



# Metro | Agenda

Meeting: Metro Technical Advisory Committee  
 Date: Wednesday, February 18, 2015  
 Time: 10:00 a.m. to noon  
 Place: Council Chamber

Time	Agenda Item	Action Requested	Presenter(s)	Materials
10:00 a.m.	<b>CALL TO ORDER</b>  <b>Updates from the Chair</b> <ul style="list-style-type: none"> <li>Update on urban growth management decision timelines and process</li> </ul>	Information	Tom Kloster, Acting Chair  Ted Reid, Metro	
	<b>Citizen Comments to MTAC Agenda Items</b>		All	
10:10	<b>Community Planning &amp; Development Grants</b>  <i>Purpose: MTAC discussion of linkage between grant program and Title 6 of Metro's Urban Growth Management Functional Plan, recommendation to MPAC, Metro COO and Metro Council</i>	Information/ Recommendation	Ted Leybold and Gerry Uba, Metro	
Noon	<b>Adjourn</b>			

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**2015 MTAC Tentative Agendas  
(to be populated after February 18 meeting)**


<b>March 5</b> • Tigard Tree Code Presentation, <b>or</b>	<b>March 18</b> • Tigard Tree Code Presentation
April 1,	<b>April 15</b>
<b>May 6</b>	<b>May 20</b>
<b>June 3</b>	<b>June 17</b>
<b>July 1</b>	<b>July 15</b>
<b>August 5</b>	<b>August 19</b>
<b>September 2</b>	<b>September 16</b>
<b>October 7</b>	<b>October 21</b>
<b>November 4</b>	<b>November 18</b>
<b>December 2</b>	<b>December 16</b>

**Parking Lot:**

Winter 2015 – Travel Options topic plan

Spring 2015 – Willamette Falls tour



To: Metropolitan Technical Advisory Committee (MTAC) 

From: John Williams, Deputy Director, Metro Planning & Development Department

Subject: Options for Linking Metro Functional Plan Title 6 and Community Planning and Development Grants (CPDG)

Date: February 12, 2015

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At the February 4, 2015 MTAC meeting, you reviewed and discussed the relationship of CPDG to the regional investment requirements and recommendations in the attached Title 6 of the Urban Growth Management Functional Plan (UGMFP). This discussion item was referred to MTAC and MPAC by the Metro Council.

During the conversation several MTAC members noted that Title 6 areas – Centers, Corridors, Station Communities, Main Streets – across the region are at very different stages of readiness (as documented in Metro’s 2011 [State of the Centers Report](#)), hence it may not be realistic to expect all projects proposed in these areas to meet the standards laid out in Title 6. However, MTAC also discussed the value of the Title 6 work and Metro Council’s interest in supporting this work at the local level, and requested several possible options for further discussion.

Two general possibilities, with a further option that could apply in either case, are described below. On February 18<sup>th</sup> we request that MTAC discuss these options and make a recommendation to MPAC, the Metro COO and Metro Council. MPAC is beginning discussion of CPDG on February 11 and is scheduled to complete their discussion on February 25, 2015.

*Note: MTAC requested information on the proportion of previous grants located in Title 6 areas. About 88 percent, or 15 of the 17 projects in Cycle 2, were in these areas, while about 33 percent, or seven of the 19 projects in Cycle 3 were in these areas.*

**OPTIONS FOR FURTHER DISCUSSION**

*OPTION A*

This is an incentive-oriented option. Criteria would be added stating that grant applications will be evaluated and prioritized based on their contribution towards implementing Metro’s Title 6 policies for Centers, Corridors, Station Communities and Main Streets. Possible language for the administrative rules and application handbook are listed below.

<b>Administrative Rules language</b>	<b>Application Handbook language</b>
<p><i>Add:</i> Grant request evaluation for proposed projects specifically within Centers, Corridors, Station Communities and Main Streets.</p>	<p><i>Add:</i> The Regional Framework Plan (RFP) contains policies for land uses and recognizes Centers, Corridors, Main Streets and Station Communities</p>

The Regional Framework Plan (RFP) recognizes Centers, Corridors, Station Communities and Main Streets as the principal centers of urban life in the region. For proposed projects within Centers, Corridors, Station Communities and Main Streets, the grant request shall address how the proposed grant achieves, does not achieve, or is not relevant to the criteria described in the Application Handbook, which are based on the intent of Title 6 of Metro’s Urban Growth Management Functional Plan.

as the principal centers of urban life in the region. The RFP recognize that each of these areas in the region has its own character and are at different stages of development. The RFP also recognizes that each of these areas has its own aspirations, and needs its own strategy to succeed and contribute to regional livability. The RFP encourages local governments and community leaders to develop action plans and investment strategies for these areas. The CPDG is a viable investment strategy tool for realizing regional and local goals for these areas.

Applications will be evaluated based on their contribution towards meeting the region’s goal for Centers, Corridors, Station communities or Main Streets. Address:

- Whether the boundary for the area has been established or will be established through this project. Include a map as needed, and explain any other intersecting 2040 design types.
- Whether an assessment of the area to remove physical and regulatory barriers and address market conditions that inhibit development, and mix and intensity of development has been developed or will be developed through this project.
- Whether a plan of actions and investments to remove the barriers, and establish market conditions to support mixed use, vibrant and pedestrian friendly and transit supportive development has been adopted or will be adopted through this project.
- How the above steps reflect community aspirations for a mix of residents and workers per acre and a mix of land uses, including types of employment, housing, institutional and civic uses to achieve a vibrant and successful development.

Explain other actions the community will undertake in the area, such as other grant funds which could be tapped during the application period or thereafter to fully address transit supportive development needs. Other grant funds available are Metro’s Regional Travel Options grants and Transportation System Management and Operations grants, and the

	<p>Transportation and Growth Management grants of the Oregon Department of Transportation.</p> <p>Explain if the applicant intends to seek recognition for compliance with Title 6 of the UGMFP upon completing the project.</p>
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**OPTION B**

This is a compliance-oriented option. Grant applications will be evaluated and prioritized based on how Title 6 requirements and recommendations will be fulfilled.

<b>Administrative Rules language</b>	<b>Application Handbook language</b>
<p><i>Add:</i> Grant request evaluation for proposed projects specifically within Centers, Corridors, Station Communities and Main Streets.</p> <p>Projects proposed within Centers, Corridors, Station Communities and Main Streets shall address all of the requirements and recommendations in Title 6 of the UGMFP. Applications should explain how the assessment and plan of actions for Centers, Corridors, Station Communities and Main Streets will benefit employment areas and areas with concentrations of underserved and underrepresented groups within Centers, Corridors, and Station Communities.</p>	<p><i>Add:</i> Grant request evaluation for proposed projects specifically within Centers, Corridors, Station Communities and Main Streets.</p> <p>Projects proposed within Centers, Corridors, Station Communities and Main Streets shall address all of the requirements and recommendations in Title 6 of the UGMFP. Applications should explain how the assessment and plan of actions for Centers, Corridors, Station Communities and Main Streets will benefit employment areas and areas with concentrations of underserved and underrepresented groups within Centers, Corridors, and Station Communities.</p> <p>Explain other efforts the applicant will undertake in order to fully comply with Title 6 requirements and recommendations, such as other grant funds which could be tapped during the application period or thereafter to fully address transit supportive development needs. Other grant funds available are Metro’s Regional Travel Options grants and Transportation System Management and Operations grants, and the Transportation and Growth Management grants of the Oregon Department of Transportation.</p>

**Additional option (OPTION X)**

In addition to either Option A or Option B, the Cycle 4 grant allocation could earmark a certain percentage of funds for projects addressing compliance with Title 6 of the UGMFP. These funds could be directed to other types of projects if enough qualifying applications were not received. The percentage of earmarked funds could be established based on the option chosen.

## **TITLE 6: CENTERS, CORRIDORS, STATION COMMUNITIES AND MAIN STREETS**

### 3.07.610 Purpose

The Regional Framework Plan identifies Centers, Corridors, Main Streets and Station Communities throughout the region and recognizes them as the principal centers of urban life in the region. Title 6 calls for actions and investments by cities and counties, complemented by regional investments, to enhance this role. A regional investment is an investment in a new high-capacity transit line or designated a regional investment in a grant or funding program administered by Metro or subject to Metro's approval.

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance No. 98-721A, Sec. 1; Ordinance No. 02-969B, Sec. 7; and Ordinance No. 10-1244B, Sec. 5).

### 3.07.620 Actions and Investments in Centers, Corridors, Station Communities and Main Streets

- A. In order to be eligible for a regional investment in a Center, Corridor, Station Community or Main Street, or a portion thereof, a city or county shall take the following actions:
1. Establish a boundary for the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to subsection B;
  2. Perform an assessment of the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to subsection C; and
  3. Adopt a plan of actions and investments to enhance the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to subsection D.
- B. The boundary of a Center, Corridor, Station Community or Main Street, or portion thereof, shall:
1. Be consistent with the general location shown in the RFP except, for a proposed new Station Community, be consistent with Metro's land use final order for a light rail transit project;
  2. For a Corridor with existing high-capacity transit service, include at least those segments of the Corridor that pass through a Regional Center or Town Center;

3. For a Corridor designated for future high-capacity transit in the RTP, include the area identified during the system expansion planning process in the RTP; and
  4. Be adopted and may be revised by the city council or county board following notice of the proposed boundary action to the Oregon Department of Transportation and to Metro in the manner set forth in subsection A of section 3.07.820 of this chapter.
- C. An assessment of a Center, Corridor, Station Community or Main Street, or portion thereof, shall analyze the following:
1. Physical and market conditions in the area;
  2. Physical and regulatory barriers to mixed-use, pedestrian-friendly and transit-supportive development in the area;
  3. The city or county development code that applies to the area to determine how the code might be revised to encourage mixed-use, pedestrian-friendly and transit-supportive development;
  4. Existing and potential incentives to encourage mixed-use pedestrian-friendly and transit-supportive development in the area; and
  5. For Corridors and Station Communities in areas shown as Industrial Area or Regionally Significant Industrial Area under Title 4 of this chapter, barriers to a mix and intensity of uses sufficient to support public transportation at the level prescribed in the RTP.
- D. A plan of actions and investments to enhance the Center, Corridor, Station Community or Main Street shall consider the assessment completed under subsection C and include at least the following elements:
1. Actions to eliminate, overcome or reduce regulatory and other barriers to mixed-use, pedestrian-friendly and transit-supportive development;
  2. Revisions to its comprehensive plan and land use regulations, if necessary, to allow:
    - a. In Regional Centers, Town Centers, Station Communities and Main Streets, the mix and intensity of uses specified in section 3.07.640; and

- b. In Corridors and those Station Communities in areas shown as Industrial Area or Regionally Significant Industrial Area in Title 4 of this chapter, a mix and intensity of uses sufficient to support public transportation at the level prescribed in the RTP;
- 3. Public investments and incentives to support mixed-use pedestrian-friendly and transit-supportive development; and
- 4. A plan to achieve the non-SOV mode share targets, adopted by the city or county pursuant to subsections 3.08.230A and B of the RTFP, that includes:
  - a. The transportation system designs for streets, transit, bicycles and pedestrians consistent with Title 1 of the RTFP;
  - b. A transportation system or demand management plan consistent with section 3.08.160 of the RTFP; and
  - c. A parking management program for the Center, Corridor, Station Community or Main Street, or portion thereof, consistent with section 3.08.410 of the RTFP.
- E. A city or county that has completed all or some of the requirements of subsections B, C and D may seek recognition of that compliance from Metro by written request to the COO.
- F. Compliance with the requirements of this section is not a prerequisite to:
  - 1. Investments in Centers, Corridors, Station Communities or Main Streets that are not regional investments; or
  - 2. Investments in areas other than Centers, Corridors, Station Communities and Main Streets.

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance No. 98-721A, Sec. 1; Ordinance No. 02-969B, Sec. 7; and Ordinance No. 10-1244B, Sec. 5).

### 3.07.630 Eligibility Actions for Lower Mobility Standards and Trip Generation Rates

- A. A city or county is eligible to use the higher volume-to-capacity standards in Table 7 of the 1999 Oregon Highway Plan when considering an amendment to its comprehensive plan or land use regulations in a Center, Corridor, Station Community or Main Street, or portion thereof, if it has taken the following actions:



1. Established a boundary pursuant to subsection B of section 3.07.620; and
  2. Adopted land use regulations to allow the mix and intensity of uses specified in section 3.07.640.
- B. A city or county is eligible for an automatic reduction of 30 percent below the vehicular trip generation rates reported by the Institute of Traffic Engineers when analyzing the traffic impacts, pursuant to OAR 660-012-0060, of a plan amendment in a Center, Corridor, Main Street or Station Community, or portion thereof, if it has taken the following actions:
1. Established a boundary pursuant to subsection B of section 3.07.620;
  2. Revised its comprehensive plan and land use regulations, if necessary, to allow the mix and intensity of uses specified in section 3.07.640 and to prohibit new auto-dependent uses that rely principally on auto trips, such as gas stations, car washes and auto sales lots; and
  3. Adopted a plan to achieve the non-SOV mode share targets adopted by the city or county pursuant to subsections 3.08.230A and B of the RTFP, that includes:
    - a. Transportation system designs for streets, transit, bicycles and pedestrians consistent with Title 1 of the RTFP;
    - b. A transportation system or demand management plan consistent with section 3.08.160 of the RTFP; and
    - c. A parking management program for the Center, Corridor, Station Community or Main Street, or portion thereof, consistent with section 3.08.410 of the RTFP.

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance No. 98-721A, Sec. 1; Ordinance No. 02-969B, Sec. 7; and Ordinance No. 10-1244B, Sec. 5).

### 3.07.640 Activity Levels for Centers, Corridors, Station Communities and Main Streets

- A. A Centers, Corridors, Station Communities and Main Streets need a critical number of residents and workers to be vibrant and successful. The following average number of residents and workers per acre is recommended for each:
1. Central City - 250 persons

2. Regional Centers - 60 persons
  3. Station Communities - 45 persons
  4. Corridors - 45 persons
  5. Town Centers - 40 persons
  6. Main Streets - 39 persons
- B. Centers, Corridors, Station Communities and Main Streets need a mix of uses to be vibrant and walkable. The following mix of uses is recommended for each:
1. The land uses listed in *State of the Centers: Investing in Our Communities*, January, 2009, such as grocery stores and restaurants;
  2. Institutional uses, including schools, colleges, universities, hospitals, medical offices and facilities;
  3. Civic uses, including government offices open to and serving the general public, libraries, city halls and public spaces.
- C. Centers, Corridors, Station Communities and Main Streets need a mix of housings types to be vibrant and successful. The following mix of housing types is recommended for each:
1. The types of housing listed in the "needed housing" statute, ORS 197.303(1);
  2. The types of housing identified in the city's or county's housing need analysis done pursuant to ORS 197.296 or statewide planning Goal 10 (Housing); and
  3. Accessory dwellings pursuant to section 3.07.120 of this chapter.

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance No. 98-721A, Sec. 1; Ordinance No. 02-969B, Sec. 7; and Ordinance No. 10-1244B, Sec. 5).

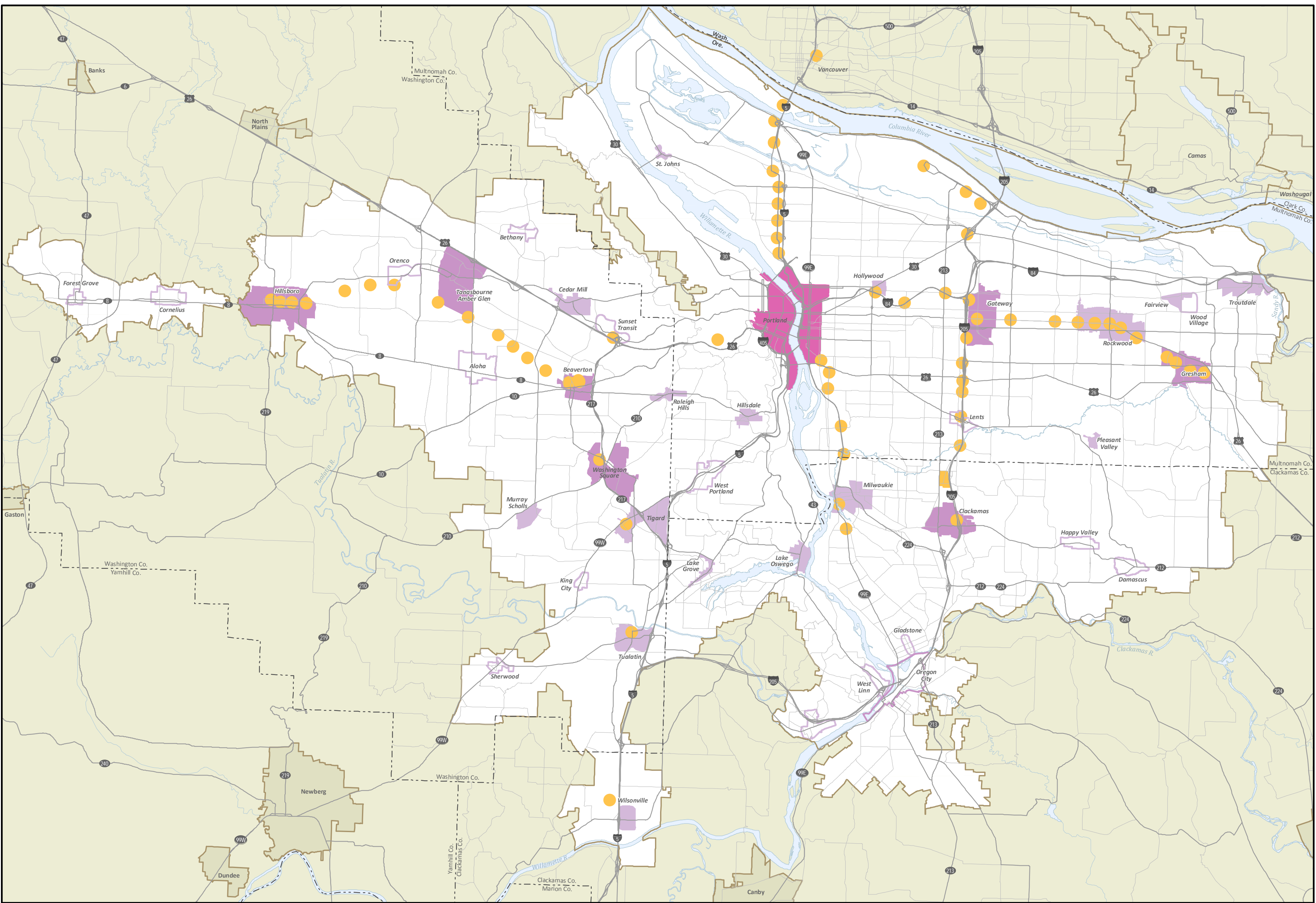
### 3.07.650 Centers, Corridors, Station Communities and Main Streets Map

- A. The Centers, Corridors, Station Communities and Main Streets Map is incorporated in this title and is Metro's official depiction of their boundaries. The map shows the boundaries established pursuant to this title.
- B. A city or county may revise the boundary of a Center, Corridor, Station Community or Main Street so long as the boundary is consistent with the general location on the 2040 Growth Concept Map in the RFP. The city or county shall

provide notice of its proposed revision as prescribed in subsection B of section 3.07.620.

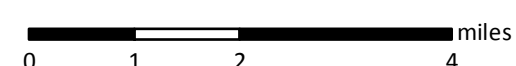
C. The COO shall revise the Centers, Corridors, Station Communities and Main Streets Map by order to conform the map to establishment or revision of a boundary under this title.

(Ordinance No. 02-969B, Sec. 7. Amended by Ordinance No. 10-1244B, Sec. 5; and Ordinance No. 11-1264B, Sec. 1.).



# Title 6, Centers, Corridors, Station Communities and Main Streets, Adopted Boundaries

October 2014



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- Central city, adopted boundary
- Regional center, adopted boundary
- Regional center, conceptual boundary
- Station communities, adopted boundary
- Station communities, conceptual boundary
- Town center, adopted boundary
- Town center, conceptual boundary
- County boundaries
- Urban growth boundaries
- Neighbor cities

