

Exhibit D

Responses to Metro Urban Growth Management Functional Plan

The Proposal is consistent with the following, relevant, Metro Urban Growth Management Function Plan sections. The Proposal does not alter or otherwise impact the City's urban growth boundary.

Title 1: Housing Capacity

3.07.110 Purpose and Intent

The Regional Framework Plan calls for a compact urban form and a "fair-share" approach to meeting regional housing needs. It is the purpose of Title 1 to accomplish these policies by requiring each city and county to maintain or increase its housing capacity except as provided in section 3.07.120.

3.07.120 Housing Capacity

(a) A city or county may reduce the minimum zoned capacity of the Central City or a Regional Center, Town Center, Corridor, Station Community or Main Street under subsection (d) or (e). A city or county may reduce its minimum zoned capacity in other locations under subsections (c), (d) or (e).

(b) Each city and county shall adopt a minimum dwelling unit density for each zone in which dwelling units are authorized except for zones that authorize mixed use as defined in section 3.07.1010(gg). If a city or county has not adopted a minimum density for such a zone prior to March 16, 2011, the city or county shall adopt a minimum density that is at least 80 percent of the maximum density.

(c) A city or county may reduce its minimum zoned capacity by one of the following actions if it increases minimum zoned capacity by an equal or greater amount in other places where the increase is reasonably likely to be realized within the 20-year planning period of Metro's last capacity analysis under ORS 197.299:

(1) Reduce the minimum dwelling unit density, described in subsection (b), for one or more zones;

(2) Revise the development criteria or standards for one or more zones; or

(3) Change its zoning map such that the city's or county's minimum zoned capacity would be reduced. Action to reduce minimum zoned capacity may be taken any time within two years after action to increase capacity.

(d) A city or county may reduce the minimum zoned capacity of a zone without increasing minimum zoned capacity in another zone for one or more of the following purposes:

(1) To re-zone the area to allow industrial use under Title 4 of this chapter or an educational or medical facility similar in scale to those listed in section 3.07.1340(d)(5)(B)(i) of Title 13 of this chapter; or

(2) To protect natural resources pursuant to Titles 3 or 13 of this chapter.

(e) A city or county may reduce the minimum zoned capacity of a single lot or parcel so long as the reduction has a negligible effect on the city's or county's overall minimum zoned residential capacity.

Response: The Functional Plan defines “zoned capacity” as: “the highest number of dwelling units or jobs that are allowed to be contained in an area by zoning and other city or county jurisdiction regulations.” The Proposal does not change the overall zoned capacity for the City at large under the City’s zoning code, but will change the zoning for the Expansion lot.

Technically, the change from TR to CC zoning would increase the Expansion Lot’s zoned capacity since the CC zone allows more dwelling units per acre than the TR zone, but because the Proposal is a conditioned plan map amendment, the Proposal will limit development of the Expansion Lot to a specific commercial use. This change will have a negligible impact on the City’s capacity for housing. The City’s recently completed Housing Needs Analysis shows that in the Medium Density zones (which is the classification for the TR zone) there is a surplus capacity for 1,941 dwelling units. The Expansion Lot is currently developed with a single dwelling unit and is considered "developed" on the City's buildable lands analysis. The Proposal will remove one dwelling unit from the City's supply but due to the City's current surplus of capacity in the Medium Density zones, this will not impact the City's ability to fulfill its housing needs.

(f) A city or county may amend its comprehensive plan and land use regulations to transfer minimum zoned capacity to another city or county upon a demonstration that:

(1) A transfer between designated Centers, Corridors or Station Communities does not result in a net reduction in the minimum zoned capacities of the Centers, Corridors or Station Communities involved in the transfer; and

(2) The increase in minimum zoned capacity is reasonably likely to be realized within the 20-year planning period of Metro’s last capacity analysis under ORS 197.299.

Response: The Proposal will not amend the City’s regulation to transfer minimum zoned capacity to another jurisdiction.

(g) A city or county shall authorize the establishment of at least one accessory dwelling unit for each detached single-family dwelling unit in each zone that authorizes detached single-family dwellings. The authorization may be subject to reasonable regulation for siting and design purposes.

Response: The Proposal will not amend the City’s regulations regarding accessory dwelling units.

Title 7: Housing Choice

3.07.710 Intent

The Regional Framework Plan calls for establishment of voluntary affordable housing production goals to be adopted by local governments and assistance from local governments on reports on progress towards increasing the supply of affordable housing. It is the intent of Title 7 to implement these policies of the Regional Framework Plan.

3.07.720 Voluntary Affordable Housing Production Goals

Each city and county within the Metro region should adopt the Affordable Housing Production Goal indicated in Table 3.07-7, as amended over time, as a guide to measure progress toward increasing housing choices and meeting the affordable housing needs of households with incomes between 0 percent and 50 percent of the regional median family income.

Response: The Proposal does not impact the City's adoption of these Affordable Housing Production goals.

3.07.730 Requirements for Comprehensive Plan and Implementing Ordinance Changes

Cities and counties within the Metro region shall ensure that their comprehensive plans and implementing ordinances:

- (a) Include strategies to ensure a diverse range of housing types within their jurisdictional boundaries.*
- (b) Include in their plans actions and implementation measures designed to maintain the existing supply of affordable housing as well as increase the opportunities for new dispersed affordable housing within their boundaries.*
- (c) Include plan policies, actions, and implementation measures aimed at increasing opportunities for households of all income levels to live within their individual jurisdictions in affordable housing.*

Response: The Proposal does not impact the range of housing types allowed by the City's Code or the City's policies and actions regarding housing affordability.

3.07.740 Inventory and Progress Reports on Housing Supply

- (a) Local governments shall assist Metro in the preparation of a biennial affordable housing inventory by fulfilling the reporting requirements in subsection (b) of this section.*
- (b) Local governments shall report their progress on increasing the supply of affordable housing to Metro on a form provided by Metro, to be included as part of the biennial housing inventory described in subsection (a). Local governments shall submit their first*

progress reports on July 31, 2007, and by April 15 every two years following that date. Progress reports shall include, at least, the following information:

- (1) The number and types of units of affordable housing preserved and income groups served during the reporting period, as defined in Metro's form;*
- (2) The number and types of units of affordable housing built and income groups served during the reporting period;*
- (3) Affordable housing built and preserved in Centers and Corridors; and*
- (4) City or county resources committed to the development of affordable housing, such as fee waivers and property tax exemptions.*

Response: The Proposal does not impact the City's reporting to Metro.

3.07.750 Technical Assistance

Cities and counties are encouraged to take advantage of the programs of technical and financial assistance provided by Metro to help achieve the goal of increased production and preservation of housing choices and affordable housing and to help fulfill the monitoring and reporting requirements of this title.

Response: The Proposal does not impact the City's use of Metro technological assistance. This Section does not apply.

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.

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

(a) In order to be eligible for a regional investment in a Center, Corridor, Station Community or Main Street, or a portion thereof, a city or county shall take the following actions:

- (1) Establish a boundary for the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to subsection (b);*

(2) Perform an assessment of the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to subsection (c); and

(3) Adopt a plan of actions and investments to enhance the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to sub(d).

(b) The boundary of a Center, Corridor, Station Community or Main Street, or portion thereof, shall:

(1) Be consistent with the general location shown in the RFP except, for a proposed new Station Community, be consistent with Metro's land use final order for a light rail transit project;

(2) (For a Corridor with existing high-capacity transit service, include at least those segments of the Corridor that pass through a Regional Center or Town Center;

(3) For a Corridor designated for future high-capacity transit in the RTP, include the area identified during the system expansion planning process in the RTP; and

(4) Be adopted and may be revised by the city council or county board following notice of the proposed boundary action to the Oregon Department of Transportation and to Metro in the manner set forth in subsection (a) of section 3.07.820 of this chapter.

(c) An assessment of a Center, Corridor, Station Community or Main Street, or portion thereof, shall analyze the following:

(1) Physical and market conditions in the area;

(2) Physical and regulatory barriers to mixed-use, pedestrian-friendly and transit-supportive development in the area;

(3) The city or county development code that applies to the area to determine how the code might be revised to encourage mixed-use, pedestrian-friendly and transit-supportive development;

(4) Existing and potential incentives to encourage mixed-use pedestrian-friendly and transit-supportive development in the area; and

(5) For Corridors and Station Communities in areas shown as Industrial Area or Regionally Significant Industrial Area under Title 4 of this chapter, barriers to a mix and intensity of uses sufficient to support public transportation at the level prescribed in the RTP.

(d) A plan of actions and investments to enhance the Center, Corridor, Station Community or Main Street shall consider the assessment completed under subsection (c) and include at least the following elements:

(1) Actions to eliminate, overcome or reduce regulatory and other barriers to mixed-use, pedestrian-friendly and transit-supportive development;

(2) Revisions to its comprehensive plan and land use regulations, if necessary, to allow:

(A) In Regional Centers, Town Centers, Station Communities and Main Streets, the mix and intensity of uses specified in section 3.07.640; and

(B) In Corridors and those Station Communities in areas shown as Industrial Area or Regionally Significant Industrial Area in Title 4 of this chapter, a mix and intensity of uses sufficient to support public transportation at the level prescribed in the RTP;

(3) Public investments and incentives to support mixed-use pedestrian-friendly and transit-supportive development; and

(4) A plan to achieve the non-SOV mode share targets, adopted by the city or county pursuant to subsections 3.08.230(a) and (b) of the RTFP, that includes:

(A) The transportation system designs for streets, transit, bicycles and pedestrians consistent with Title 1 of the RTFP;

(B) A transportation system or demand management plan consistent with section 3.08.160 of the RTFP; and

(C) A parking management program for the Center, Corridor, Station Community or Main Street, or portion thereof, consistent with section 3.08.410 of the RTFP.

(e) A city or county that has completed all or some of the requirements of subsections (b), (c), and (d) may seek recognition of that compliance from Metro by written request to the COO.

(f) Compliance with the requirements of this section is not a prerequisite to:

(1) Investments in Centers, Corridors, Station Communities or Main Streets that are not regional investments; or

(2) Investments in areas other than Centers, Corridors, Station Communities and Main Streets.

Response: The Site is on the edge of a Town Center – the Rockwood area - and will enhance operations of an existing business within this commercial node area surrounded by residential uses. The Proposal will not be seeking a regional investment, but is consistent with increased commercial activity within this commercial node area.

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

(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*

Response: The Rockwood town center area has approximately 23 persons per acre as of Metro’s 2017 measurement, and has increased since the prior measurement in 2010. The expansion of the car wash business is not expected to significantly change the persons per acre within the town center. Expansion is expected to result in extension of City facilities such as sidewalks as part of future design review.

(b) Centers, Corridors, Station Communities and Main Streets need a mix of uses to be vibrant and walkable. The following mix of uses is recommended for each:

- (1) The amenities identified in the most current version of the State of the Centers: Investing in Our Communities, such as grocery stores and restaurants;*
- (2) Institutional uses, including schools, colleges, universities, hospitals, medical offices and facilities;*
- (3) Civic uses, including government offices open to and serving the general public, libraries, city halls and public spaces.*

Response: The Rockwood town center provides a variety of amenities, including grocery and restaurants and provides transit access. The Proposal will allow expanded facilities for the existing car wash business which serves residents of the town center, and due to its location near the edge of the center, also serves the surrounding area. The Proposal will allow redevelopment

of the Expansion Lot and, as part of the design review process will extend City infrastructure, such as sidewalks. The Proposal will not eliminate any of the recommended uses from within the town center.

(c) Centers, Corridors, Station Communities and Main Streets need a mix of housing 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.

Response: The Proposal will eliminate one single family home but, as discussed above the City’s housing needs analysis demonstrates that there is a surplus of land capacity for housing. The proposal is not expected to significantly impact the mix of housing types within the Rockwood town center or in the City as a whole.