

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING) ORDINANCE NO 99-826
THE FUTURE VISION AND THE)
REGIONAL FRAMEWORK PLAN TO) Introduced by Councilor Atherton
FULFILL THE CHARTER
REQUIREMENT TO DESCRIBE A
PROCESS FOR “CARRYING
CAPACITY” IN THE REGION.

WHEREAS, the 1992 Metro Charter requires Metro to adopt a Future Vision as “a conceptual statement that indicates population levels and settlement patterns that the region can accommodate within the carrying capacity of the land, water, and air resources of the region, and its educational and economic resources, and that achieves a desired quality of life;” and

WHEREAS, a Future Vision was adopted by the Metro Council on June 15, 1995, but did not adequately describe a process for living within the region’s carrying capacity; and

WHEREAS, although the Future Vision is not a regulatory document, the Charter clearly intends that the Regional Framework Plan, which is a regulatory document, to have a clear relationship to the Future Vision; and

WHEREAS, describing a process for how the citizens of the region will balance the human population of the region with their values, their economy, and their environment is a critical component of the Future Vision and the Regional Framework Plan; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. That The Future Vision as adopted by Ordinance 95-604A is amended as follows:
 - GROWTH MANAGEMENT - In 2045, growth in the region has occurred, but it has been managed so our citizens have maintained or improved their quality of life. Our objective has been and still is to live in great communities, not merely ~~big~~ bigger

ones. ~~Our desire for separate communities is reflected in the Future Vision Map which depicts settlement patterns.~~ Carrying capacity and sustainability concepts help measure and track progress toward maintaining a desired quality of life but they can not be used to set population limits. Our successes in establishing a carrying capacity process for balancing our region's growth with its livability will instead come from a commitment to ~~ongoing reviews of our past achievements combined with appropriate actions to maintain and enhance our quality of life~~ respect for the choices of individual citizens as they express their community wisdom and interact in the economic, social, and natural environment of the region. The Values and Vision Statements herein should be used to guide the establishment of new communities.

2. The Regional Framework Plan, Chapter 1, Section 1.6 is amended as follows:

1.6 Growth Management

The management of the urban ~~land supply~~ growth boundary shall occur in a manner that:

- encourages the evolution of an efficient urban growth form
- provides a clear distinction between urban and rural lands
- supports interconnected but distinct communities in the urban region
- recognizes the interrelationship between the development of vacant land and the redevelopment objectives in all parts of the urban region
- is consistent with the 2040 Growth Concept and helps attain the region's objectives
- meets the requirements of ORS 197.299 to provide a 20 yr. land supply; however, Metro shall communicate with the Legislature and the Governor that maintaining a 20-year land

supply is inconsistent with this Carrying Capacity Process and Metro will support amendments to state law that are consistent with this Carrying Capacity Process.

- If lands are available and any community of the region wishes to accommodate increased population, Metro shall establish and protect an urban reserve or individual communities may choose to annex enough buildable lands to meet no more than a 20-year supply of that community's projected need.

3. The Regional Framework Plan is amended to add the following section:

1.15 Carrying Capacity Process

The Carrying Capacity Process for the region shall include the following:

- Recognition that the price of growth provides useful information to establish limits to growth, and that for the same reasons general obligation bonds are approved in a popular election, citizens shall be able to choose in a popular election whether or not the regional costs of growth should be reflected in the price of growth.
- Air and water and open space and other environmental standards that protect the livability of the region shall be used to help establish limits to growth, either directly through regulation of development activity, or indirectly by limiting supply of development opportunities or as the cost of meeting regulations is reflected in the cost of development.
- Citizens should have the opportunity to participate and control growth decisions in their community, especially to review and approve annexations.
- The citizens living in each community know best when the carrying capacity of their community has been reached and the carrying capacity of the region is best achieved as the sum of the decisions of the communities in the region.

- Metro will seek to provide for the preferences of those communities who wish to accommodate increased population growth, but not in ways that would degrade the livability of another community.

4. Section 1.5 (Economic Vitality) of the Regional Framework Plan is amended as follows:

1.5 Economic Vitality

The region's economy is a ~~single~~-dynamic system including the urbanized part of the Portland area and lands beyond the Urban Growth Boundary. The economic welfare of residents throughout the region ~~directly impacts~~ can affect the ability of ~~all~~ other citizens in the region to create economic vitality for themselves and their communities.

The region's economic development must include all parts of the region, including areas and neighborhoods which have been experiencing increasing poverty and social needs, even during periods of a booming regional economy. To allow the kinds of social and economic decay in older suburbs and the central city that has occurred in other larger and older metro regions is a threat to our quality of life and the health of the regional economy. All neighborhoods and all people should have access to opportunity and share the benefits, ~~as well as the burdens,~~ of economic and population growth in the region.

To support economic vitality throughout the entire region, Metro shall undertake the following steps, beginning in 1998:

- Monitor regional and sub-regional indicators of economic vitality, such as the balance of jobs, job compensation and housing availability.
- ~~If Metro's monitoring finds that existing efforts to promote and support economic vitality in all parts of the region are inadequate,~~ Metro shall facilitate collaborative regional approaches ~~which better to support~~ economic vitality for all parts of the region.

- Metro will make every effort to prevent one community from taking actions which would degrade the quality of life or economic vitality of another community.
- Metro shall make no land use decision that would result in violation of laws designated to prevent air pollution, water pollution, flooding, or degradation of transportation facilities or their utility equally throughout the region.

~~In Metro shall cooperation cooperate with local governments and community residents, Metro shall to promote revitalization of existing city and neighborhood centers that have experienced disinvestment and/or are currently underutilized, and/or populated by a disproportionately high percentage of people living at or below 80 % of the region's median income.~~

ADOPTED by the Metro Council this _____ day of _____ 1999.

Rod Monroe, Presiding Officer

ATTEST:

Approved as to Form:

Recording Secretary

Daniel B. Cooper, General Counsel

STAFF REPORT

CONSIDERATION OF ORDINANCE NO. 99-826, FOR THE PURPOSE OF AMENDING THE FUTURE VISION AND THE REGIONAL FRAMEWORK PLAN TO FULFILL THE CHARTER REQUIREMENT TO DESCRIBE A PROCESS FOR "CARRYING CAPACITY" IN THE REGION.

Date: October 29, 1999

Prepared by: Michael Morrissey

Proposed Action: Ordinance No. 99-826 amends the Future Vision document by making reference to a carrying capacity process, and emphasizing the choices of individual citizens in that process.

The ordinance also amends Chapter 1, Land Use of the Regional Framework Plan in several ways that 1) outlines several objectives defining a carrying capacity process, and 2) emphasize the role of the region's individual communities vis' a vis other communities or the region itself.

Factual Background and Analysis: The Future Vision was adopted by the Metro Council in June 1995. It is incorporated into the Regional Framework Plan as appendix C, and adopted by Council in December of 1997. Not meant to be a regulatory document, Future Vision was intended to be "a visionary outlook for a 50 year period" addressing the region's natural resources, carrying capacity, aspects of growth and development of communities. It is required to be "completely reviewed and revised no later than July 1, 2010..."

The vision statement Growth Management in the Our Place section references a carrying capacity process several times, without further definition. Ordinance 99-826 modifies this section to add a reference to a carrying capacity **process** (defined later in the ordinance in the amendment to the Regional Framework Plan), and gives emphasis to the choices of individual citizens in that process. It should be noted that State Planning Goal 14: Urbanization, also make reference to carrying capacity, in the guidelines section, as a factor to be taken into account in the designation of a sufficient amount of urbanizable land needed for urban expansion, in the development of comprehensive plans. However carrying capacity is not clearly defined in the state goal either.

Chapter 1, Land Use of The Regional Framework Plan, is also amended at section 1.5 Economic Vitality. A key amendment here directs Metro to "make every effort to prevent one community from taking action which would degrade the quality of life or economic vitality of another community." One venue for Metro to take an action like this is through MPAC. MPAC has charter defined responsibilities, repeated in adopted Regional Urban Growth Goals and Objectives (RUGGO)

- to assist with the development and review of Metro's regional planning activities pertaining to land use and growth management,

- to serve as a forum for identifying and discussing areas and activities of metropolitan concern,
- to provide an avenue for involving all cities and counties and other interests in the development and implementation of growth management strategies.

An additional subsection of the ordinance states that “Metro shall make no land-use decision that would result in violation of laws designated to prevent air pollution, water pollution, flooding, or degradation of transportation facilities or their utility throughout the region.” Relevant legislation would be federal and state air and water quality regulation, and the state Transportation Planning Rule.