

1-15-1998

Meeting Notes 1998-01-15

Joint Policy Advisory Committee on Transportation

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METRO

- R E V I S E D A G E N D A -

Meeting: **JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION**

Date: JANUARY 15, 1998

Day: THURSDAY

Time: 7:30 a.m.

Place: METRO, CONFERENCE ROOM 370A-B

- #1. MEETING REPORT OF DECEMBER 11, 1997 - APPROVAL REQUESTED.
- #2. RESOLUTION NO. 98-2601 - FILLING A VACANCY ON THE TRAFFIC RELIEF OPTIONS TASK FORCE - APPROVAL REQUESTED - Andy Cotugno.
- *3. RESOLUTION NO. 97-2583B RELATING TO AFFORDABLE HOUSING - INFORMATIONAL - Councilor Ed Washington.
- #4. OVERVIEW OF PDX LIGHT RAIL PROJECT AND PROCESS - Jim Laubenthal, Port of Portland; and Joe Walsh, Tri-Met.

*Material enclosed.

#Available at meeting.

MEETING REPORT

DATE OF MEETING: December 11, 1997

GROUP/SUBJECT: Joint Policy Advisory Committee on Transportation (JPACT)

PERSONS ATTENDING: Members: Chair Jon Kvistad, Susan McLain and Ed Washington, Metro Council; Craig Lomnicki, Cities of Clackamas County; Ed Lindquist, Clackamas County; Rob Drake, Cities of Washington County; Charlie Hales, City of Portland; Grace Crunican, ODOT; Jim Kight, Cities of Multnomah County; Bob Stacey (alt.), Tri-Met; Roy Rogers, Washington County; Dean Lookingbill (alt.), Southwest Washington RTC; and Mary Legry (alt.), WSDOT

Guests: Tanya Collier (former JPACT member, Multnomah County); Lou Ogden (JPACT alt.), Cities of Washington County; Howard Harris, DEQ; Meeky Blizzard, STOP; G.B. Arrington, Tri-Met; Rebecca Ocken, City of Gresham; Ted Spence and Dave Williams, ODOT; Mark Lear and Steve Dotterrer, City of Portland; John Rosenberger, Washington County; John Rist and Rod Sandoz, Clackamas County; Susie Lahsene, Port of Portland; Scott Rice, Cornelius City Council, Paul Silver, City of Wilsonville; Maggie Collins, Cities of Clackamas County; Susan Lee, Multnomah County; Rex Burkholder, citizen; Gary Katsion, Kittelson & Associates; and Joe Keating and Chris Pierce, Bicycle Transportation Alliance

Staff: Mike Burton, Metro's Executive Officer; Andrew Cotugno, Kim White and Lois Kaplan, Secretary

Media: Gordon Oliver, The Oregonian

SUMMARY:

The meeting was called to order and a quorum declared by Chair Jon Kvistad.

MEETING REPORT

Commissioner Hales moved, seconded by Councilor Kight, to approve the November 13, 1997 JPACT minutes as submitted. The motion PASSED unanimously.

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URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN, TITLE VI -
TRANSPORTATION

Andy Cotugno explained that the *Urban Growth Management Functional Plan* (UGMFP) implements certain provisions of the *Regional Framework Plan*. He noted that the proposed amendments relating to local street connectivity requirements are the only unresolved amendments. The issue at hand is whether or not 10 streets per mile applies to redevelopment of large campuses. Andy clarified that it does not, and that such determinations would be left to the discretion of the individual jurisdictions.

Andy also reviewed the mixed-use development language proposed for incidental land uses. The proposed change read: "Minor incidental land uses that are accessory to the primary land use should not result in a development being designated as "mixed use development." Also noted was the December 10 Sequent letter apprising Metro of development of its headquarters campus in unincorporated Washington County, expressing interest in how the mixed-use designation would be applied, and incorporating a suggestion for language clarification as it relates to mixed-use development.

Commissioner Rogers thanked everyone for addressing the issue but wanted to know where the language implies that it is to be defined by the local government. He just wanted to be sure that the flexibility was built in. He asked that the last sentence of the December 3, 1997 JPACT memo, which read as follows, be moved into the Mixed-Use Definition and accepted as a friendly amendment:

"The size and definition of minor incidental, accessory land uses allowed within large, single-use developments should be determined by cities and counties through their comprehensive plans and implementing ordinances."

Action Taken: Mayor Drake moved, seconded by Commissioner Hales, to approve the clarifying language for mixed-use development inclusive of Commissioner Rogers' friendly amendment. The motion PASSED unanimously.

Andy Cotugno then reviewed the proposed language for clarification of Title 6, Section 4A, Alternative Mode Analysis. A discussion followed on whether or not there is need to define the problems that need to be addressed and a solution identified. An excerpt was read from the *Urban Growth Management Functional Plan*, listing approaches that could solve a number of problems.

Mayor Ogden thanked Andy for his time and effort spent in reviewing the documentation that supports identification of the

problems and how to solve them. He acknowledged that there are a lot of considerations. He endorsed the mode split targets but didn't feel it covered all factors. Mayor Ogden noted that he was still uncomfortable that mode splits are being identified as the primary measure. He expressed his concern, noting that there are more ways than one to solve the problem.

Mayor Drake asked whether Town Centers should be pulled out. Mayor Ogden didn't feel that Town Centers wouldn't want to participate but questioned whether funding would be available for transit in Town Centers in order to meet the mode split objective. At issue was tying targets with the region's ability to support that transit. Mayor Ogden felt there's a need to recognize the importance of mode split but not to tie it to some objective that is legally binding in documentation because of financial constraints. He felt that, by listing it in the policy statement, it elevates it. He asked whether there is a way to compromise the matter by changing "the" to "a." Chair Kvistad felt that the proposed change in the language, while not perfect, does help.

Bob Stacey stated that he was aware that Tri-Met does not serve all Town Centers equally. He indicated that they do not all have the same mode split target. Commissioner Hales noted that most of the Town Centers have a lot of road capacity but don't have pedestrian capacity. In fact, he felt they have bad pedestrian connections but pointed out that mode split is about more than transit. Commissioner Hales felt this represented a better balanced recommendation. Bob Stacey noted that Town Centers have boundaries and asked whether they could be regarded as center-to-center travel. A facility that connects Sherwood and Tualatin that serves regional trip movements will not be judged solely on mode split.

Councilor McLain reported that MPAC is reviewing its goals and those limitations based on funding. Because of the limitations on funding, she felt the recommendation represented a good compromise.

Grace Crunican felt that, by limiting it to the Town Centers and Regional Centers, ODOT might be able to address some truck issues. A discussion followed on the relationship of this list and the considerations made versus state policy in terms of investments, which include defining improvements needed for the RTP and what should be funded on a short-term basis for implementation.

Commissioner Rogers spoke of the application of those targets in the future and the importance of having flexibility.

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The second issue in the December 3 JPACT memo requires work by JPACT in terms of defining the specific criteria for allocating funding for projects. A discussion followed on criteria and whether there would be set-aside pots of money. Andy Cotugno felt that JPACT should be interested in a variety of measures for criteria.

There was further discussion on the Town Center areas, the current mode splits, the responsibility for drawing the boundaries and, if difficult to make them urban, to exclude them. It was agreed that the "key" regional measure means the "primary" measure, not the only measure.

Mayor Drake expressed concern about different Metro Councils and the changes that may occur with different participants in the future. He felt the RTP is the guiding document, and a future council may tighten or loosen it. Chair Kvistad felt there would be an effort to work hard to attain a compromise in that event.

Grace reported that the Oregon Transportation Plan is a document that the Legislature has not invested in and it has not been implemented. She spoke of scarce dollars, mode splits, and the fact that ODOT doesn't have transit dollars to move forward. She noted that this discussion would not take place if adequate funding was available. Grace acknowledged the tensions in the discussion because of the state's funding problem.

Meeky Blizzard spoke of the difficulty of working with pedestrian activity and noted that it is supported in the Town Centers. She felt it represents a cost-saving measure to keep Town Centers in there.

Commissioner Lindquist indicated he supported most of it. He clarified that, in parts of Clackamas County, it wouldn't work as the primary key measure but didn't see an answer to the funding problems in the near future. He wanted to see mode split work.

Mayor Drake expressed concern over Agenda Item 3 in terms of the Bicycle Transportation Alliance. He spoke of many complaints from residents who are concerned about splitting up transportation dollars for bicycle improvements. The Cities of Washington County have been supportive of the concept but are also concerned over the limited funds. The Tualatin/Sherwood area does not have the luxury of transit that the City of Beaverton does and he questioned whether Tri-Met would be able to deliver.

Action Taken: Commissioner Hales moved, seconded by Mayor Lomnicki, to accept the Title 6 recommended language for the Alternative Mode Analysis as defined in the December 3, 1997 JPACT memo (amending lines 298-302 of Title 6 and amending line

269 of Title 6). The motion PASSED by a vote of 9 to 4. Those voting against included Commissioner Collier, Mayor Drake, Commissioner Lindquist, and Chair Kvistad. Those voting in favor included Grace Crunican, Commissioner Hales, Councilor Kight, Mayor Lomnicki, Councilor McLain, Dean Lookingbill, Mary Legry, Bob Stacey, and Councilor Washington.

TRIBUTE TO TANYA COLLIER

Andy Cotugno spoke of the legacy Tanya has left JPACT, noting \$200 million of unfunded bridge liability. A plaque was presented to her for her efforts and contribution on behalf of the region. Tanya spoke of the friendships made through the JPACT process and indicated her continued support.

LIGHT RAIL TO THE AIRPORT

Commissioner Hales provided an overview on PDX light rail. He indicated that the airport is now one of the key regional priorities. It is in the process of review, noting there are public partners as well. He spoke of the Portland International Center property as "value added" to the project. The Port feels it is possible to use passenger facility charges (PFCs). The package will allow the City and Tri-Met to finance and construct the portion of the line along I-205, to allow Bechtel to finance the segment through the development property, and the Port to provide financing within the Port property. Bechtel will be the developer and construct the line. This project will be developed without going through the federal authorization process. Commissioner Hales felt this will help move forward the rail agenda for South/North and would be viewed as a Portland metropolitan area success story.

Mayor Drake noted that there has been some discussion about an alternative rail car, something less expensive or interchangeable with MAX cars. A discussion followed on the prospect of possible through line service from Washington County, through downtown, to the airport. The Tri-Met Board authorized six additional cars so that the last of the Type 2's for Westside have the capacity to undertake this operation. It gives Tri-Met the opportunity to provide through service from the Beaverton Round to the terminal. Chair Kvistad felt it's a great opportunity for everybody.

Bob Stacey reminded everyone that JPACT is the body that keeps track of our light rail effort. He didn't want the committee to lose sight of the fact that South/North's progress is the region's No. 1 priority.

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BICYCLE TRANSPORTATION ALLIANCE PRESENTATION - SAFE KIDS
IMPROVEMENT PROGRAM

Joe Keating and Chris Pierce, representatives of the Board of the Bicycle Transportation Alliance (BTA), provided an overview of the BTA's initiative for a Safe Kids Improvement Program (SKIP). They spoke of the concerns of the BTA relative to providing safety for pedestrians and cyclists in and near school areas in the Portland metropolitan area. They view the current system as dangerous, citing statistics on pedestrian/cycling fatalities throughout the state of Oregon. Concerns expressed included increased car use and speeds and the failure to build sidewalks and bikeways.

The BTA's recommendation is to set up a regional program funded by a portion of regional transportation funds. They hope to develop a list of eligible projects that would involve transportation safety, education in schools, and projects in proximity to schools.

The initiative's strategy is to be presented in the first quarter of the year. The intent is to mandate that a certain percentage of transportation funds be applied for pedestrian and bike safety improvements in and around school areas. Chris indicated they are in a research phase now and are receptive to suggestions that might provide a safe environment around schools that would be in keeping with the 2040 objective. They realize that there are other considerations for transportation funds.

Chris spoke of a strong support base and felt there is a real need for safety around schools. They are aware that there might be other creative approaches than the initiative. They are hoping to get \$10 million per year from Discretionary funds.

Mayor Drake liked the concept. He noted that school zones are posted at 20 miles per hour and that it would have to be legislated by the state if a change were requested. He felt they would lose their support base in that event. Mayor Drake also noted that traffic calming objectives would be different in different areas. The performance of the improvement would be different based on the type of street.

Mayor Lomnicki was not supportive of the initiative approach and felt that some jurisdictions might implement such improvements. If the effort was targeted on a legislative basis and addressed in a timely manner, the BTA representatives felt they would not have to take the route of an initiative. Mayor Ogden asked what they are trying to achieve when these improvements are already called out in the Transportation Planning Rule and the Regional Transportation Plan. They responded that they are seeking the

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allocation of funds for such improvements and did not feel the problem of safety for schoolchildren has been addressed.

Rex Burkholder noted that the TPR and RTP cover what happens on major facilities. The concern is on local neighborhood streets.

Chair Kvistad thanked Joe Keating and Chris Pierce for their presentation.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Mike Burton
JPACT Members

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 98-2601 FOR THE PURPOSE OF FILLING A VACANCY ON THE TRAFFIC RELIEF OPTIONS TASK FORCE

Date: January 9, 1998

Presented by: Bridget Wieghart

PROPOSED ACTION

Adoption of this resolution endorses approval of a new member to fill a vacancy on the Traffic Relief Options Study Task Force. It is recommended that Albert R. Bullier, Jr., Senior Vice President of Colliers International, replace sitting member Bob Scanlan, President of Scanlan Kemper Bard Company. Mr. Scanlan has resigned his duties from the task force due to increased commitments related to his business.

BACKGROUND

On June 6, 1996, Metro passed Resolution No. 96-2333 for the purpose of endorsing the Congestion Pricing Task Force, a study advisory task force of business and community leaders to oversee the two-year study on Congestion Pricing being undertaken jointly by Metro and ODOT. The task force will be responsible for making a recommendation to JPACT, the Metro Council and the Oregon Transportation Commission as to whether congestion pricing is a traffic management tool that should be pursued within this region and, if so, the parameters of a demonstration pilot to further test the concept.

The task force provides a broad-based, long-range perspective into the issues associated with a possible congestion pricing project in this region. The task force oversees the technical work and public outreach efforts associated with the study to ensure that the topic is comprehensively addressed. Task force members also serve as spokespersons for the study. Further details on the duties and responsibilities of the task force are contained in Exhibit A of this resolution. Exhibit B of this resolution includes a current list of the task force.

We are recommending Albert R. Bullier, Jr. for membership on the task force to replace the vacancy created by the resignation of Bob Scanlan. Mr. Bullier was president of Bullier & Bullier from 1972 until 1996, when Bullier & Bullier was acquired by Colliers Macaulay Nicolls International. Mr. Bullier served as a member by appointment to the State Land Conservation and Development Commission for three years. His in-depth understanding of development issues and experience as a member of LCDC will make Mr. Bullier a valuable addition to the task force.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF FILLING) RESOLUTION NO. 98-2601
A VACANCY ON THE TRAFFIC)
RELIEF OPTIONS TASK FORCE) Introduced by Ed Washington,
Chair, JPACT

WHEREAS, Section 1012(b) of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 authorized the Secretary of Transportation to create a Congestion Pricing Pilot Program to fund a series of demonstration projects and related studies to promote the implementation of congestion pricing; and

WHEREAS, Metro and the Oregon Department of Transportation (ODOT) submitted a joint application to undertake a study to assess public attitudes to the concept; develop and evaluate a number of congestion pricing alternatives; and make a recommendation as to whether an appropriate demonstration project can be established in the Portland metropolitan area; and

WHEREAS, Resolution No. 93-1743A endorsed the region's application for a congestion pricing pilot project and directed Metro and ODOT staff to pursue ISTEA funds for this purpose; and

WHEREAS, Metro and ODOT have received approval and \$1.2 million in funding to undertake a Congestion Pricing Pre-Project Study (the study); and

WHEREAS, Ordinance No. 96-628 amended the FY 1995-96 budget and appropriations schedule for the purpose of conducting the study; and

WHEREAS, Due to the relative newness of the concept and the potential for significant public concern, Metro and ODOT have

agreed to establish a task force of business and community leaders to provide advice and direction on the study; and

WHEREAS, Metro Council on April 25, 1996, passed Resolution No. 96-2333 endorsing the composition and mission of the Congestion Pricing Task Force, Exhibit B includes the task force membership list, for the purpose of providing oversight and direction to the Congestion Pricing Pre-Pilot Study and making a recommendation to the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council as to whether a demonstration project of congestion pricing should be undertaken in the Portland metropolitan area and, if so, what its parameters should be; now, therefore,

BE IT RESOLVED:

That the Metro Council finds that Albert R. Bullier, Jr., Senior Vice President for Colliers International, should fill a vacancy on the task force created by Bob Scanlan. As a task force member, Mr. Bullier will be responsible for fulfilling the duties as described in Exhibit A.

ADOPTED by the Metro Council on this _____ day of _____, 1998.

Jon Kvistad, Presiding Officer

Approved as to Form:

Daniel B. Cooper, Legal Counsel

Exhibit A

Role and Responsibilities of the Congestion Pricing Task Force (the Task Force)

Role of the Task Force

The task force will provide a broad-based, long-range perspective into the issues associated with a possible congestion pricing project in this region. The task force will provide oversight to the technical work and public outreach efforts associated with the study and will ensure that the topic is comprehensively addressed. Task force members will also serve as spokespersons within their various fields and communities.

Responsibilities of the Task Force

It is anticipated that the task force will meet approximately once every month throughout the two-year study and will be charged with the following responsibilities:

- . Assess the case for and against congestion pricing and its practical feasibility to reduce peak period congestion, vehicle miles traveled and motor vehicle emissions and other potential effects on the community.
- . Increase awareness and understanding of congestion pricing.
- . Evaluate the results of the study to determine the technical feasibility and public acceptance of congestion pricing in the Portland region.
- . Develop regional consensus on whether a congestion pricing pilot demonstration project should be undertaken and, if so, what its parameters should be.
- . Provide a task force report to the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Council and the Oregon Transportation Commission.

Exhibit B

TRAFFIC RELIEF OPTIONS STUDY
TASK FORCE MEMBERS

Members

Carl HoCarl Hosticka, Chair; Associate Vice President, Statewide Education Services for the University of Oregon, and former state legislator

Betty Atteberry, Director of Sunset Corridor Association

Karen Baird, Director of Products, US West

Ken Baker, attorney and State Senator

Steve Clark, publisher, Community Newspapers, Inc.

Lawrence Dark, President/CEO, The Urban League of Portland

Jon Egge, President, MP Plumbing

Matt Klein, Senior Vice President, Ashforth Pacific, Inc.

Tom Mesher, President, Mesher Supply

Anitra Rasmussen, State Representative

Mark Gorman, Commute Reduction Coordinator, Intel

Robert Scanlan, president, Scanlan, Kemper, Bard Company

Ethan Seltzer, Director, PSU Institute of Metropolitan Studies,
School of Urban Affairs

I HEREBY CERTIFY THAT THE FOREGOING IS A COMPLETE AND EXACT COPY OF THE ORIGINAL THEREOF.

Rebecca V. Shoemaker, Archivist
Clerk of the Metro Council

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ESTABLISHING) RESOLUTION NO 97-2583B
AFFORDABLE HOUSING POLICIES)
FOR THE REGIONAL FRAMEWORK) Introduced by Councilor Washington
PLAN AND IMPLEMENTING)
FUNCTIONAL PLAN PROVISIONS)

WHEREAS, data developed for the regional Housing Needs Analysis demonstrates that both rental and owner housing is rapidly becoming unaffordable for all households at and below the median income; and

WHEREAS, 1991 RUGGO Objective 17 states that Metro will adopt a “fair share” strategy to provide the opportunity within each jurisdiction for accommodating a portion of the region’s need for affordable housing; and

WHEREAS, Title 1 of the 1996 Urban Growth Management Functional Plan implements RUGGO Objective 17 with requirements for (1) a minimum density standard in all zones allowing residential use; (2) allowing at least one accessory unit within any detached single family dwelling, and (3) increased housing densities in light rail station communities, centers and corridors; and

WHEREAS, Metro Code 3.01.012(e) implements RUGGO Objective 17 by requiring a demonstration of how unsubsidized affordable housing will be provided in any urban reserve area before adoption of any UGB amendment, and

WHEREAS, Title 7, Section 2 of the 1996 Urban Growth Management Functional Plan recommended eight policies for city and county plans on affordable housing, including consideration of replacement ordinances and inclusionary zoning; and,

WHEREAS, Metro cosponsored the "Housing Choices For Our Region" conference on September 4, 5 and 29, 1997 for extensive discussion of affordable housing tools; and

WHEREAS, MPAC has made majority and strong minority recommendations to the Metro Council about a variety of affordable housing tools with a slight majority recommending against mandatory inclusionary zoning; and

WHEREAS, Councilor Washington convened a half-day facilitated meeting of affordable housing provider, homebuilder, housing agency and affordable housing advocate representatives to discuss MPAC recommended affordable housing tools on November 3, 1997; now, therefore,

BE IT RESOLVED:

That the following affordable housing policies are adopted by the Metro Council to be included in Policies in Chapter 1 of the Regional Framework Plan:

1. Functional plan policies requiring (1) a minimum density standard in all zones allowing residential use; (2) allowing at least one accessory unit within any detached single family dwelling, and (3) increased housing densities in light rail station communities, centers and corridors.
2. Metro shall link regional transportation funding to affordable housing policy and achievement of affordable housing targets to the extent allowed by law.
3. Metro shall provide the forum of an Affordable Housing Technical Advisory Committee with representatives of homebuilders, affordable housing advocate groups, major employers, financial institutions, local governments and citizens to identify cooperative approaches, regulatory reforms and incentives to be considered for inclusion in a functional plan to ensure that needed affordable housing gets built.

4. Housing Fair Share policies and plans for each jurisdiction shall be included in the Regional Framework Plan and be implemented by numerical affordable housing targets for each jurisdiction to be included in a functional plan performance standard. Housing Fair Share needs and allocation targets will include consideration of existing jurisdictional proportions of affordable and non-affordable housing supply.

Metro, with assistance from the Affordable Housing Technical Advisory Committee, will establish Fair Share targets which adequately reflect the current and future affordable housing needs of the region, and are consistent with the affordable housing and jobs-housing balance policies established in this Plan.

5. Metro shall develop Regional Framework Plan policy and a performance standard and provide a model ordinance for each jurisdiction to adopt a replacement ordinance to ensure that existing affordable housing units which are lost to demolition or non-residential development are replaced with an equal number of new affordable housing units. The performance standard shall be a regionwide requirement added to the Urban Growth Management Functional Plan as soon as possible.

6. An Affordable Housing Functional Plan shall be developed to include requirements for cities and counties to adopt numerical Fair Share targets and any unadopted policies required by the Plan. Metro shall monitor the existing and new supply and delivery of affordable housing in the region as part of the Fair Share performance standard. The Functional Plan shall consider the following:

- additional measures to encourage and give incentives to affordable housing;
- types and amounts of affordable housing to be accommodated by the jurisdiction

consistent with the functional plan targets;

- provisions to remove procedural barriers to current production of affordable housing;

- a variety of tools to ensure that the affordable housing to be accommodated is actually built, such as , inclusionary zoning incentives, donation of the foreclosed properties for nonprofit or government development as mixed market affordable housing, transfer of development rights, permit process incentives, fee waivers, property tax exemptions, land banking, linkage programs, expedited review processes, and affordable housing funding programs.

- requirements for maintaining architectural consistency of affordable units;
- long term or permanent affordability requirements;
- provision for affordable housing for seniors and the disabled;
- provision for preferential processing of UGB amendments in First Tier urban reserves when a minimum percentage of affordable units are included;
- supporting a real estate transfer tax as a funding source for an affordable housing fund at the state, regional or local level when that option becomes available under state law.

7. **Regionwide mandatory inclusionary zoning, which requires a minimum percentage of moderately-priced dwelling units for all developments over a minimum size, is an important tool of regional affordable housing policy to be used with density bonuses and other incentives. Metro shall seek immediate increases in production of affordable housing by**

implementing all of its regional affordable housing policies. Effective implementation to immediately increase production of affordable housing shall include the following inclusionary housing policy:

- a. Metro shall develop performance standards and a model ordinance for a density bonus incentive to allow an increase of at least 25% density over the maximum allowable density in mixed use areas as incentive for development of units which shall remain affordable at least 60 years or be subject to a shared equity mortgage program. The performance standard shall be a regionwide requirement added to the Urban Growth Management Functional Plan as soon as possible. Metro shall adopt an exemption process with the performance standard to allow cities and counties an exemption from this requirement if a demonstrated lack of public facilities prevents implementation of this requirement.
- b. In 1998, Metro will develop a voluntary inclusionary zoning approach consistent with Oregon land use laws and 2040 Growth Concept design types that includes neighborhood architectural consistency.
- c. During development of its voluntary inclusionary zoning approach, Metro will use inclusionary housing principles as the basis of a voluntary program with the following goals: 1) that at least 20% of new units in regionwide opportunity areas inside the UGB and in first tier urban reserves are built to be affordable to households at and below the median

income without public subsidy, and 2) that accessory dwelling units are a significant part of new developments by the end of 1998.

- d. Metro will develop a public-private program as soon as possible to reduce costs of production of new affordable housing. One part of such a program may be coordination between for profit builders and non profit affordable housing providers to facilitate sales of affordable for profit units to non-profit affordable housing providers during the development of these units. This could increase the supply of units to non-profit providers for possible subsidy.
- e. Metro's Affordable Housing Technical Advisory Committee will assist in the development of inclusionary housing programs.
- f. Regionwide mandatory inclusionary zoning and other functional plan requirements based on the zoning approach developed by Metro shall be considered for functional plan implementation at the end of 1998 if these cooperative programs have not significantly moved the region toward the goals of this policy.
- g. The urban reserve planning requirement for affordable housing shall include the establishment of requirements for a minimum percentage of affordable units and accessory dwellings. These requirements shall be developed with assistance from the Affordable Housing Technical Advisory Committee.

8. Metro shall review all lands designated for residential use inside the UGB in implementation of Urban Growth Management Functional Plan to determine whether additional measures are needed to insure that an adequate supply of land including opportunities for redevelopment are zoned appropriately and available for affordable housing.

ADOPTED by the Metro Council this 20th day of November 1997.



Jon Kvistad, Presiding Officer

Approved as to form.



Daniel B. Cooper, General Counsel

COMMITTEE MEETING TITLE

JPACT

DATE

1-15-98

NAME

AFFILIATION

NAME	AFFILIATION
David Lehman	Port of Portland
Roy Rogers	WASHINGTON County
GRACE CRUNICAN	ODOT
Dave Wayner	WSDOT
Conny Hansen	Mult CO
Susan McLain	Metro
GREG GREEN	ODEQ
KARL RODE	C ³
Dean Lookingbill	NJC 1
Jim Fogart	4-Cities E. County
ED. WASHINGTON	METRO
Jon Kvistad	Metro Council
Andy Lehman	metro
Ed. Washington	Clackamas County
TOM WALSH	TRI-MET
BARBARA STON	TRI-MET
STEVE DOTTERER	CITY OF PORTLAND STAFF
Meeky Blizzard	Sensible Transp. Options for People
Jim Lambert	Port of Portland
Joe Walsh	Tri-Met
John Rosenberg	Washington County
Ran Papendorf	Cities of Multnomah County
JIM HOWELL	AORTA
Deb Wallace	C-TRAN

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DATE _____

NAME

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