

Carlotta Collette

METRO COUNCIL DISTRICT 2 NEWS



METRO

PEOPLE PLACES
OPEN SPACES

Carlotta Collette
represents
District 2, which
includes the cities of
Gladstone, Johnson
City, Lake Oswego,
Milwaukie, Oregon
City, Rivergrove and
West Linn and a
portion of Southwest
Portland.



A message from Councilor Collette

Until the 1970s, the City of Malmo, Sweden hosted the world's most productive ship-building harbor. The economy was thriving with family wage jobs. Then came the oil crisis of the 1970s, followed by a series of economic ups and downs. By 1995, the city was facing 25 to 30 percent unemployment, and its hard-working harbor was a contaminated wasteland.

At that point, the citizens of Malmo united to work toward a new vision for the community – a vision based on sustainability. With assistance from the European Union and the Swedish government, and the collaboration of 20 developers and more than 30 different architectural firms, Malmo's Western Harbor was reborn. The plan was to make the new community a national model of urban sustainability, energy self-reliance, and compact and lively design.

European Union funds helped clean up and restore the site. Topsoil more than a yard deep was decontaminated. The area is now considered cleaner than city parks. Next, the city helped establish a new university on the site of a former manufacturing plant. Much of the housing in the first set of dwellings was intended as student housing.

Then the city applied to the Swedish government to host the annual National Housing Expo and was accepted. Malmo's theme would be a Medieval City Plan powered entirely with renewable resources located on site. It took longer to build the first phase – it opened to the public in 2001 instead of the proposed 2000 – but has been a steady source of inspiration to visitors ever since.

Today, 2,000 people live in this first phase of the project, and another 600 in recently completed and even more sustainable phase 2. A third phase is in design, and it will emphasize even higher efficiency and green building standards. Student residents have been joined by young families and a lively and beautiful retirement community.

Of course the fact that it is a harbor is a big draw. Seaside housing units rise to five or six stories and help block the wind from dwellings set behind them. Narrow streets and alleys prohibit through auto traffic, but enable deliveries and residents to come and go. Most residents commute by bike, bus, boat or train.

Electricity for the community is generated by wind turbines and solar collectors. Heating is provided by heat pumps using sea water. The pumps are powered by the wind turbines. Garbage is sorted and recycled, and what is not reused is converted to biogas. Half the surface area is green space, including green roofs, courtyards, individual gardens and parks. Bioswales and ponds enable treatment of all stormwater on site.

Today, Malmo's economy is thriving with a diverse mix of financial services, hotels and restaurants, and small manufacturing. Unemployment is virtually non-existent. Workers are invited to move to Sweden from other countries to fill available jobs. The area, which is connected to Copenhagen by a toll bridge built as part of this revitalization, has one of Europe's most vibrant economies.

continued

I have assembled a slide presentation based on my visit to Malmo in June that I'd be happy to show to community groups. Please contact me to arrange a showing.

—*Carlotta Collette*

Metro presents region's first walking guide

In July, Metro unveiled a new regional walking guide designed to connect residents with newly protected natural areas, scenic parks, historical sites, main streets and commercial districts throughout the Portland-Vancouver area. The 240-page *Walk There!* guidebook, indexed by city, offers 50 detailed routes organized by walk type and color-coded regional sections.

Thanks to support from Kaiser Permanente, local governments and community groups, Metro developed this comprehensive walking guide with every level of walker in mind – with routes that vary from easy strolls to longer distance walks with elevated terrains. A number of routes in the guide are suitable for individuals with mobility assistance devices or strollers. An informational bar on the first page of each route lists the difficulty rating, GPS coordinates for the start location, and distance. Each section offers a detailed map and description that explores the location's rich history and landscape.

Pocket-sized copies of *Walk There!* can be picked up at Metro at no charge. The guidebook will be distributed through multiple venues, including Kaiser health education classes and other programs, community walking events and DriveLess/Save More booths. The guide can also be ordered online for a \$5 shipping fee at www.oregonmetro.gov/walk. Visitors to the web site can find pick-up locations or download all 50 featured walks.

Metro begins process to identify next 30 years of high capacity transit projects

The Portland metropolitan region is home to a pioneering transit system. Over 30 years ago, the region decided to grow differently than other cities when elected leaders and citizens rallied against construction of freeways through developed neighborhoods and instead directed resources to a light rail project along I-84. Since then, the region has constructed 44 miles of light rail, with an additional 6.5 miles of light rail and 14.7 miles of commuter rail

currently under construction.

Metro is launching a study to consider where the next 30 years of high capacity transit investments should go. High capacity transit is characterized by routes with fewer stops and some separation from regular traffic and could mean light rail, commuter rail, streetcar or buses on a dedicated right of way.

In planning for future high capacity transit routes, Metro is not starting from scratch but building on a legacy of planning work that is captured in the 2040 Growth Concept and the Regional Transportation Plan. The 2040 Growth Concept calls for high capacity transit service to regional centers like Oregon City and town centers such as Tualatin. The plan will be adopted by the Metro Council in spring 2009 after review by community members, elected officials and technical staff from around the region.

Get involved!

Attend a workshop to learn more about the project and provide input about what areas should be served with high capacity transit in the future.

5 to 8 p.m. Tuesday, Aug. 12
Walters Cultural Arts Center
527 E. Main St., Hillsboro

5 to 8 p.m. Wednesday, Aug. 13
Oregon City Pioneer Center
615 Fifth St., Oregon City

5 to 8 p.m. Thursday, Aug. 14
East Portland Community Center
740 SE 106th Ave., Portland

To learn more about the project or get on the mailing list, call 503-797-1755, send an e-mail to trans@oregonmetro.gov, or visit the project web site at www.oregonmetro.gov/goingplaces.

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.

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