mid-Day one-hour	C or better	D	E or worse
614 Peak two-hour	E/E or better	F/E	F/F or worse

615 *Level-of-Service is determined by using either the latest edition of the Highway Capacity

616 Manual (Transportation Research Board) or through volume to capacity ratio equivalencies
617 as follows: LOS C = .8 or better; LOS D = .8 to .9; LOS = .9 to 1.0; and LOS F = greater than 1.0.

618 2. Accessibility. If a congestion standard is exceeded as identified in 4.A.1, local
619 governments shall evaluate the impact of the congestion on regional accessibility
620 using the best available methods (quantitative or qualitative). If a determination is
621 made that the congestion negatively impacts regional accessibility, local jurisdictions
622 shall follow the congestion management procedures identified in 4.B, below.

623 **B. Congestion Management**

624 Prior to recommending a significant capacity expansion to a regional facility, or including
625 such an expansion in a city or county comprehensive plan, the following actions shall be
626 applied:

627
628 1. To address Level of Service:
629 a. Transportation system management techniques
630 b. Corridor or site-level transportation demand management techniques
631 c. Additional roadway capacity to parallel facilities, including the consideration of a
632 grid pattern consistent with connectivity standards contained in Title 6 of this plan
633 d. Transit service improvements to increase ridership

634 2. To address preservation of street function:
635 a. Traffic calming
636 b. Street function classification

637 3. To address or preserve existing street capacity
638 a. Transportation management (e.g. access management, signal interties, lane
639 channelization)

640
641 If the above considerations do not adequately and cost-effectively address the problem,
642 capacity improvements may be included in the comprehensive plan.

643 **TITLE 7: AFFORDABLE HOUSING**

644 **Section 1. Intent**

645 RUGGO Objective 17 requires Metro to use a "fair share" strategy to meet housing needs, which
646 includes housing densities supportive of "development of the regional transportation system and
647 designated centers and corridors," like Title I, above. Two other parts of the "fair share" strategy
648 are addressed here: (1) encouraging use of tools identified to improve availability of sufficient
649 housing affordable to households of all income levels; and (2) encouraging manufactured housing
650 to assure a diverse range of available housing types.

651 **Section 2. Recommendations to Improve Availability of Affordable Housing**

652 The following tools and approaches to facilitate the development of affordable housing are
653 recommended to begin to meet the need for sufficient and affordable housing:

- 654 A. Donate buildable tax-foreclosed properties to nonprofit organizations for development as
655 mixed market affordable housing
- 656 B. Develop permitting process incentives for housing being developed to serve people at or
657 below 80% of area median income.
- 658 C. Provide fee waivers and property tax exemptions for projects developed by nonprofit
659 organizations serving people at or below 60% of area median income.
- 660 D. Create a land banking program to enhance the availability of appropriate sites for
661 permanently affordable housing.
- 662 E. Consider replacement ordinances that would require developers of high-income housing,
663 commercial, industrial, recreational or government projects to replace any affordable
664 housing destroyed by these projects.
- 665 F. Consider linkage programs that require developers of job-producing development,
666 particularly that which receives tax incentives, to contribute to an affordable housing fund.
- 667 G. Commit locally controlled funds, such as Community Development Block Grants, SIP tax
668 abatement funds or general fund dollars, to the development of permanently affordable
669 housing for people at or below 60% of area median income.
- 670 H. Consider inclusionary zoning requirements, particularly in tax incentive programs, for new
671 development in transit zones and other areas where public investment has contributed to
672 the value and developability of land.

673 **Section 3. Recommendations to Encourage Manufactured Housing**

674 State housing policy requires the provision of manufactured housing inside all Urban Growth
675 Boundaries as part of the housing mix with appropriate placement standards. The following are
676 recommended to reduce regulatory barriers to appropriately placed manufactured housing:

- 677 A. Requirements for a minimum of five acres to develop a manufactured housing park should
678 be reviewed to consider a lesser requirement, such as a minimum lot size of two acres.
- 679 B. Single family duplexes and triplexes should be encouraged outside manufactured dwelling
680 parks where zoning densities are consistent with single story development.
681

682 **TITLE 8: COMPLIANCE PROCEDURES**

683 **Section 1. Compliance Required**

684 All local governments within the Metro boundary are hereby required to amend their
685 comprehensive plans and implementing ordinances to comply with the provisions of this
686 functional plan within twenty-four months of the effective date of this ordinance. Metro
687 recommends the adoption of the components that affect land consumption as soon as possible.

688 **Section 2. Compliance Procedures**

689 A. On or before six months prior to the deadline established in Section 1, local
690 governments shall transmit to Metro the following:

- 691 1. An evaluation of their local plans, including public facility capacities and the
692 amendments necessary to comply with this functional plan;
- 693 2. Copies of all applicable comprehensive plans and implementing ordinances and
694 public facility plans, as proposed to be amended;
- 695 3. Findings that explain how the amended local comprehensive plans will achieve
696 the standards required in titles 1 through 6 of this functional plan.

697 In developing its compliance plan, the local jurisdiction shall address the Metro 2040
698 Growth Concept, and explain how the compliance plan implements the Growth
699 Concept.

700 B. Exemptions from all or any portion of any of the above titles may be granted by the
701 Metro Council, as provided for in the Regional Urban Growth Goals and Objectives,
702 Section 5.3, after MPAC review, based on city or county submittal as specified in this
703 section.

704 1. Population and Employment Capacity

- 705 a. A demonstration of substantial evidence of the economic infeasibility to
706 provide sanitary sewer, water, stormwater or transportation facilities to an
707 area or areas; or

- 708 b. Substantial areas that have prior commitments to development at densities
709 inconsistent with Metro growth targets; or
- 710 c. The households and employment growth capacity cannot be accommodated
711 at densities or locations the market or assisted programs will likely build
712 during the planning period; and
- 713 d. The amount of households or employment that cannot be accommodated;
714 and
- 715 e. A recommendation for where the unaccommodated growth could be located
716 adjacent to the city or county. Metro, along with local governments, shall
717 estimate the cost of providing public services and compare those with
718 estimated costs in section 2.b.1.a.
- 719 2. Parking Measures. Subject to the provisions of Title 2, local jurisdictions may
720 request relief from the parking measures. Metro may consider a local
721 government request to allow areas from Zone A to be subject to Zone B
722 maximum parking ratio where they can demonstrate:
- 723 a. No plans for transit service with 20-minute or lower peak frequencies; and
- 724 b. No adjacent neighborhoods close enough to generate sufficient pedestrian
725 activity; and
- 726 c. No significant pedestrian activity within the present business district.
- 727 The burden of proof for adjustments shall increase as the quality and timing of
728 transit service improves. Any adjustment granted must include a demonstration
729 of how future conversion of excess parking is feasible.
- 730 3. Water Quality and Flood Management Areas. Cities and counties may request
731 areas to be added or deleted from the Metro Water Quality and Flood
732 Management Area based on a finding that the area identified on the map is not a
733 Water Quality and Flood Management Area or a Fish and Wildlife Habitat
734 Conservation Area, as defined in this functional plan. Areas may also be deleted
735 from the map if the local government can prove that its deletion and the cumulative
736 impact of all deletions in its jurisdiction will have minimal impact on the water
737 quality of the stream and on flood effects. Findings shall be supported by
738 evidence, including the results of field investigations.

739 4. Retail in Employment and Industrial Areas. Subject to the provisions of Title 4, local
740 jurisdictions may request a change in the Employment and Industrial Areas Map.
741 Metro may consider a local government request to modify a mapped Employment and
742 Industrial Area to exempt existing or locally designated retail centers, where they can
743 demonstrate that:

744 a. The map overlooked lands within a substantially developed existing retail
745 center or a locally designated retail center.

746 5. Regional Accessibility. Local jurisdictions may request relief from the requirements of
747 Title 6, Regional Accessibility, where they can show that a street system or connection
748 is not feasible for reasons of topographic constraints or natural or built environment
749 considerations.

750 C. In addition to the above procedures, local determination not to incorporate functional
751 plan policies into comprehensive plans shall be subject to the conflict resolution and
752 mediation processes included within the RUGGO, Goal I; provisions prior to the final
753 adoption of inconsistent policies or actions. Local actions inconsistent with functional
754 plan requirements are subject to appeal for violation of the functional plan.
755

756 **Section 3. Any Comprehensive Plan Change must Comply**

757 After the effective date of this ordinance, any change to a comprehensive plan or implementing
758 ordinance shall be consistent with the functional plan requirements contained in titles 1 through
759 8. Metro shall assist the local government in achieving compliance with all applicable
760 functional plan requirements. Upon request, Metro will review proposed comprehensive plan
761 and implementing ordinances for functional plan compliance prior to city or county adoption.

762 **Section 4. Enforcement**

763 City or county actions to amend a comprehensive plan or implementing ordinance in violation
764 of this functional plan shall be subject to appeal or other legal action for violation of a regional
765 functional plan requirement, including but not limited to reduction of regional transportation
766 funding and funding priorities. Prior to a final action to amend a comprehensive plan or
767 implementing ordinance, a local determination that a functional plan should not or cannot be
768 implemented shall be subject to the conflict resolution process provided for in RUGGO, Goal
769 I.

770 **Section 5. Compliance Plan Assistance**

- 771 A. Any local government may request of Metro a compliance plan which contains the
772 following:
- 773 1. An analysis of the local government's comprehensive plan and implementing
774 ordinances, and what sections require change to comply with the performance
775 standards.
- 776 2. Specific amendments that would bring the jurisdiction into compliance with the
777 requirements of Sections 1 to 8, if necessary.
- 778 B. Jurisdictions must make the request within four months of the effective date of this
779 ordinance. The request shall be signed by the highest elected official of the
780 jurisdiction.
- 781 C. Metro shall deliver a compliance plan within four months of the request date. The
782 compliance plan shall be a recommendation from the Executive Officer. The
783 compliance plan shall be filed with the Metro Council two weeks before it is
784 transmitted, for possible review and comment.

785 **Title 9. Definitions**

786 **Balanced cut and fill** means no net increase in fill within the floodplain.

787 **Designated Beneficial Water Uses** means the same as the term as defined by the Oregon
788 Department of Water Resources, which is: an instream public use of water for the benefit of an
789 appropriator for a purpose consistent with the laws and the economic and general welfare of the
790 people of the state and includes, but is not limited to, domestic, fish life, industrial, irrigation,
791 mining, municipal, pollution abatement, power development, recreation, stockwater and wildlife
792 uses.

793
794 **Development** means any manmade change defined as buildings or other structures, mining,
795 dredging, paving, filling, or grading in amounts greater than ten (10) cubic yards on any lot or
796 excavation. In addition, any other activity that results in the removal of more than 10% of the
797 existing vegetated area on the lot is defined as development, for the purposes of Title 3.

798
799 **Exceptions:**

800 a. Stream enhancement or restoration projects approved by local jurisdictions.

801 b. Agricultural activity.

802 c. Additions and alterations to existing structures and development that do not encroach
803 into the Water Quality and Flood Management Area more than the existing structure or
804 development.

805 **DHB** means the diameter of a tree measured at breast height.

806 **DLCD Goal 5 ESEE** means a decision process local governments carry out under OAR 660-
807 23-040.

808 **Economic infeasibility** means

809 **Expected Capacity** means the density or intensity of use likely to occur on a parcel of land,
810 commonly a density less than the permitted density.

811 **Hazardous materials** means materials described as hazardous by Oregon Department of
812 Environmental Quality.

813 **Fish and Wildlife Habitat Conservation Area** means an area defined on the Metro Water
814 Quality and Flood Management Area Map, attached hereto. These include all Water Quality and
815 Flood Management Areas that require regulation in order to protect fish and wildlife habitat. This

- 816 area has been mapped to generally include the following: an area 200 feet from top of bank of
817 streams in undeveloped areas with less than 25% slope, and 100 feet from edge of mapped
818 wetland on undeveloped land.
- 819 **Floodplain** means land subject to periodic flooding, including the 100-year floodplain as mapped
820 by FEMA Flood Insurance Studies or other substantial evidence of actual flood events
- 821 **Functions and Values of Stream Corridors** means stream corridors have the following
822 functions and values: water quality retention and enhancement, flood attenuation, fish and
823 wildlife habitat, recreation, erosion control, education, aesthetic, open space and wildlife
824 corridor.
825
- 826 **Local Trip** means a trip 2½ miles or less in length.
- 827 **Metro** means the regional government of the metropolitan area, the elected Metro Council as
828 the policy setting body of the government.
- 829 **Metro Boundary** means the jurisdictional boundary of Metro, the elected regional government
830 of the metropolitan area.
- 831 **Metro Urban Growth Boundary** means the urban growth boundary as adopted and amended
832 by the Metro Council, consistent with state law.
- 833 **Net Developed Acre** means
- 834 **Permitted Capacity** means the highest density or intensity of use of a parcel of land as
835 calculated from zoning and other local jurisdiction regulations.
- 836 **Perennial Streams** means all primary and secondary perennial water ways as mapped by the U.S.
837 Geological Survey.
- 838 **Prior Commitments** means
- 839 **Riparian area** means the water influenced area adjacent to a river, lake or stream consisting
840 of the area of transition from an hydric ecosystem to a terrestrial ecosystem where the presence
841 of water directly influences the soil-vegetation complex and the soil-vegetation complex
842 directly influences the water body. It can be identified primarily by a combination of
843 geomorphologic and ecologic characteristics.
- 844 **Top of Bank** means the same as "bankfull stage" defined in OAR 141-85-10(2).

845 Vacant Land: Land identified in the Metro or local government inventory as undeveloped
846 land.

847 Water Quality and Flood Management Area means an area defined on the Metro Water
848 Quality and Flood Management Area Map, attached hereto. These are areas that require
849 regulation in order to mitigate flood hazards and to preserve and enhance water quality. This
850 area has been mapped to generally include the following: stream or river channels, known and
851 mapped wetlands, areas with floodprone soils adjacent to the stream, floodplains, and
852 sensitive water areas. The sensitive areas are generally defined as 50 feet from top of bank of
853 streams for areas of less than 25 % slope, and 200 feet from top of bank on either side of the
854 stream for areas greater than 25 % slope, and 50 feet from the edge of a mapped wetland.

855
856
857
858

Table 1 - Expected Livable Share Capacity for Housing and Employment Units - Year 1994 to 2017

City or County	Dwelling Unit Capacity ¹	Job Capacity	Mixed Use Areas ²	
			household	Job Increase
Beaverton	15,021	25,122	9,019	19,084
Cornelius	1,019	2,812	48	335
Durham	262	498	0	0
Fairview	2,921	5,689	635	2,745
Forest Grove	2,873	5,488	67	628
Gladstone	600	1,530	20	140
Gresham	16,817	23,753	3,146	9,695
Happy Valley	2,030	1,767	52	245
Hillsboro	14,812	58,247	9,758	20,338
Johnson City	168	180	0	0
King City	182	241	55	184
Lake Oswego	3,353	8,179	446	3,022
Maywood Park	27	5	0	0
Milwaukie	3,514	7,478	2,571	6,444
Oregon City	6,157	8,185	341	2,341
Portland	70,704	158,503	26,960	100,087
River Grove	(15)	41	0	0
Sherwood	5,010	8,156	1,108	3,585
Tigard	6,073	14,901	981	8,026
Troutdale	3,789	5,570	107	267
Tualatin	3,635	9,794	1,248	2,069
West Linn	2,577	2,114	0	594
Wilsonville	4,425	15,030	743	4,952
Wood Village	423	736	68	211
Clackamas County ³	19,530	42,685	1,661	13,886
Multnomah County ³	3,089	2,381	0	0
Washington County ³	54,999	52,578	13,273	25,450
	243,993	461,633		

859
860
861
862
863
864
865
866
867
868
869
870
871
872
873
874
875
876
877
878
879
880
881
882
883
884
885

886
887
888

889
890

¹ Based on Housing Needs Analysis. Applies to existing city limits as of June, 1996. Annexations to cities would include assuming responsibility for livable share previously accommodated in unincorporated county.

² Target densities for mixed use area are: Central City - 250 persons per acre; regional centers - 60 ppa; town centers 40 ppa.; station communities - 45 ppa.; main streets 39 ppa;

³ Standards apply to the urban unincorporated portion of the county only. At the request of cities, Metro may also supply targets for planning areas for cities in addition to the existing boundary targets cited above.

891
892
893

Regional Parking Ratios¹
(parking ratios are based on spaces per 1,000 sq ft of gross leasable area unless otherwise stated)

894

Land Use	Minimum Parking Requirements (See Central City Transportation Management Plan for downtown Portland stds)	Maximum Permitted Parking - Zone A:	Maximum Permitted Parking Ratios - Zone B:
	<i>Requirements may Not Exceed</i>	<i>Transit and Pedestrian Accessible Areas²</i>	<i>Rest of Region</i>
General Office (includes Office Park, "Flex-Space", Government Office & misc. Services) (gsf)	2.7	3.4	4.1
Light Industrial Industrial Park Manufacturing (gsf)	1.6	None	None
Warehouse (gross square feet; parking ratios apply to warehouses 150,000 gsf or greater)	0.3	0.4	0.5
Schools; College/ University & High School (spaces/#of students and staff)	0.2	0.3	0.3
Tennis Racquetball Court	1.0	1.3	1.5
Sports Club/Recreation Facilities	4.3	5.4	6.5
Retail/Commercial, including shopping centers	4.1	5.1	6.2
Bank with Drive-In	4.3	5.4	6.5

895
896
897

898
899
900

901
902
903

904
905
906

907

908
909

910
911

912

891
892
893

894

Regional Parking Ratios¹ <i>(parking ratios are based on spaces per 1,000 sq ft of gross leasable area unless otherwise stated)</i>			
Land Use	Minimum Parking Requirements (See Central City Transportation Management Plan for downtown Portland stds)	Maximum Permitted Parking - Zone A:	Maximum Permitted Parking Ratios - Zone B:
	<i>Requirements may Not Exceed</i>	<i>Transit and Pedestrian Accessible Areas²</i>	<i>Rest of Region</i>
913 914 Movie Theater (spaces/number of seats)	0.3	0.4	0.5
915 Fast Food with Drive Thru	9.9	12.4	14.9
916 Other Restaurants	15.3	19.1	23
917 918 Place of Worship (spaces/seats)	0.5	0.6	0.8
919 Medical/Dental Clinic	3.9	4.9	5.9
Residential Uses			
921 Hotel/Motel	1	none	none
922 Single Family Detached	1	none	none
923 924 Residential unit, less than 500 square feet per unit, one bedroom	1	none	none
925 926 Multi-family, townhouse, one bedroom	1.25	none	none
927 928 Multi-family, townhouse, two bedroom	1.5	none	none
929 930 Multi-family, townhouse, three bedroom	1.75	none	none

931
932
933

¹ Ratios for uses not included in this table would be determined by local governments. In the event that a local government proposes a different measure, for example, spaces per seating area for a restaurant instead of gross leasable area, Metro may grant approval upon a demonstration by the local government that the parking space requirement is substantially similar to the regional standard.

Metro Council, 600 NE Grand Avenue, Portland, OR 97232-2736
Phone: (503) 797-1540 * Fax: (503) 797-1793



METRO

An update from Metro Councilor *Susan McLain*,
Chair, Growth Management Committee.

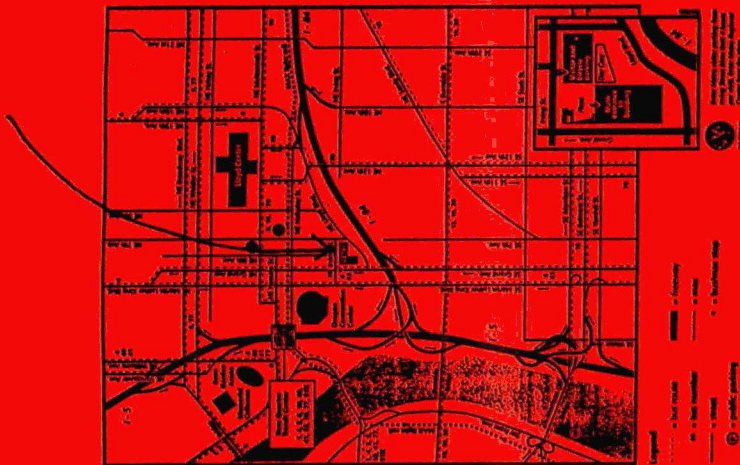
This is a Reminder:

A Public Hearing on Metro's Functional Plan:

**Ordinance Number 96-647: "For the Purpose
of Adopting a Functional Plan for Early
Implementation of the 2040 Growth
Concept."**

Printed on recycled paper.

Metro Councilor Susan McLain cordially invites you to join the Metro Council Growth Management Committee for their next Meeting. The Meeting is being held on July 16, 1996, at 3:30 p.m. in the Metro Council Chamber, located at 600 NE Grand Avenue (in the old Sears Building), in Portland, Oregon.



Other Topics covered in Ordinance Number 96-647 will include Titles on:

1. Accommodation of Growth
2. Regional Parking Policy
3. Water Quality and Flood Management Conservation
4. Retail in Employment and Industrial Areas
5. Rural Reserves
6. Regional Accessibility
7. Affordable Housing
8. Compliance

*Attachment A of Ordinance
96-647*

This is a working draft to be reviewed by
MTAC & TPAC, MPAC and JPACT, the
Metro Growth Management Committee
and the full Metro Council

**Urban Growth
Management
Functional Plan**

- Metro Staff Draft completed 2/14
 - MTAC/TPAC Draft completed
4/19/96
 - Executive Officer
Recommended Draft
July 8, 1996
 - Metro Growth Management Draft
 - Metro Council Draft
 - Adopted
-



METRO

Table of Contents Summary

Introduction	1
The Meaning of Regional Functional Plan Adoption	2
Regional Policy Basis	2
Structure of Requirements	2
Title 1. Requirements for Housing and Employment	3
Section 1. Intent	3
Section 2. Local Plan Accommodation of Fair Share Capacity Housing and Employment	3
Section 3. Growth Capacity for Local Governments within the Metro Boundary	3
Section 4. Review of Permitted Capacity of Housing Units and Employment	3
Section 5. Procedures for Jurisdictions without Sufficient Capacity	5
Section 6. Procedures for Jurisdictions with Sufficient Current Capacity	6
Title 2. Regional Parking Policy	7
Section 1. Intent	7
Section 2. Performance Standards	7
Title 3. Water Quality and Flood Management Conservation	9
Section 1. Intent	9
Section 2. Requirement	9
Section 3. Implementation Process for Local Governments	9
Section 4. Performance Standards	9
Section 5. Metro Model Ordinance Required	12
Section 6. Variances	12
Title 4. Retail in Employment and Industrial Areas.	13
Section 1. Intent	13
Section 2. Comprehensive Plan and Implementing Ordinance Changes Required.	13
Section 3. Exceptions	13
Title 5. Neighbor Cities and Rural Reserves	14
Section 1. Intent	14
Section 2. Metro Intent with Regard to Rural Reserves	14
Section 3. Invitations for Intergovernmental Agreements	14
Section 4. Metro Intent with Regard to Green Corridors	14
Title 6. Regional Accessibility	15
Section 1. Intent	15
Section 2. Boulevard Design	15
Section 3. Design Standards for Street Connectivity	16
Section 4. Motor Vehicle Performance Standards	18
Title 7. Affordable Housing	
Section 1. Intent	
Section 2. Recommendations to Improve Availability of Affordable Housing	
Section 3. Recommendations to Encourage Manufactured Housing	
Title 8. Compliance Procedures	20
Section 1. Compliance Required	20
Section 2. Compliance Procedures	20
Section 3. Any Comprehensive Plan Change must Comply	22
Section 4. Enforcement	22
Section 5. Compliance Plan Assistance	22
Title 9. Benchmarks	
Section 1. Intent	
Section 2. Benchmarks	
Title 10. Definitions	24
Appendix	27

Urban Growth Management Functional Plan
A functional plan for early implementation of the Metro 2040 Growth Concept

Introduction

1 Metro was created after a vote of the citizens of the region as an elected regional government
2 responsible for addressing issues of regional significance in the metropolitan area and is
3 enabled by state law, adopted by the Oregon Legislature in 1977. In addition, the voters of
4 the region adopted a Metro Charter in 1992, which describes additional responsibilities for the
5 agency. Metro has an elected Executive Officer and a Metro Council which propose and
6 determine region-wide policies.

7 The Metro Policy Advisory Committee (MPAC) is comprised of local government elected
8 officials and appointed citizens from throughout the region and was created to advise the
9 regionally elected Metro Council on matters of metropolitan significance. MPAC was
10 included in the Metro Charter, which was adopted by a vote of the citizens of the metropolitan
11 area. MPAC has recommended specific policies to be included in a new functional plan to be
12 adopted by the Metro Council as soon as practicable. This recommendation was made by
13 MPAC to begin implementation of the regional policies of the Metro 2040 Growth Concept as
14 adopted by the Metro Council by Ordinance No. 95-625-A. Early implementation is intended
15 to take advantage of opportunities now and avoid land use inconsistent with the long-term
16 growth policy.

17 MPAC, as well as the Joint Policy Advisory Committee on Transportation (JPACT), and the
18 Water Resource Policy Advisory Committee (WRPAC) have made recommendations that are
19 the basis for this functional plan. All of the elements considered by MPAC, JPACT and
20 WRPAC were deemed by the Metro Council to be of metropolitan significance. The
21 following text states the scope of regional policies, which will apply to all 24 cities and 3
22 counties within the Metro region for early implementation of the 2040 Growth Concept. The
23 legal form of this early implementation is a functional plan, not adoption as a "component" of
24 the Regional Framework Plan. The policies in this functional plan will be coordinated with
25 policies to be readopted in official components of the Metro Charter mandated Regional
26 Framework Plan, on or before December 30, 1997.

27 Functional plans are a primary regional policy tool that may contain both "recommendations"
28 and "requirements" for changes in local plans. This functional plan relies on further actions,
29 primarily changes to local government comprehensive plans and implementing ordinances, to
30 effectuate the actions described below.

31 **The Meaning of Regional Functional Plan Adoption**

32 The following regional policies recommend and require changes to city and county plans to
33 implement regional goals and objectives constituting the Urban Growth Management
34 Functional Plan under ORS 268.390, Regional Urban Growth Goals and Objectives
35 (RUGGO), Goal I, and Resolution No.96-2288. The requirements for plan changes, including
36 implementing regulations, shall be adopted by all cities and counties in the Metro region
37 within twenty-four (24) months from the effective date of this ordinance.

38 Local determination not to incorporate required functional plan policies into comprehensive
39 plans shall be subject to the conflict resolution and mediation processes included within the
40 RUGGO, Goal I provisions prior to the final adoption of inconsistent policies or actions.
41 Local actions inconsistent with functional plan requirements are subject to appeal for violation
42 of the functional plan.

43 **Regional Policy Basis**

44 The regional policies described below are formulated from, and are consistent with, the
45 RUGGOs, including the Metro 2040 Growth Concept. These adopted Metro policies will be
46 incorporated into the Regional Framework Plan. Also, the overall principles of the
47 Greenspaces Master Plan are incorporated.

48 In addition, the 1996 Regional Transportation Plan (RTP)¹, when adopted, will serve as the
49 transportation element of the Regional Framework Plan. It will be the primary transportation
50 policy implementation of the 2040 Growth Concept. However, early implementation land use
51 policies in this functional plan are integrated with early implementation transportation policies
52 derived from preparation of the 1996 Regional Transportation Plan, and consistent with the
53 Metro 2040 Growth Concept.

54 **Structure of Requirements**

55 The Urban Growth Management Functional Plan is a regional functional plan which contains
56 "requirements" binding on cities and counties of the region as well as recommendations.
57 "Shall" or other directive words are used with requirements. The words "should" or "may" are
58 used with recommendations. The Plan is structured so that local jurisdictions may pick from
59 either performance standard requirements or prescriptive requirements. The intent is to write
60 these regulations so that local jurisdictions have a significant amount of flexibility as to how
61 they meet requirements. Performance standards are included in all titles. If local jurisdictions
62 can show that they meet the performance standard, they have met the requirement of the title.

¹ Metro has an adopted Regional Transportation Plan. However, because of changing local and regional conditions, as well as state and federal requirements, the RTP is being amended in 1996.

63 In addition, prescriptive standards are also included. They are available to show one very
64 specific way that jurisdictions may meet the title requirement, but are not the only way a city
65 or county may show compliance.

66 **Regional Functional Plan Requirements**

67 **TITLE 1: REQUIREMENTS FOR HOUSING AND EMPLOYMENT**
68 **ACCOMMODATION**

69 **Section 1. Intent**

70 State law and Metro code require that the Metro urban growth boundary (UGB) have sufficient
71 capacity to accommodate the expected growth for 20 years. It is Metro policy to minimize the
72 amount of urban growth boundary expansion required for the expected population and
73 employment growth by the year 2017 consistent with all Statewide Goals. It is beneficial and
74 desirable to increase the density permitted for development and to increase the actual built
75 density within the UGB consistent with the Metro 2040 Growth Concept.

76 **Section 2. Local Plan Accommodation of Fair Share Capacity Housing and Employment**
77 **- Performance Standard**

78 Local governments shall demonstrate that:

- 79 A. Their zoning and other regulations will permit the growth capacity contained in Section
80 3 of this Title to be built consistent with the 2040 Growth Concept target densities for
81 each center, corridor, station community, main street, industrial and employment areas
82 and inner and outer neighborhood; and
- 83 B. Effective measures have been taken to reasonably assure that the growth capacity will
84 be built for housing units and employment.

85 Minimum density standards shall be applied for residential units so that the target densities shall
86 be achieved. The minimum density standards shall be no less than 80 percent of maximum
87 residential densities.

88 Local governments shall permit the expected development at densities likely to be achieved
89 during the planning period by the private market or assisted housing programs, once all new
90 regulations are in effect. The permitted densities shall be within the 2040 Growth Concept
91 target densities indicated in footnote 2 of Table 1.

92 Metro will work with local jurisdictions to develop a set of region-wide community
93 development code provisions, standards and other regulations which local jurisdictions may
94 adopt that will help implement the 2040 Growth Concept and this Functional Plan.

95 Included in this project will be a review of development standards in support of smaller lots
96 and more flexible use of land, strategies to encourage land assembly, more flexible zoning and

97 improvements in the pre-application process to ensure timely and thorough review and to
98 provide for early involvement by the public to address neighborhood concerns and assure
99 community acceptance of these changes.

100 **Section 3. Expected Growth Capacity for Local Governments within the Metro Boundary**

101 The expected Livable Capacity for Housing Units and Employment is contained in the
102 Appendix and labeled Table 1. These include jurisdiction-wide expected capacities, as well as
103 capacities for mixed use areas (which include the Central City, Regional Centers, Town
104 Centers, Station Area and Main Streets) and capacity for Station Communities. Local plan and
105 zoning provisions may permit or require development at densities which exceed the 2040
106 Growth Concept target densities and the Expected Livable Share Capacity listed on Table 1.

107 **Section 4. Review of Permitted Capacity of Housing Units and Employment**

108 The purpose of this review is to determine the capacity of existing comprehensive plans and
109 implementing ordinances to accommodate housing and employment and to determine whether
110 amendments to existing plans are necessary to comply with Section 6A of this Title. All cities
111 and counties within the Metro region are hereby required to:

112 A. Review the permitted capacity² of their current comprehensive plans, and calculate the
113 expected capacity of housing units and employment by the year 2017. These estimates
114 shall be conducted using the following method:

115
116 1. Local governments shall use Metro estimates of vacant land, and land likely to
117 redevelop, unless the local government has data that it believes is more accurate.
118 In this case, the local government may provide Metro the following:

- 119 a. The source of the data;
120 b. The reasons that the locally developed data is a more accurate estimate
121 than the Metro estimate of vacant and redevelopable land;
122 c. The database from which the above were derived;
123 d. The database of committed development lands.

124 Local governments may use their data, subject to acceptance by the Metro Council
125 or their designee, after Metro determination as to which data is more accurate.
126

² See Title 8, Definitions, "permitted capacity" and "expected capacity."

- 127 2. In estimating expected capacity of existing comprehensive plans and
128 implementing ordinances, local governments shall not estimate expected
129 capacity at more than 80 percent of maximum permitted density, unless:
130
131 a. actual experience in the jurisdiction since 1990 has shown that development
132 has occurred at density greater than 80 percent of permitted residential
133 density or can be demonstrated, or
134 b. minimum density standards are adopted or proposed for adoption in the
135 zoning code that require residential development at greater than 80 percent
136 of maximum permitted density.
- 137 B. Local governments shall determine the effect of each of the following on its overall
138 development capacity:
139
140 1. required dedications for public streets, consistent with the Regional Accessibility
141 Title;
142
143 2. off-street parking, consistent with this plan;
144
145 3. landscaping, setback, and maximum lot coverage requirements;
146
147 4. the effects of tree preservation ordinances, environmental protection ordinances,
148 view preservation ordinances, solar access ordinances, or any other regulations
149 that may have the effect of reducing the capacity of the land to develop at the
150 permitted density;
151
152 5. the effects of areas dedicated to bio-swales, storm water retention, open space
153 dedications, and other requirements of local codes that may reduce the capacity
154 of the land to develop at the permitted density.

155 **Section 5. Procedures for Jurisdictions without Sufficient Capacity**

156 If the permitted and expected capacity estimates developed under Section 4 are less than the
157 jurisdiction's growth capacity for housing, employment, or both, then the jurisdiction is
158 hereby required to amend its comprehensive plans and implementing ordinances . The
159 amendments shall make the comprehensive plan consistent with the 2040 Growth Concept
160 target densities ranges in footnote 2 of Table 1 and they shall provide for the expected capacity
161 for population and employment contained in Section 3 of this Title. Exceptions can be made
162 according to Title 8. The capacity calculation shall be made according to the same
163 methodology the jurisdiction used in Section 4. The jurisdiction shall demonstrate at least the
164 following in providing capacity for housing and employment:
165

- 166 A. The permitted densities are at locations and densities that the market is likely to build
167 during the planning period; and
- 168 B. The capacity calculation used only those development types that are a permitted use in
169 the development code. Any discretionary decision must not diminish the permitted
170 density if it is to be counted as a part of expected capacity; and
- 171 C. Expected capacity has been determined by accounting for all public requirements that
172 may have the effect of reducing capacity, including those listed in Section 4.B above;
173 and
174
- 175 D. Local governments have reviewed their public facility capacities and plans and have, or
176 can provide, planned public facilities to accommodate growth within the plan period;
177 and
178
- 179 E. Local governments permit partitioning or subdividing in those urban areas of the city or
180 county where existing lot sizes are two or more times that of the minimum lot size of
181 local jurisdiction zoning.
182
183

184 **Section 6. Procedures for Jurisdictions with Sufficient Current Capacity**

185 If a city or county within the Metro region finds that their current plans and ordinances provide
186 for capacity equal to or greater than that required under Section 3 for housing units or
187 employment or both, then the city or county is hereby required to compare the 1990-1995 actual
188 built densities within their jurisdiction with permitted densities for housing units and employment.
189 This comparison shall be conducted using the following methods:

- 190
- 191 A. Residential and employment developments to be analyzed shall be those which were
192 permitted by a land use action and constructed during the period from 1990 to 1995, and
193 residential density shall be measured in households per net developed acre.³ Employment
194 performance shall be measured by comparing the actual jurisdiction-wide increase during
195 the years 1990-1995 with the jurisdiction-wide increase listed in Table 1. This shall
196 include only those developments that received approval under the implementing
197 ordinances during this period.
- 198
- 199 B. If the average of actual built densities for 1990-1995 is less than 80 percent of permitted
200 densities, cities and counties shall amend their plans and implementing ordinances, if
201 necessary, and demonstrate how the actual expected capacity in Table 1 will be achieved.
202 . Section 2 of this Title requires the use of minimum residential density requirements to
203 achieve expected capacity. Examples of other measures include, but are not limited to, the
204 following:
- 205 1. Financial incentives for higher density housing;
- 206 2. Provisions permitting additional density beyond that generally allowed in the
207 zoning district in exchange for amenities and features provided by the
208 developer;
- 209 3. Removal or easing of approval standards or procedures;
- 210 4. Redevelopment and infill strategies;
- 211 5. Authorization of housing types not previously allowed by the plan or regulations;
212 and
213 6. Adoption of an average residential density standard.
- 214
- 215 C. If the average of actual built densities for 1990-1995 is 80 percent or greater than
216 permitted densities, the city or county shall provide to Metro their findings and data. No
217 change to a city or county plan or implementing ordinance shall be required.

³ See definitions.

218 **TITLE 2: REGIONAL PARKING POLICY**

219

220 **Section 1. Intent**

221 The State's Transportation Planning rule calls for per capita reductions of vehicle miles traveled
222 and parking as a means of responding to transportation and land use impacts of growth. The
223 Metro 2040 Growth Concept calls for more compact development as a means to encourage more
224 efficient use of land, promote non-auto trips and protect air quality. In addition, the federally
225 mandated air quality plan relies on the 2040 Growth Concept fully achieving its transportation
226 objectives. Notably, it relies upon reducing vehicle trips per capita and related parking spaces
227 through minimum and maximum parking ratios. This title is provided to address these statutory
228 requirements and preserve the quality of life of the region.

229 A compact urban form requires that each use of land is carefully considered and that more
230 efficient forms are favored over less efficient ones. Parking, especially that provided in new
231 developments, can result in a less efficient land usage and lower floor to area ratios. Parking also
232 has implications for transportation. In areas where transit is provided or other non-auto modes
233 (walking, biking) are convenient, less parking can be provided and still allow accessibility and
234 mobility for all modes, including autos. Reductions in auto trips when substituted by non-auto
235 modes can reduce congestion and increase air quality.

236 **Section 2. Performance Standard**

237 A. Local Governments are hereby required to adopt amendments, if necessary, to insure that
238 their comprehensive plans and implementing regulations meet or exceed the following
239 minimum standards:

- 240 1. Require no more parking than the minimum as shown on Regional Parking
241 Standards Table, attached hereto; and
- 242 2. Establish parking maximums at ratios no greater than those listed in the Parking
243 Table and as illustrated in the Parking Maximum Map. For all urban areas outside
244 Zone A, cities and counties shall establish parking space maximums no greater than
245 those listed in Zone B in the Parking Table and as illustrated in the Parking
246 Maximum map. Local governments should designate Zone A parking ratios in
247 areas with good pedestrian access to commercial or employment areas (within 1/3
248 mile walk) from adjacent residential areas.
- 249 3. Establish an administrative or public hearing process for considering ratios for
250 individual or joint developments that are:
- 251 a. in excess of the maximum parking ratios; and
252 b. less than the minimum parking ratios.
253

254 Local governments may grant an adjustment from maximum parking ratios or
255 minimum parking ratios through an adjustment or variance process.

256 B. Free surface parking spaces shall subject to the regional parking maximums. Parking
257 spaces in parking structures, fleet parking, parking for vehicles that are for sale, lease,
258 or rent, employee car pool parking spaces, dedicated valet parking spaces, spaces that
259 are user paid, market rate parking or other high-efficiency parking management
260 alternatives may be exempted from maximum parking standards. Sites that are
261 proposed for redevelopment may be allowed to phase in reductions as a local option.
262 Where mixed land uses are proposed, local governments shall provide for blended
263 parking rates. It is recommended that local governments count adjacent on-street
264 parking spaces, nearby public parking and shared parking toward required parking
265 minimum standards.

266 C. Local Governments may use categories or measurement standards other than those in
267 the Parking Table, but must provide findings that the effect of the local regulations will
268 be substantially the same as the application of the Regional Parking Ratios.

269 D. Local governments shall monitor and provide the following data to Metro on an annual
270 basis:

- 271 1. the number and location of newly developed parking spaces, and
- 272 2. demonstration of compliance with the minimum and maximum parking
273 standards, including the application of any local adjustments to the regional
274 standards in this title. Coordination with Metro collection of other building data
275 should be encouraged.
276

277 **TITLE 3: WATER QUALITY AND FLOOD MANAGEMENT CONSERVATION**

278 **Section 1. Intent**

279 To protect the beneficial uses and functional values of resources within the Water Quality and
280 Flood Management Areas by limiting or mitigating the impact on these areas from development
281 activities.

282 **Section 2. Requirement**

283 Cities and counties shall ensure that their comprehensive plans and implementing regulations
284 protect Water Quality and Flood Management Areas pursuant to Section 4 . Exceptions to this
285 requirement will be considered under the provisions of Section 7.

286 **Section 3. Implementation Process for Local Governments**

287 Cities and counties are hereby required to amend their plans and implementing ordinances, if
288 necessary, to ensure that they comply with this Title in one of the following ways:

- 289
290 A. Either adopt the relevant provisions of the Metro Water Quality and Flood Management
291 model ordinance and map entitled Metro Water Quality and Flood Management
292 Conservation Area Map; or
- 293 B. Demonstrate that the plans and implementing ordinances substantially comply with the
294 performance standards, including the map, contained in Section 4. In this case, the
295 purpose of this map is to provide a performance standard for evaluation of substantial
296 compliance for those jurisdictions who choose to development their own map of water
297 quality and flood management areas ; or
- 298 C. Any combination of A and B above that substantially complies with all performance
299 standards in Section 4.

300 **Section 4. Performance Standards**

- 301 A. **Flood Mitigation.** The purpose of these standards is to protect against flooding, and
302 prevent or reduce risk to human life and properties, by allowing for the storage and
303 conveyance of stream flows through these natural systems.

304 The plans and implementing ordinances of cities and counties shall be in substantial compliance
305 with the following performance standards:

306

- 307 1. Prohibit development within the water quality and flood management area; or
308 2. Limit development in a manner that requires balanced cut and fill; unless
309 the project is demonstrated, by an engineering study, it will have a net
310 beneficial effect on flood mitigation.
311 3. Require minimum finished floor elevations at least one foot above the design
312 flood height or other applicable flood hazard standard for new habitable
313 structures in the Water Quality and Flood Management Area.
314 4. Require that temporary fills permitted during construction shall be removed.

315 B. Water Quality. The purpose of these standards is to protect and allow for enhancement
316 of water quality associated with beneficial uses as defined by the Oregon Water
317 Resources Department and the Oregon Department of Environmental Quality.

318 The plans and implementing ordinances of cities and counties shall be in substantial compliance
319 with the following performance standards:

- 320 1. Require erosion and sediment control for all new development within the Metro
321 boundary as contained in the Metro Water Quality and Flood Management model
322 ordinance.
323 2. Require to the maximum extent practicable that native vegetation cover is
324 maintained or re-established during development, and that trees and shrubs in the
325 Water Quality and Flood Management Area are maintained. The vegetative cover
326 required pursuant to these provisions shall not allow the use of "Prohibited Plants
327 for Stream Corridors and Wetlands" contained in the Water Quality and Flood
328 Management Model Code adopted by the Metro Council.
329 3. Prohibit new uses of uncontained areas of hazardous materials as defined by DEQ
330 in the Water Quality and Flood Management Areas; and
331

332 C. Protect the long term regional continuity and integrity of Water Quality and Flood
333 Management Areas

334 Standards: Local jurisdictions shall establish or adopt transfer of density within ownership
335 to mitigate the effects of development in Water Quality and Flood Management Areas, or
336 through Transferable Development Rights (TDRs), which have substantially equivalent
337 effect as the Metro Water Quality and Flood Management Model Ordinance.
338

339 Metro encourages local government to require that approvals of applications for
340 partitions, subdivisions and design review actions must be conditioned with protecting
341 Water Quality and Flood Management Areas with a conservation easement, platted as a
342 common open space, or through purchase or donation of fee simple ownership to public
343 agencies or private non-profits for preservation where feasible. Metro and local
344 governments shall recognize that applications involving pre-existing development within
345 the Water Quality and Flood Management Areas shall be exempted from the provisions
346 concerning conservation easement.

347 **Section 5. Fish and Wildlife Habitat Conservation Area**

348
349 A. The purpose of these standards is to conserve, protect, and enhance fish and wildlife
350 habitat within the fish and wildlife habitat conservation areas identified on the water
351 quality and flood management area map by establishing performance standards and
352 promoting coordination by Metro of regional urban water sheds.

353 B. **Fish and Wildlife Habitat Conservation Area Recommendations**

354 These areas shall be shown on the Water Quality and Flood Management Area Map. Fish
355 and Wildlife Habitat Conservation Habitat Areas generally include and/or go beyond the Water
356 Quality and Flood Management Areas. These areas shown on the map are Metro's initial
357 inventory of significant fish and wildlife habitat conservation areas. Metro hereby
358 recommends that local jurisdictions adopt the following temporary standards:

359 1. Prohibit development in the Fish and Wildlife Conservation Areas that adversely
360 impacts fish and wildlife habitat.

361 Exceptions:

- 362
- 363 a. Utility construction where no reasonable, feasible alternative exists within a
364 maximum construction zone width established by local governments.
 - 365 b. Overhead or underground electric power, telecommunications and cable
366 television lines within a sewer or stormwater right-of-way or within a
367 maximum construction zone width established by local governments.
 - 368 c. Trails, boardwalks and viewing areas construction. Local jurisdictions will
369 determine mitigation or equivalent widening of the protected corridor,
370 especially for paved paths.

371 2. Limit the clearing or removal of native vegetation from the Fish and Wildlife
372 Habitat Conservation Area to ensure its long term survival and health. Allow and
373 encourage enhancement and restoration projects for the benefit of fish and wildlife.

- 374
375
376
377
378
3. Require the revegetation of disturbed areas with native plants to 90 percent cover within three years. Disturbed areas should be replanted with native plants on the Metro Plant List or an approved locally adopted plant list. Planting or propagation of plants listed on the Metro Prohibited Plant List within the Conservation Area shall be prohibited.
 - 379
380
381
382
383
 4. Require compliance with Oregon Department of Fish and Wildlife (ODFW) seasonal restrictions for in-stream work. Limit development activities that would impair fish and wildlife during key life-cycle events according to the guidelines contained in ODFW's "Oregon Guidelines for Timing of In-water Work to Protect Fish and Wildlife Resources."

384 C. Fish and Wildlife Habitat Protection

385 Within eighteen (18) months from the effective date of this functional plan, Metro shall complete
386 the following regional coordination program by adoption of functional plan provisions.

- 387 1. Metro shall establish criteria to define and identify regionally significant fish and
388 wildlife habitat areas.
- 389 2. Metro shall adopt a map of regionally significant fish and wildlife areas after (1)
390 examining existing Goal 5 data, reports and regulation from cities and counties,
391 and (2) holding public hearings.
- 392 3. Metro shall identify inadequate or inconsistent data and protection in existing Goal
393 5 data, reports and regulations on fish and wildlife habitat. City and county
394 comprehensive plan provisions where inventories of significant resources were
395 completed and accepted by a LCDC Periodic Review Order after January 1, 1993,
396 shall not be required to comply until their next periodic review.
- 397 4. Metro shall complete Goal 5 economic, social, environmental and energy (ESEE)
398 analyses for mapped regionally significant fish and wildlife habitat areas only for
399 those areas where inadequate or inconsistent data or protection has been identified.
400
- 401 5. Metro shall establish performance standards for protection of regionally significant
402 fish and wildlife habitat which must be met by the plans implementing ordinances
403 of cities and counties.

404 **Section 6. Metro Model Ordinance Required**

405 Metro shall adopt a Water Quality and Flood Management Model Ordinance and map for use by
406 local jurisdictions to comply with this section. Sections 1-4 of this title shall not become effective
407 until 24 months after Metro Council has adopted a Model Code and map that addresses all of the
408 provisions of this title. Metro may adopt a Model Code and map for protection of regionally
409 significant fish and wildlife habitat. Section 5 of this title shall be implemented by adoption of
410 new functional plan provisions.

411
412 **Section 7. Variances**

413 City and county comprehensive plans and implementing regulations are hereby required to
414 include procedures to consider claims of map error and hardship variances to reduce or remove
415 stream corridor protection for any property demonstrated to be converted to an unbuildable lot
416 by application of stream corridor protections.

417 **TITLE 4: RETAIL IN EMPLOYMENT AND INDUSTRIAL AREAS**

418 **Section 1. Intent**

419 It is the intent of the Metro 2040 Growth Concept that Employment and Industrial Areas contain
420 very little retail development. Employment and Industrial areas would be expected to include
421 some limited retail commercial uses primarily to serve the needs of people working or living in the
422 immediate employment areas, not larger market areas outside the employment area. Exceptions
423 to this general policy for Employment and Industrial Areas can be made for certain areas as
424 identified on the Employment and Industrial Areas Map.

425 **Section 2. Comprehensive Plan and Implementing Ordinance Changes Required**

426 Cities and counties are hereby required to amend their comprehensive plans and implementing
427 regulations to prohibit retail uses larger than 50,000 feet of gross leasable area per building or
428 business in the Employment and Industrial Areas specifically designated on the 2040 Growth
429 Concept Map.

430 **Section 3. Exceptions**

431 Exceptions to this standard may be included for:

- 432 A. Low traffic generating, land-consumptive commercial uses with low parking demand
433 which have a community or region wide market, or
- 434 B. As identified on the Employment and Industrial Areas Map, specific Employment or
435 Industrial Areas which already have substantially developed as retail centers or which have
436 been locally designated as retail centers may allow new or redeveloped retail uses.
437 Proposed refinements to the mapped areas may be considered in local compliance plans as
438 provided in Title 8.

439 **TITLE 5: NEIGHBOR CITIES AND RURAL RESERVES**

440 **Section 1. Intent**

441 The intent of this title is to clearly define Metro policy with regard to areas outside the Metro
442 urban growth boundary. **NO PORTION OF THIS TITLE CAN REQUIRE ANY ACTIONS**
443 **BY NEIGHBORING CITIES.** Metro, if neighboring cities jointly agree, will adopt or sign rural
444 reserve agreements for those areas designated rural reserve in the Metro 2040 Growth Concept
445 with Multnomah, Clackamas, and Washington County, and Neighbor City Agreements with
446 Sandy, Canby, and North Plains. Metro would welcome discussion about agreements with other
447 cities if they request such agreements.

448 In addition, counties and cities within the Metro boundary are hereby required to amend their
449 comprehensive plans and implementing ordinances within twenty-four months to reflect the rural
450 reserves and green corridors policies described in the Metro 2040 Growth Concept.

451 **Section 2. Metro Intent with Regard to Rural Reserves**

452 Metro shall attempt to designate and protect common rural reserves between Metro's urban
453 growth boundary and designated urban reserve areas and each neighbor city's urban growth
454 boundary and designated urban reserves, and designate and protect common locations for green
455 corridors along transportation corridors connecting the Metro region and each neighboring city.
456 For areas within the Metro boundary, counties are hereby required to amend their comprehensive
457 plans and implementing ordinances to identify and protect the rural reserves and green corridors
458 described in the Metro 2040 Growth Concept and shown on the 2040 Growth Concept Map. For
459 areas outside the Metro boundary, Metro shall encourage intergovernmental agreements with the
460 cities of Sandy, Canby and North Plains.

461 **Section 3. Invitations for Intergovernmental Agreements**

462 Metro shall invite the local governments outside the Metro boundary and named in Section 1 of
463 this title to sign an Intergovernmental Agreement, similar to the draft agreements attached hereto.

464 **Section 4. Metro Intent with Regard to Green Corridors**

465 Metro shall attempt to negotiate a Green Corridor Intergovernmental Agreement with Oregon
466 Department of Transportation (ODOT) and the three counties (Clackamas, Multnomah and
467 Washington) to designate and protect areas along transportation corridors connecting Metro and
468 neighboring cities.

469

TITLE 6 - REGIONAL ACCESSIBILITY

470

Section 1. Intent

471

472

473

474

475

476

477

478

479

480

481

Implementation of the 2040 Growth Concept requires that the region identify key measures of transportation effectiveness which include all modes of transportation. Developing a full array of these measures will require additional analysis. Focusing development in the concentrated activity centers, including the central city, regional centers, and station communities, requires the use of alternative modes in order to avoid unacceptable levels of congestion and to insure that accessibility by alternative modes is attractive. The continued economic vitality of industrial areas and intermodal facilities is largely dependent on preserving or improving access to these areas and maintaining reasonable levels of freight mobility on the region's main thoroughways. Therefore, regional congestion standards and other regional system performance measures shall be tailored to reinforce the specific development needs of the individual 2040 Growth Concept land use components.

482

483

484

485

486

487

488

489

490

491

492

493

494

495

These regional standards will be linked to a series of regional street design concepts that fully integrate transportation and land use needs for each of the 2040 land use components. The designs generally form a continuum; a network of thoroughways (freeway and highway designs) will emphasize auto and freight mobility and connect major activity centers. Slower-speed boulevard designs within concentrated activity centers will balance the multi-modal travel demands of these areas. Street and road designs will complete the continuum, with multi-modal designs that reflect the land uses they serve, but also serving as moderate-speed vehicle connections between activity centers that complement the thoroughway system. While these designs are under development, it is important that improvements in the most concentrated activity centers are designed to lessen the negative effects of motor vehicle traffic on other modes of travel. Therefore, the need to implement amenity-oriented boulevard treatment that better serves pedestrian and transit travel in the central city, regional centers, main streets, town centers, and station communities is a key step in the overall implementation of the Metro 2040 Growth Concept.

496

Section 2. Boulevard Design

497

498

499

500

501

502

503

504

505

506

For regional routes in the central city, regional centers, station communities, main streets and town centers designated on the Boulevard Design Map, all cities and counties within the Metro region are hereby required to implement or allow to be implemented boulevard design elements as improvements are made to these facilities including those facilities built by ODOT or Tri-Met. Each jurisdiction shall adopt amendments, if necessary, to ensure that their comprehensive plans and implementing ordinances require consideration or installation of the following boulevard design elements when proceeding with right-of-way improvements on regional routes designated on the boulevard design map. In general, pedestrian and transit oriented design elements are the priority in the central city and regional centers, station communities, main streets and town centers:

- 507 A. Wide sidewalks with pedestrian amenities such as benches, awnings and special
508 lighting;
- 509 B. Landscape strips, street trees and other design features that create a pedestrian buffer
510 between curb and sidewalk;
- 511 C. Pedestrian crossings at all intersections, and mid-block crossings where intersection
512 spacing is excessive;
- 513 D. The use of medians and curb extensions to enhance pedestrian crossings where wide
514 streets make crossing difficult;
- 515 E. Bikeways;
- 516 F. On-street parking;
- 517 G. Motor vehicle lane widths that consider the above improvements;
- 518 H. Use of landscaped medians where appropriate to enhance the visual quality of the
519 streetscape.

520 **Section 3. Design Standards for Street Connectivity**

521 The design of local street systems, including "local" and "collector" functional classifications,
522 is generally beyond the scope of the Regional Transportation Plan (RTP). However, the
523 aggregate effect of local street design impacts the effectiveness of the regional system when
524 local travel is restricted by a lack of connecting routes, and local trips are forced onto the
525 regional network. Therefore, the RTP will include design standards for connectivity aimed at
526 improving local circulation in a manner that protects the integrity of the regional system.

527 Local jurisdictions within the Metro region are hereby required to amend their comprehensive
528 plans and implementing ordinances, if necessary, to comply with or exceed one of the
529 following options in the development review process:

- 530 A. **Design Option.** Cities and counties shall ensure that their comprehensive plans,
531 implementing ordinances and administrative codes require demonstration of compliance
532 with the following:
 - 533 1. New residential and mixed-use developments shall include local street plans
534 that:

- 535 a. encourage pedestrian travel by providing short, direct public right-of-way
- 536 routes to connect residential uses with nearby existing and planned
- 537 commercial services, schools, parks and other neighborhood facilities; and
- 538
- 539 b. include no cul-de-sac streets longer than 200 feet, and no more than 25
- 540 dwelling units on a closed-end street system; and
- 541
- 542 c. provide bike and pedestrian connections on public easements or right-of-way
- 543 when full street connections are not possible, with a minimum spacing of no
- 544 more than 330 feet; and
- 545
- 546 d. consider opportunities to incrementally extend and connect local streets in
- 547 primarily developed areas; and
- 548
- 549 e. serve a mix of land uses on contiguous local streets; and
- 550
- 551 f. support posted speed limits; and
- 552
- 553 g. consider narrow street design alternatives that feature pavement widths of no
- 554 more than 28 feet, curb-face to curb-face, sidewalk widths of at least 5 feet
- 555 and landscaped pedestrian buffer strips that include street trees; and
- 556
- 557 h. limit the use of cul-de-sac designs and closed street systems to situations
- 558 where topography, development patterns or environmental constraints
- 559 prevent full street extensions.
- 560

- 554 2. For new residential and mixed-use development, all contiguous areas of vacant
- 555 and primarily undeveloped land of five acres or more shall be identified by
- 556 cities and counties and the following will be prepared:

557 A map that identifies possible local street connections to adjacent developing

558 areas. The map shall include street connections at intervals of no more than

559 660 feet, with more frequent connections in areas planned for mixed use or

560 dense development.

- 561 B. **Performance Option.** For residential and mixed use areas, cities and counties shall
- 562 ensure that their comprehensive plans, implementing ordinances and administrative
- 563 codes require demonstration of compliance with performance criteria. Cities and
- 564 counties shall develop local street design maps with street intersection spacing to occur
- 565 at intervals of no less than eight per mile, the number of street connections coordinated
- 566 and consistent with increased density and mixed land uses. Local street designs for
- 567 new developments shall satisfy both of the following additional criteria:

568 1. Performance Criterion: minimize local traffic on the regional motor vehicle
 569 system, by demonstrating that local vehicle trips on a given regional facility do
 570 not exceed the 1995 arithmetic median of regional trips for facilities of the same
 571 motor vehicle system classification by more than 25 percent.

572 2. Performance Criterion: everyday local travel needs are served by direct,
 573 connected local street systems where: (1) the shortest motor vehicle trip over
 574 public streets from a local origin to a collector or greater facility is no more
 575 than twice the straight-line distance; and (2) the shortest pedestrian trip on
 576 public right-of-way is no more than one and one-half the straight-line distance.

577 **Section 4. Transportation Performance Standards**

578

579 **A. Alternative Mode Analysis**

580 1. Mode split will be used as the key regional measure for transportation effectiveness in the
 581 Central City, Regional Centers and Station Communities. Each jurisdiction shall establish a mode
 582 split target (defined as the percentage of all non-Single Occupant Vehicle modes of
 583 transportation) for each of the central city, regional centers and station communities within its
 584 boundaries. The mode split target shall be no less than the regional targets for these Region 2040
 585 Growth Concept land use components to be established in the Regional Transportation Plan).

586 2. Local Governments which have Central City, regional centers and station communities shall
 587 identify actions which will implement the mode split targets. These actions should include
 588 consideration of the maximum parking ratios adopted as part of Title 2, Section 2, Boulevard -
 589 Design of this title, and transit's role in serving the area.

590 **B. Motor Vehicle Congestion Analysis**

591 1. Level-of-service. The following table may be incorporated into local
 592 comprehensive plans and implementing ordinances to replace current methods of
 593 determining congestion on regional facilities, if this change is needed to permit
 594 Metro 2040 Growth Concept implementation in the Central City, Regional
 595 Centers, Town Centers, Main Streets and Station Communities:

596 *General Performance Standards (using LOS*)*

	Preferred	Acceptable	Exceeds
Mid-Day one-hour	C or better	D	E or worse
Peak two-hour	E/E or better	F/E	F/F or worse

599 *Level-of-Service is determined by using either the latest edition of the Highway Capacity
 600 Manual (Transportation Research Board) or through volume to capacity ratio equivalencies
 601 as follows: LOS C = .8 or better; LOS D = .8 to .9; LOS E = .9 to 1.0; and LOS F = greater than 1.0.

602 2. Accessibility. If a congestion standard is exceeded as identified in 4.A.1, local
603 governments shall evaluate the impact of the congestion on regional accessibility
604 using the best available methods (quantitative or qualitative). If a determination is
605 made that the congestion negatively impacts regional accessibility, local jurisdictions
606 shall follow the congestion management procedures identified in 4.B, below.

607 **B. Congestion Management**

608 Prior to recommending a significant capacity expansion to a regional facility, or including
609 such an expansion in a city or county comprehensive plan, the following actions shall be
610 applied:

- 611
- 612
- 613
- 614 1. To address Level of Service:
- 615 a. Transportation system management techniques
- 616 b. Corridor or site-level transportation demand management techniques
- 617 c. Additional roadway capacity to parallel facilities, including the consideration of
- 618 a grid pattern consistent with connectivity standards contained in Title 6 of this
- 619 plan
- 620 d. Transit service improvements to increase ridership
- 621 2. To address preservation of street function:
- 622 a. Traffic calming
- 623 b. Street function classification
- 624 3. To address or preserve existing street capacity
- 625 a. Transportation management (e.g. access management, signal interties, lane
- 626 channelization)
- 627

628 If the above considerations do not adequately and cost-effectively address the problem,
629 capacity improvements may be included in the comprehensive plan.

630 **TITLE 7: AFFORDABLE HOUSING**

631 **Section 1. Intent**

632 RUGGO Objective 17 requires Metro to use a "fair share" strategy to meet housing needs, which
633 includes housing densities supportive of "development of the regional transportation system and
634 designated centers and corridors," like Title I, above. Two other parts of the "fair share" strategy
635 are addressed here: (1) encouraging use of tools identified to improve availability of sufficient
636 housing affordable to households of all income levels; and (2) encouraging manufactured housing
637 to assure a diverse range of available housing types.

638 **Section 2. Recommendations to Improve Availability of Affordable Housing**

639 The following tools and approaches to facilitate the development of affordable housing are
640 recommended to begin to meet the need for sufficient and affordable housing:

- 641 A. Donate buildable tax-foreclosed properties to nonprofit organizations for development as
642 mixed market affordable housing
- 643 B. Develop permitting process incentives for housing being developed to serve people at or
644 below 80% of area median income.
- 645 C. Provide fee waivers and property tax exemptions for projects developed by nonprofit
646 organizations serving people at or below 60% of area median income.
- 647 D. Create a land banking program to enhance the availability of appropriate sites for
648 permanently affordable housing.
- 649 E. Consider replacement ordinances that would require developers of high-income housing,
650 commercial, industrial, recreational or government projects to replace any affordable
651 housing destroyed by these projects.
- 652 F. Consider linkage programs that require developers of job-producing development,
653 particularly that which receives tax incentives, to contribute to an affordable housing fund.
- 654 G. Commit locally controlled funds, such as Community Development Block Grants, SIP tax
655 abatement funds or general fund dollars, to the development of permanently affordable
656 housing for people at or below 60% of area median income.
- 657 H. Consider inclusionary zoning requirements, particularly in tax incentive programs, for new
658 development in transit zones and other areas where public investment has contributed to
659 the value and developability of land.

660 **Section 3. Recommendations to Encourage Manufactured Housing**

661 State housing policy requires the provision of manufactured housing inside all Urban Growth
662 Boundaries as part of the housing mix with appropriate placement standards. The following are
663 recommended to reduce regulatory barriers to appropriately placed manufactured housing:

- 664 A. Requirements for a minimum of five acres to develop a manufactured housing park should
665 be reviewed to consider a lesser requirement, such as a minimum lot size of two acres.
- 666 B. Single family duplexes and triplexes should be encouraged outside manufactured dwelling
667 parks where zoning densities are consistent with single story development.
668

669 **TITLE 8: COMPLIANCE PROCEDURES**

670 **Section 1. Compliance Required**

671 All local governments within the Metro boundary are hereby required to amend their
672 comprehensive plans and implementing ordinances to comply with the provisions of this
673 functional plan within twenty-four months of the effective date of this ordinance. Metro
674 recommends the adoption of the components that affect land consumption as soon as possible.

675 **Section 2. Compliance Procedures**

676 A. On or before six months prior to the deadline established in Section 1, local
677 governments shall transmit to Metro the following:

- 678 1. An evaluation of their local plans, including public facility capacities and the
679 amendments necessary to comply with this functional plan;
- 680 2. Copies of all applicable comprehensive plans and implementing ordinances and
681 public facility plans, as proposed to be amended;
- 682 3. Findings that explain how the amended local comprehensive plans will achieve
683 the standards required in titles 1 through 6 of this functional plan.

684 In developing its compliance plan, the local jurisdiction shall address the Metro 2040
685 Growth Concept, and explain how the compliance plan implements the Growth
686 Concept.

687 B. Exemptions from all or any portion of any of the above titles may be granted by the
688 Metro Council, as provided for in the Regional Urban Growth Goals and Objectives,
689 Section 5.3, after MPAC review, based on city or county submittal as specified in this
690 section.

691 1. **Population and Employment Capacity**

- 692 a. A demonstration of substantial evidence of the economic infeasibility to
693 provide sanitary sewer, water, stormwater or transportation facilities to an
694 area or areas; or

- 695
696
- b. Substantial areas that have prior commitments to development at densities inconsistent with Metro growth targets; or
- 697
698
699
- c. The households and employment growth capacity cannot be accommodated at densities or locations the market or assisted programs will likely build during the planning period; and
- 700
701
- d. The amount of households or employment that cannot be accommodated; and
- 702
703
704
705
- e. A recommendation for where the unaccommodated growth could be located adjacent to the city or county. Metro, along with local governments, shall estimate the cost of providing public services and compare those with estimated costs in section 2.b.1.a.

706 2. **Parking Measures.** Subject to the provisions of Title 2, local jurisdictions may
707 request relief from the parking measures. Metro may consider a local
708 government request to allow areas from Zone A to be subject to Zone B
709 maximum parking ratio where they can demonstrate:

- 710 a. No plans for transit service with 20-minute or lower peak frequencies; and
- 711 b. No adjacent neighborhoods close enough to generate sufficient pedestrian
712 activity; and
- 713 c. No significant pedestrian activity within the present business district.

714 The burden of proof for adjustments shall increase as the quality and timing of
715 transit service improves. Any adjustment granted must include a demonstration
716 of how future conversion of excess parking is feasible.

717 3. **Water Quality and Flood Management Areas.** Cities and counties may request
718 areas to be added or deleted from the Metro Water Quality and Flood
719 Management Area based on a finding that the area identified on the map is not a
720 Water Quality and Flood Management Area or a Fish and Wildlife Habitat
721 Conservation Area, as defined in this functional plan. Areas may also be deleted
722 from the map if the local government can prove that its deletion and the cumulative
723 impact of all deletions in its jurisdiction will have minimal impact on the water
724 quality of the stream and on flood effects. Findings shall be supported by
725 evidence, including the results of field investigations.

726 4. Retail in Employment and Industrial Areas. Subject to the provisions of Title 4, local
727 jurisdictions may request a change in the Employment and Industrial Areas Map.
728 Metro may consider a local government request to modify a mapped Employment and
729 Industrial Area to exempt existing or locally designated retail centers, where they can
730 demonstrate that:

731 a. The map overlooked lands within a substantially developed existing retail
732 center or a locally designated retail center.

733 5. Regional Accessibility. Local jurisdictions may request relief from the requirements of
734 Title 6, Regional Accessibility, where they can show that a street system or connection
735 is not feasible for reasons of topographic constraints or natural or built environment
736 considerations.

737 C. In addition to the above procedures, local determination not to incorporate functional
738 plan policies into comprehensive plans shall be subject to the conflict resolution and
739 mediation processes included within the RUGGO, Goal I, provisions prior to the final
740 adoption of inconsistent policies or actions. Local actions inconsistent with functional
741 plan requirements are subject to appeal for violation of the functional plan.
742

743 **Section 3. Any Comprehensive Plan Change must Comply**

744 After the effective date of this ordinance, any change to a comprehensive plan or implementing
745 ordinance shall be consistent with the functional plan requirements contained in titles 1 through
746 8. Metro shall assist the local government in achieving compliance with all applicable
747 functional plan requirements. Upon request, Metro will review proposed comprehensive plan
748 and implementing ordinances for functional plan compliance prior to city or county adoption.

749 **Section 4. Enforcement**

750 City or county actions to amend a comprehensive plan or implementing ordinance in violation
751 of this functional plan shall be subject to appeal or other legal action for violation of a regional
752 functional plan requirement, including but not limited to reduction of regional transportation
753 funding and funding priorities. Prior to a final action to amend a comprehensive plan or
754 implementing ordinance, a local determination that a functional plan should not or cannot be
755 implemented shall be subject to the conflict resolution process provided for in RUGGO, Goal
756 I.

757 **Section 5. Compliance Plan Assistance**

- 758 A. Any local government may request of Metro a compliance plan which contains the
759 following:
- 760 1. An analysis of the local government's comprehensive plan and implementing
761 ordinances, and what sections require change to comply with the performance
762 standards.
 - 763 2. Specific amendments that would bring the jurisdiction into compliance with the
764 requirements of Sections 1 to 8, if necessary.
- 765 B. Jurisdictions must make the request within four months of the effective date of this
766 ordinance. The request shall be signed by the highest elected official of the
767 jurisdiction.
- 768 C. Metro shall deliver a compliance plan within four months of the request date. The
769 compliance plan shall be a recommendation from the Executive Officer. The
770 compliance plan shall be filed with the Metro Council two weeks before it is
771 transmitted, for possible review and comment.

772 **Title 9. Benchmarks**

773 **Section 1. Intent.**

774 In order to monitor progress in implementation of this functional plan, and in order to implement
775 Objective 10 of RUGGO, Metro shall establish benchmarks related to the achievement and
776 expected outcome resulting from the implementation of this functional plan.

777 **Section 2. Benchmark Adoption**

778 A. Within six months of the adoption of this functional plan, the Metro Executive
779 Officer shall submit to the Council the Executive Officer's recommendations for
780 benchmarks to be used in evaluating the progress of the region in implementation
781 of this functional plan. The Executive Officer shall use the best technology
782 available to Metro, and shall, in addition, submit the current and recent historic
783 levels for the proposed benchmarks. The benchmarks will contain both the current
784 level of achievement, and the proposed level necessary to implement this functional
785 plan and achieve the Metro 2040 Growth Concept adopted in the Regional Urban
786 Growth Goals and Objectives (RUGGO).

787 B. The Council, after receiving advice and comment from the Metropolitan Policy
788 Advisory Committee, shall adopt a list of benchmarks that will be used to
789 monitor and evaluate this functional plan. To the extent feasible, the
790 benchmarks will be published for both a regional level and by jurisdiction.

791 C. The Executive Officer shall publish an assessment of the regional performance
792 and achievement of benchmarks on a bi-annual basis.

793 D. The Benchmarks shall include, but shall not be limited to the following:

- 794
- 795 1) Amount of land converted from vacant to other uses, according to
796 jurisdiction, Growth Concept design type, and zoning;
 - 797 2) Number and types of housing constructed, their location, density, and costs,
798 according to jurisdiction, Growth Concept design type, and zoning;
 - 799 3) The number of new jobs created in the region, according to jurisdiction,
800 Growth Concept design type, and zoning;
 - 801 4) The amount of development of both jobs and housing that occurred as
802 redevelopment or infill, according to jurisdiction, Growth Concept design type,
803 and zoning;
 - 804 5) The amount of land that is environmentally sensitive that is permanently
805 protected, and the amount that is developed;
 - 806 6) Other measures that can be reliably measured and will measure progress in
807 implementation in key areas.

808 **Title 10. Definitions**

809 **Balanced cut and fill means no net increase in fill within the floodplain.**

810 **Designated Beneficial Water Uses means the same as the term as defined by the Oregon**
811 **Department of Water Resources.**

812
813 **Development means any manmade change defined as buildings or other structures, mining,**
814 **dredging, paving, filling, or grading in amounts greater than ten (10) cubic yards on any lot or**
815 **excavation. In addition, any other activity that results in the removal of more than 10% of the**
816 **existing vegetated area on the lot is defined as development, for the purposes of Title 3.**

817
818 **Exceptions:**

819 a. **Stream enhancement or restoration projects approved by local jurisdictions.**

820 b. **Agricultural activity.**

821 c. **Additions and alterations to existing structures and development that do not encroach**
822 **into the Water Quality and Flood Management Area more than the existing structure or**
823 **development.**

824 **DHB means the diameter of a tree measured at breast height.**

825 **DLCD Goal 5 ESEE means a decision process local governments carry out under OAR 660-**
826 **23-040.**

827 **Economic infeasibility means**

828 **Expected Capacity means the density or intensity of use likely to occur on a parcel of land,**
829 **commonly a density less than the permitted density.**

830 **Hazardous materials means materials described as hazardous by Oregon Department of**
831 **Environmental Quality.**

832 **Fish and Wildlife Habitat Conservation Area means an area defined on the Metro Water**
833 **Quality and Flood Management Area Map, attached hereto. These include all Water Quality and**
834 **Flood Management Areas that require regulation in order to protect fish and wildlife habitat. This**
835 **area has been mapped to generally include the following: an area 200 feet from top of bank of**
836 **streams in undeveloped areas with less than 25% slope, and 100 feet from edge of mapped**
837 **wetland on undeveloped land.**

- 838 **Floodplain** means land subject to periodic flooding, including the 100-year floodplain as mapped
839 by FEMA Flood Insurance Studies or other substantial evidence of actual flood events
- 840 **Functions and Values of Stream Corridors** means stream corridors have the following
841 functions and values: water quality retention and enhancement, flood attenuation, fish and
842 wildlife habitat, recreation, erosion control, education, aesthetic, open space and wildlife
843 corridor.
- 844
- 845 **Local Trip** means a trip 2½ miles or less in length.
- 846 **Metro** means the regional government of the metropolitan area, the elected Metro Council as
847 the policy setting body of the government.
- 848 **Metro Boundary** means the jurisdictional boundary of Metro, the elected regional government
849 of the metropolitan area.
- 850 **Metro Urban Growth Boundary** means the urban growth boundary as adopted and amended
851 by the Metro Council, consistent with state law.
- 852 **Net Developed Acre** means
- 853 **Permitted Capacity** means the highest density or intensity of use of a parcel of land as
854 calculated from zoning and other local jurisdiction regulations.
- 855 **Perennial Streams** means all primary and secondary perennial water ways as mapped by the U.S.
856 Geological Survey.
- 857 **Prior Commitments** means
- 858 **Riparian area** means the water influenced area adjacent to a river, lake or stream consisting
859 of the area of transition from an hydric ecosystem to a terrestrial ecosystem where the presence
860 of water directly influences the soil-vegetation complex and the soil-vegetation complex
861 directly influences the water body. It can be identified primarily by a combination of
862 geomorphologic and ecologic characteristics.
- 863 **Top of Bank** means the same as "bankfull stage" defined in OAR 141-85-10(2).
- 864 **Vacant Land:** Land identified in the Metro or local government inventory as undeveloped
865 land.

866 **Water Quality and Flood Management Area** means an area defined on the Metro Water
867 **Quality and Flood Management Area Map**, attached hereto. These are areas that require
868 regulation in order to mitigate flood hazards and to preserve and enhance water quality. This
869 area has been mapped to generally include the following: stream or river channels, known and
870 mapped wetlands, areas with floodprone soils adjacent to the stream, floodplains, and
871 sensitive water areas. The sensitive areas are generally defined as 50 feet from top of bank of
872 streams for areas of less than 25% slope, and 200 feet from top of bank on either side of the
873 stream for areas greater than 25% slope, and 50 feet from the edge of a mapped wetland.

874

875

876

Table 1 - Expected Livable Share Capacity for Housing and Employment Units - Year 1994 to 2017

877

878

879

880

881

882

883

884

885

886

887

888

889

890

891

892

893

894

895

896

897

898

899

900

901

902

903

City or County	Dwelling Unit Capacity ¹	Job Capacity	Mixed Use Areas ²	
			Household	Job Increase
Beaverton	15,021	25,122	9,019	19,084
Cornelius	1,019	2,812	48	335
Durham	262	498	0	0
Fairview	2,921	5,689	635	2,745
Forest Grove	2,873	5,488	67	628
Gladstone	600	1,530	20	140
Gresham	16,817	23,753	3,146	9,695
Happy Valley	2,030	1,767	52	245
Hillsboro	14,812	58,247	9,758	20,338
Johnson City	168	180	0	0
King City	182	241	55	184
Lake Oswego	3,353	8,179	446	3,022
Maywood Park	27	5	0	0
Milwaukie	3,514	7,478	2,571	6,444
Oregon City	6,157	8,185	341	2,341
Portland	70,704	158,503	26,960	100,087
River Grove	(15)	41	0	0
Sherwood	5,010	8,156	1,108	3,585
Tigard	6,073	14,901	981	8,026
Troutdale	3,789	5,570	107	267
Tualatin	3,635	9,794	1,248	2,069
West Linn	2,577	2,114	0	594
Wilsonville	4,425	15,030	743	4,952
Wood Village	423	736	68	211
Clackamas County ³	19,530	42,685	1,661	13,886
Multnomah County ³	3,089	2,381	0	0
Washington County ³	54,999	52,578	13,273	25,450
	243,993	461,633		

904

905

906

907

908

¹ Based on Housing Needs Analysis. Applies to existing city limits as of June, 1996. Annexations to cities would include assuming responsibility for livable share previously accommodated in unincorporated county.

² Target densities for mixed use area are: Central City - 250 persons per acre; regional centers - 60 ppa; town centers 40ppa.; station communities - 45 ppa.; main streets 39 ppa

³ Standards apply to the urban unincorporated portion of the county only. At the request of cities, Metro may also supply targets for planning areas for cities in addition to the existing boundary targets cited above.

909
910
911

Regional Parking Ratios¹
(parking ratios are based on spaces per 1,000 sq ft of gross leasable area unless otherwise stated)

912

Land Use	Minimum Parking Requirements (See Central City Transportation Management Plan for downtown Portland stds)	Maximum Permitted Parking - Zone A:	Maximum Permitted Parking Ratios - Zone B:
	<i>Requirements may Not Exceed</i>	<i>Transit and Pedestrian Accessible Areas²</i>	<i>Rest of Region</i>
913 914 915 General Office (includes Office Park, "Flex-Space", Government Office & misc. Services) (gsf)	2.7	3.4	4.1
916 917 918 Light Industrial Industrial Park Manufacturing (gsf)	1.6	None	None
919 920 921 Warehouse (gross square feet; parking ratios apply to warehouses 150,000 gsf or greater)	0.3	0.4	0.5
922 923 924 Schools: College/ University & High School (spaces/#of students and staff)	0.2	0.3	0.3
925 Tennis Racquetball Court	1.0	1.3	1.5
926 927 Sports Club/Recreation Facilities	4.3	5.4	6.5
928 929 Retail/Commercial, including shopping centers	4.1	5.1	6.2
930 Bank with Drive-In	4.3	5.4	6.5

909
910
911

Regional Parking Ratios¹
(parking ratios are based on spaces per 1,000 sq ft of gross leasable area unless otherwise stated)

912

Land Use	Minimum Parking Requirements (See Central City Transportation Management Plan for downtown Portland stds)	Maximum Permitted Parking - Zone A:	Maximum Permitted Parking Ratios - Zone B:
	<i>Requirements may Not Exceed</i>	<i>Transit and Pedestrian Accessible Areas²</i>	<i>Rest of Region</i>
931 932 Movie Theater (spaces/number of seats)	0.3	0.4	0.5
933 Fast Food with Drive Thru	9.9	12.4	14.9
934 Other Restaurants	15.3	19.1	23
935 936 Place of Worship (spaces/seats)	0.5	0.6	0.8
937 Medical/Dental Clinic	3.9	4.9	5.9
938 Residential Uses			
939 Hotel/Motel	1	none	none
940 Single Family Detached	1	none	none
941 942 Residential unit, less than 500 square feet per unit, one bedroom	1	none	none
943 944 Multi-family, townhouse, one bedroom	1.25	none	none
945 946 Multi-family, townhouse, two bedroom	1.5	none	none
947 948 Multi-family, townhouse, three bedroom	1.75	none	none

949
950
951

¹ Ratios for uses not included in this table would be determined by local governments. In the event that a local government proposes a different measure, for example, spaces per seating area for a restaurant instead of gross leasable area, Metro may grant approval upon a demonstration by the local government that the parking space requirement is substantially similar to the regional standard.

Non-Agenda Item

INFORMATIONAL ITEM ONLY

**Metro Council Growth Management Committee
Tuesday, July 16, 1996**



METRO

Date: July 10, 1996

To: Metro Council
Mike Burton, Executive Officer

From: *LS*
Larry S. Shaw, Senior Assistant Counsel

Re: Goal 5 Adopted

Introduction: The final version of Goal 5, adopted June 15, recognizes Metro's functional plan authority. Title 3 of MPAC's draft functional plan does not violate the new Goal 5.

"Relationship to Other Goals": A long standing disagreement about how to apply Goal 5 when Goal 6 (Water Quality) and Goal 7 (slope, flood hazards) issues exist on the same lands was addressed by this section: "The requirements of Goal 5 do not apply to the adoption of measures required by Goals 6 and 7 . . . (except) to the extent that such measures exceed the requirements of Goal 6 or Goal 7 . . ."

This interpretation of Goals 5, 6 and 7 by LCDC allows cities and counties to adopt measures to implement water quality and flood prevention without redoing analysis of Goal 5 resources present on the same lands. So, Metro's functional plan may require measures proposed in MPAC's draft functional plan without creating a Goal 5 reanalysis burden on cities and counties.

Metro Regional Resources: This new section recognizes Metro's authority to: (1) determine and map areas of regional significance for a Goal 5 resource; (2) adopt functional plans for cities and counties to do Goal 5 programs; and (3) adopt functional plans with Metro completing Goal 5 programs and seeking LCDC acknowledgment.

Riparian Corridor "Safe Harbor": Large stream setbacks can be 75' from top of bank and smaller "fish bearing" streams can be 50' to comply with Goal 5.

Conclusion: The new Goal 5 has many important substantive changes intended to add certainty and reduce costs of completing Goal 5 analysis.

cc: Charlie Ciecko
John Fregonese
Pat Lee
Rosemary Furfey



METRO

~~scribble~~
FYI
NB

RECEIVED

JUL 10 1996

EXECUTIVE OFFICER

Date: July 10, 1996
To: Mike Burton, Elector
From: ^{LS} Larry S. Shaw, Senior Assistant Counsel
Re: South/North Ballot Title

Introduction: This is a status report on the petitions filed in the Oregon Supreme Court contesting the Attorney General's ballot title for Measure 32 on the November 1996 ballot.

Three Petitions Based on Elector Letters: A petition was filed on behalf of you, as an elector, and Tri-Met Board member Phil Bogue, as an elector, on July 8, as you authorized. Two other petitions were filed. Clyde Brummel and Henry Kane filed one petition. Don McIntire filed the other. All three petitions are required to be based on the suggested corrections to a draft ballot title submitted prior to the final ballot title prepared by the Oregon Attorney General.

Burton-Bogue Petition:

The unclear references to projects "elsewhere" and "outside the Portland area" are proposed to be corrected to "statewide" and "Portland region." The key issue of bond repayment from "unobligated net revenues" would be clarified: "Measure does not approve any new taxes" or "lottery revenues, not taxes, repay bonds."

Supreme Court Argument—July 30, 8:30 a.m.:

Only 30 minutes have been allocated for all parties to argue. All three petitioners share 15 minutes and the Attorney General responds for 15 minutes. Named petitioners are not required to attend.

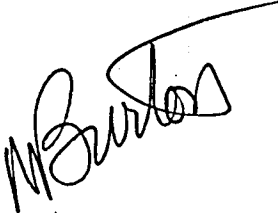
Conclusion: Some of all of one of the three petitions' suggestions could be accepted by the Supreme Court, the Attorney General version may be upheld or the Court may write a new version of the ballot title.

cc: Dan Cooper
Richard Brandman
Leon Skiles



METRO

To: Metro Council

From: Mike Burton 

Re: Recommendations on functional plan

Date: July 11, 1996

As the Council's Growth Management Committee and the Metro Policy Advisory Committee (MPAC) progress in making important growth management decisions, there are a few key points I would like to make. Some are new ideas; others are a repeat of points I have made before, such as the need to turn the focus away from numbers and toward the real issue of how well we use the land inside the boundary. That focus is even more vital as the Council embarks on adopting the functional plan, which has been taking shape with great labor and care by Metro and its local partners during the past year-and-a-half.

MPAC recommendations

Being forwarded to the Council today is a set of recommendations on the region's functional plan (previously known as Phase I of the Regional Framework Plan, interim measures and early implementation). Those recommendations are being made by the Metro Policy Advisory Committee. I concur with MPAC's recommendations and urge the Council to give the work done by MPAC careful consideration. Many of you have participated in the MPAC process on the functional plan and have contributed significantly to the creation of these recommendations.

Also coming before the Council today is the first reading of an ordinance for a functional plan that includes: (a) specific actions for cities and counties, (b) an attachment that outlines livability targets for local jurisdictions, (c) and a proposal for implementing benchmarks.

The result of MPAC's work is a strong set of tools by which this region can begin to achieve its potential in future livability. Jurisdictions containing 89 percent of the region's households are represented on MPAC. Of those who are not specifically represented,

every effort has been made to solicit their input, listen to their concerns and make many of their recommended changes.

Establish benchmarks

I would like to make one important addition to MPAC's many valuable recommendations. I'm referring to the notion of establishing benchmarks for the growth management process, both at the regional and local level. I propose that these benchmarks consist of a short list of key technical indicators that will tell us specifically how we are measuring up in reaching our livability goals.

The benchmarks should be applied to each jurisdiction and should meet the standards of the 2040 growth concept design type and zoning. The proposed benchmarks include, but are not limited to:

- (1) Amount of land converted from vacant to other uses
- (2) Number and types of housing constructed, including their location, density and cost
- (3) Number of new jobs created
- (4) Housing and job growth as a result of redevelopment or infill
- (5) Amount of environmentally sensitive land that is protected; amount of environmentally sensitive land that is developed

The 2040 Means Business Committee made a similar recommendation to create a monitoring process. A benchmarking system will accomplish that. Benchmarks will allow us to work with our local partners to do ongoing "reality checks" to measure where we are in achieving our livability goals. This would allow us to see in a timely manner where our successes lie, and most importantly, to determine where we need to bolster our efforts.

Urban reserves

The issue of urban reserves offers up an interesting dichotomy: it is at once both fragile and powerful. The fragility lies with the difficult balance in selecting the right amount of land to identify for future urbanization. The notion of power refers to the weight and importance that a decision on urban reserves carries with it.

Clearly, this region and its growth management plan need urban reserves to maintain the state-required 20-year land supply. Just as clearly, however, is the need to act quickly and decisively on the designation on urban reserves. To do otherwise would serve only to fuel the fires of speculation and uncertainty. Farmers and property owners have been in a state of suspense for some time now. It would be an act of responsible regionalism and leadership to end that speculation and uncertainty as soon as possible.

every effort has been made to solicit their input, listen to their concerns and make many of their recommended changes.

Establish benchmarks

I would like to make one important addition to MPAC's many valuable recommendations. I'm referring to the notion of establishing benchmarks for the growth management process, both at the regional and local level. I propose that these benchmarks consist of a short list of key technical indicators that will tell us specifically how we are measuring up in reaching our livability goals.

The benchmarks should be applied to each jurisdiction and should meet the standards of the 2040 growth concept design type and zoning. The proposed benchmarks include, but are not limited to:

- (1) Amount of land converted from vacant to other uses
- (2) Number and types of housing constructed, including their location, density and cost
- (3) Number of new jobs created
- (4) Housing and job growth as a result of redevelopment or infill
- (5) Amount of environmentally sensitive land that is protected; amount of environmentally sensitive land that is developed

The 2040 Means Business Committee made a similar recommendation to create a monitoring process. A benchmarking system will accomplish that. Benchmarks will allow us to work with our local partners to do ongoing "reality checks" to measure where we are in achieving our livability goals. This would allow us to see in a timely manner where our successes lie, and most importantly, to determine where we need to bolster our efforts.

Urban reserves

The issue of urban reserves offers up an interesting dichotomy: it is at once both fragile and powerful. The fragility lies with the difficult balance in selecting the right amount of land to identify for future urbanization. The notion of power refers to the weight and importance that a decision on urban reserves carries with it.

Clearly, this region and its growth management plan need urban reserves to maintain the state-required 20-year land supply. Just as clearly, however, is the need to act quickly and decisively on the designation on urban reserves. To do otherwise would serve only to fuel the fires of speculation and uncertainty. Farmers and property owners have been in a state of suspense for some time now. It would be an act of responsible regionalism and leadership to end that speculation and uncertainty as soon as possible.

Once again, I issue a strong, urgent message that no productive farm or forest land or environmentally sensitive areas be placed into urban reserves, which also is consistent with state legal mandates. The economic and aesthetic benefits of these lands are far too valuable to risk their becoming swallowed within the urban landscape.

Master planning

While the accepted livability targets by local governments allow "breathing space" on the necessity to move the boundary immediately, at some point the region will run out of land. The 2040 growth concept calls for a compact urban form, but it also puts a **limit** on density. Given those limits and our population increase forecasts, the region must plan ahead for land additions and to master plan for those areas long before the last usable lot is developed. Too often in the past, additions to the boundary have been made without adequate master planning in place. This can result in sprawl and unwise use of resources.

The worst fate that could befall this region's livability is to add land that is unnecessary or that isn't ready to be added. To add land unnecessarily, or without the proper preparation, is likely to result in sprawl. It makes far more sense, therefore, to identify urban reserves and then require local governments to get the land prepared to become a part of their community.

Requiring master planning is to ensure that land is used efficiently and in accordance with our regional growth concept. Minimally, the elements of a master plan should include:

- Zoning for density at urban levels
- Public facilities such as water, sewer and schools
- Transportation elements that include connectivity, transit service, bicycles, pedestrian access, and movement of freight and automobiles
- Open spaces
- Governance and capital planning

I advocate that we do not add a single acre to the boundary unless it is master planned in accordance with the 2040 growth concept. When the day comes that it is needed, the Council can add land and be assured that it is done judiciously and with an eye toward future livability.

In closing, allow me to point out that this -- the adoption of the region's functional plan -- is a historic moment. Never before in this country has a group of local governments and a regional government sat down together and crafted such a set of growth management tools. That it was done at all is tremendous; that it was done cooperatively is unheard of. We owe a tremendous debt of gratitude for our local partners' vision and for their dedication to regionalism. We will need both of those qualities as we continue to work together to put together all the pieces of the Regional Framework Plan.



METRO

TO: Jon Kvistad, Presiding Officer and Metro Councilors

FROM: Charlie Hales, Chair, Metro Policy Advisory Committee

A handwritten signature in cursive script, appearing to read "Charlie".

DATE: July 11, 1996

SUBJECT: Urban Growth Management Functional Plan

As you know, the Metro Council has asked MPAC to respond to an Urban Growth Management Functional Plan draft. MPAC established a first draft dated April 24, and held a public hearing on it on May 29th. Subsequent meetings on June 10, 21, 26 and July 10 were held to deliberate about concerns raised.

I am pleased to forward the MPAC recommendations concerning the Urban Growth Management Functional Plan. This document, dated July 10, was passed by unanimous vote by MPAC. I believe that it is a workable approach to ensure that the Metro 2040 Growth Concept is implemented as soon as practicable.

MPAC members and I would be happy to provide the Council with any assistance you may require as you consider this functional plan and as we work as a region to implement it.

Thank you.

c: Mr. Mike Burton, Executive Officer