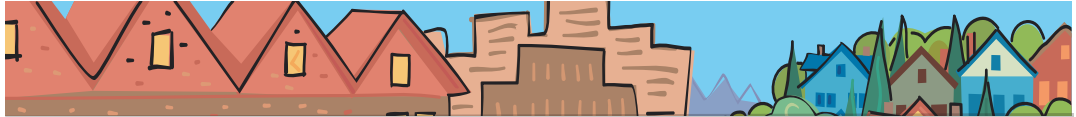


Robert Liberty

METRO COUNCIL DISTRICT 6 NEWS



METRO

PEOPLE PLACES
OPEN SPACES

Robert Liberty
represents
District 6, which
includes portions of
Northeast, Southeast
and Southwest
Portland.



What flavor of 2040 would you prefer?

In 1994, after many years of work and extensive public discussion, the Metro Council adopted a regional strategy for our future growth, the 2040 Growth Concept and Regional Framework Plan.

The 2040 Plan assumed some expansions of the urban growth boundary to accommodate new growth. But the plan gave new emphasis to “growing up,” that is, focusing growth in the central city (downtown Portland, Lloyd District, South Waterfront, Pearl and other nearby areas), in seven designated regional centers, in 27 identified “town centers,” in scores of light rail station communities and along the roads and arterials (“main streets” and “corridors”) served by frequent bus service.

Within this general framework it seems to me there are many, many, different ways our region could accommodate the next 1 million residents that would fit the 2040 Plan. Consider some of the alternatives:

- In 30 years we could have a central city like Vancouver, BC, with 100,000 or even 200,000 people living there.
- Our seven regional centers (including downtown Beaverton, Gresham, the Gateway district in Portland and Clackamas Town Center) could be like Bellevue, Washington with high-rise office buildings, condos and apartments along with new stores, urban parks and other amenities. The regional centers could be home to tens of thousands of new residents and tens of thousands of new jobs.
- The region could grow in the form of twenty-seven vigorous small downtowns at each of the 2040 town centers. If half of the 27 town centers built 200 new homes per year, over the next 20 years, that would provide new homes for 100,000 new residents.
- Growth could cluster around fifty or sixty light rail station communities. If 50 new homes were built in each of the light rail station communities each year, these neighborhoods would be home to up to 100,000 new residents over the next 20 years.
- A lot of new housing could be accommodated along bustling bus corridors and main streets, in the form of a mix of housing, offices and shops. Imagine just one 50-unit housing development is built every five years, at a one-mile interval on both sides of our main streets and corridors. Over the course of 20 years, that would be enough to house 240,000 people.
- Alternately the UGB could be expanded by 50,000 acres (about a 20% expansion) and that might be enough to handle all the growth in the region for 20 years ... assuming we found the taxes and fees to pay for the new roads, sewers, schools and so forth.
- In 2002 Metro’s voters confirmed that Metro should not mandate any infill or redevelopment in existing single-family neighborhoods. But infill and redevelopment is happening anyway under local zoning and market forces. Cities and counties might like to consider how much infill and redevelopment of this type is appropriate, where and in what form.

Those alternatives address the question quantitatively—where to put a million new residents. (If you are interested in thinking about how our region could

continued

2040 flavors

continued from page 1

house the next million people, you might enjoy doing an exercise using an Excel spreadsheet you will find on my [website](#).)

But another set of questions is qualitative; what would it be like to live in any of those areas? How might the various centers differentiate themselves by their design, their jobs or the people who choose to live there?

Other questions concern transportation: How are these centers accessed by surrounding neighborhoods? By driving or walking and biking? Are they connected to nearby neighborhoods by streetcars or buses?

What about travel between centers? Should we plan for a strong radial transit system through the central city or one designed more like a web? (The draft Regional Transportation Plan indicates that all the centers would be linked to each other by high capacity transit.) Do we focus limited transportation dollars into our urban region or spend it building road or transit links to neighboring communities?

What about longer-distance passenger and freight movement? Do we want these two activities to always share the same roads with commuters?

Linked to all of this discussion is the issue of finances. What would our region get out of each approach and at what cost? Who will pay for the new roads, schools, sewers, waterlines and parks?

What do you think? What flavors of 2040 appeal to you, and why?

— Robert Liberty

Metro and partners succeed with land-use law reforms

Recently, Metro—working closely with local governments, business leaders, agricultural interests and others—achieved passage of important legislation that will enable us to better plan for growth in the years ahead.

Metro is the only jurisdiction in the state that is required to review its urban growth boundary (UGB) every five years to make

certain that it contains a 20-year supply of land to accommodate growth. Oregon House Bill 2051 provides Metro with a two-year delay—to 2009—to review and consider its current expansion.

Oregon Senate Bill 1011 enables the creation of urban and rural reserve areas, allowing Metro and local governments to set aside regions that may be suitable for growth over the next 40 to 50 years while protecting valuable farmland and natural areas from expansion and development for the same period of time.

The two bills provide greater flexibility for the development of vibrant communities within the existing urban growth boundary while protecting resource land and natural areas outside the boundary. Rather than focusing on an arbitrary 20-year land supply requirement, Metro will make growth management decisions based on how efficiently land within the existing UGB is used. In addition, the ability to create reserve areas now provides greater predictability over how and where population and employment growth will or will not occur.

Now that both bills have been signed into law, Metro will work with its regional partners to develop a more flexible and comprehensive growth management process, with the goal of more effectively implementing the 2040 Growth Concept, the region's long-range growth management plan.

Event of note in District 6

9 a.m. Saturday, July 21

George Himes Park work day

Join the Hillsdale Neighborhood Association and the West Willamette Restoration Project for a morning of urban forest renewal. For more information, call Melanie at (503) 699-9825.

About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

Your Metro representatives

Metro Council President
David Bragdon

Metro Councilors
Rod Park, District 1
Brian Newman, District 2
Carl Hosticka, District 3
Kathryn Harrington, District 4
Rex Burkholder, District 5
Robert Liberty, District 6

Auditor
Suzanne Flynn

Councilor Robert Liberty contact information

Address 600 NE Grand Ave.
Portland, OR 97232
Phone (503) 797-1552
Fax (503) 797-1793
E-mail libertyr@metro.dst.or.us

Assistant Amelia Porterfield
Phone (503) 797-1543
E-mail porterfielda@metro.dst.or.us

Web www.metro-region.org

July 2007 dch/final

Printed on recycled paper