



RESERVES STEERING COMMITTEE MEETING #8

ANNOTATED AGENDA

Date: November 12, 2008
Time: 9:00 a.m. to noon
Place: Council Chamber, Metro Regional Center
600 NE Grand Avenue, Portland

I. Welcome and Introductions (9:00 – 9:25)

Debra Nudelman, facilitator

- Agenda review
- Adoption of September 10, 2008 meeting minutes
- Updates since last meeting
- Summary of Making The Greatest Place fall meetings
- 2009 Reserves Steering Committee meeting schedule

Packet materials: September 10, 2008 meeting minutes; Making The Greatest Place fall meeting schedule; 2009 Reserves Steering Committee meeting schedule.

II. Public Comment (9:25 – 9:35)

III. Update on Broad Study Area Map Endorsement (9:35 – 9:50)

Core 4

- Update on each jurisdiction's actions related to approval of broad study area map

Desired Outcomes: Update on Phase 2 milestone completion.

Packet materials: None.

IV. Local Food System Presentations and Discussion (9:50 – 10:30)

Weston Miller (Chair, Portland Multnomah Food Policy Council)

Sheila Martin (Director, Institute of Metropolitan Studies at Portland State University)

- Presentation of local Food Supply Mapping
- Presentation of Regional Food System Sustainability Assessment

Desired Outcomes: Discussion of local food system and relevance to rural reserves

Packet materials: Letter from Portland Multnomah Food Policy Council to Reserves Steering Committee and two maps; refer to <http://www.pdx.edu/ims/foodsystems.html> for Regional Food System Sustainability Assessment.

V. Break (10:30 – 10:40)

VI. Phase 3 Suitability Analysis Overview (10:40 – 11:10)

Core 4 staff

- Overview of Phase 3 suitability analysis of broad study area

Desired Outcomes: Understanding of multi-step “screening” approach to broad suitability analysis.

Packet materials: Final broad study area map & memorandum from Core 4 staff.

VII. Regional Infrastructure Analysis (11:10 – 11:50)

Malu Wilkinson, Andy Shaw (Metro)

Todd Chase (FCS Group)

- Presentation of Metro’s Regional Infrastructure Analysis and next steps

Desired Outcomes: Understanding Regional Infrastructure Analysis and discussion of applicability to reserves process.

Packet materials: Executive Summary of Regional Infrastructure Analysis; for complete report refer to <http://www.oregonmetro.gov/infrastructure>

VIII. Wrap-up (11:50 – Noon)

Debra Nudelman

- Meeting summary
- Confirm agreed-upon next steps
- Upcoming meetings & topics

IX. Adjourn

Upcoming meeting topics (draft - subject to change):

Wednesday, December 10, 2008

- Update on Metro employment trends project
- Phase 3 public education/outreach plan

Wednesday, January 14, 2009

- Phase 3 suitability analysis initial screening discussion
- Update on Making The Greatest Place process

Wednesday, February 11, 2009

- Discussion of secondary screening process
- Public outreach/education update

Wednesday, March 11, 2009

- Discussion of initial results on secondary screening process

Note: Public education/outreach phase being planned for January/February 2009; details to follow.

**RESERVES STEERING COMMITTEE
DRAFT MEETING SUMMARY**

September 10, 2008; 9:00 am – 12:00 noon
Metro Regional Center, Council Chambers

Core 4 Members Present: Washington County Chair Tom Brian, Multnomah County Commissioner Jeff Cogen, Metro Councilor Kathryn Harrington, Clackamas County Commissioner Martha Schrader.

Reserves Steering Committee Members Present: Bob Austin, Chris Barhyte, Shane Bemis, Jeff Boechler, Craig Brown, Katy Coba, Rob Drake, David Fuller, Karen Goddin, Judie Hammerstad, Mike Houck, Tom Hughes, Kirk Jarvie, Gil Kelley, Charlotte Lehan, Greg Manning, Sue Marshall, Mary Kyle McCurdy, David Morman, Alice Norris, Lainie Smith, Richard Whitman.

Alternates Present: Bob Clay, Jim Johnson, Donna Jordan, Richard Kidd, Jim Labbe, John Pinkstaff, Lidwien Rahman.

Also Present: Roger Alfred, Judy Andreen, Frank Angelo, Jeff Bachrach, Ed Barthelemy, Kathy Barthelemy, Chuck Beasley, Dick Benner, Jim Bernard, Tom Bouillion, Carol Chesarek, Nick Christensen, Mark Clemons, Karol Collymore, Danielle Cowan, Brent Curtis, Mike Dahlstrom, Gordon Davis, Dan Drentlaw, Mike Duyck, Mark Greenfield, Julia Hajduk, David Halseth, Jon Holan, Tony Holt, Jim Hough, Jack Isselmann, Adelle Jenike, Vern Johnson, Joyce Kolkman, Sam Lowry, Art Lutz, Tom Maletis, Diann Matthews, Robin McArthur, Doug McClain, Martha Nix, Tim O'Brien, John O'Neil, Mark Ottenad, Ron Papsdorf, Bob Peterkort, Joanne Rigutto, Dan Riordan, Ellen Rogalin, Gordon Root, Doug Rux, Sid Sin, Steven Sparks, Dick Springer, Kimilboshi Sloop, Laurie Freeman Swanson, Thane Tienson, Alwin Turiel, Matt Wellner, John Williams, Terri Wilson, Karen Withrow.

Facilitation Team: Debra Nudelman, Aurora Martin.

I. WELCOME AND INTRODUCTIONS

Deb Nudelman called the meeting to order at 9:06 a.m., welcomed everyone, made brief introductory remarks, and asked attendees to introduce themselves.

Deb provided an overview of the agenda and meeting materials, and asked for comments or amendments to the August meeting summary. There being no amendments, the summary was adopted as final. Deb informed the group that a photographer was taking photos for Jim Gilbert and the Molalla Pioneer newspaper. She then asked for updates since the last Steering Committee meeting.

Gil Kelley reported that he wrote a memo expressing the concerns he raised at the August 13 Steering Committee meeting about the underlying sequence and timing of decisions in the Steering Committee process. He will provide this memo to Steering Committee members by email in the next day or two.

Deb Nudelman then asked for public comment.

II. PUBLIC COMMENT FOR NON-AGENDA ITEMS

Judie Andreen, Hamlet of Beavercreek, reminded the Steering Committee of the Rural Perspectives folder she handed out at the August 13 meeting. She then read a letter written by Christine Kosinski titled “Putting the Cart Before the Horse” highlighting concerns about uncontrolled traffic in rural areas due to urban development. This letter will be provided to John Williams to post on the Reserves website.

Chris Barhyte asked that future handouts be 3-hole punched.

Jim Gilbert, Molalla Community Planning Organization (CPO), reported that representatives from the CPO were not notified of the proposal to include the area north of Molalla in the study area or invited to talk about, and the decision was made at a meeting where the topic was not included on the agenda. The CPO believes that it should be included in the designation process and asks that the Steering Committee delay approval of that piece until the CPO has had an opportunity to weigh in. He does not feel it is right to make decisions without any input from the citizens. Jim provided copies of an email he sent to Lynn Peterson, Bill Kennermer, and Martha Schrader documenting his concerns.

Joanne Rigutto, Hamlet of Mulino, said she would like to reiterate what Jim said. Without public involvement, she feels that the reserves process is compromised. The citizens need to be brought in to the process when these decisions are made. As a member of the Policy Advisory Committee (PAC), Joanne was under the impression that members of the CPO were informed and knew what was going on but found out later on that they were not. This detracts from the credibility of the PAC’s recommendations. Joanne provided copies of a letter written to the Steering Committee documenting her concerns.

Deb asked that presenters to submit their letters to John Williams so they can be posted to the Reserves website.

III. PRESENTATION OF MAPPING WORK BY BUSINESS STAKEHOLDERS

Greg Manning provided introductory remarks and explained his involvement with the Steering Committee representing business interests. The maps he presented were prepared by Group Mackenzie in coordination with the Portland Business Coalition. These maps represent a preliminary effort to look at development constraints from an industrial and business perspective of the study area. The goal of presenting these maps is to begin prompting the kinds of questions that the Steering Committee will face in the months ahead. The first map depicts the overall reserves study area. The second map attempts to identify existing residentially zoned land, accounting for about 47,000 acres. The third map calls out wetlands and floodplains. Map 4 illustrates topographical areas with slopes of 10% or greater. Sloped areas represent 135,000 acres, and because land areas with 10% slope are not developable for industrial purposes, this is a significant deduction from developable areas.

The fifth map represents current industrial areas, and from an employment clustering mindset, shows possibilities for future growth. Map 6, which was provided to the Steering Committee as a handout, combines all the development constraints from each of the previous maps. The white

areas on this map are “opportunity areas” for industrial development, which, based on GIS data, do not have commercial constraints.

Greg Manning noted that in the past few months, there has been discussion about the urgency of the Steering Committee’s work. The June 2009 deadline for recommending urban and rural reserves is quickly approaching, and Greg believes the effort put into these maps calls out the challenge of determining urban and rural reserves. There will have to be tradeoffs that will likely be difficult for all parties involved. Greg feels the Steering Committee should continue its holistic approach to mapping both urban and rural decisions. These maps are a preliminary first step, and have raised additional questions about whether current infrastructure can be mapped, if more detailed slope data is available, how these maps relate to agricultural needs, and how these maps compare with residential constraints. Greg feels these maps provide the Steering Committee with very workable constraints and expressed his interest in the Core 4 helping the Steering Committee to continue these efforts.

Rob Drake said that the mapping presentation shows the Steering Committee a perspective it may not have seen before. Rob believes the region is wrestling with a housing balance, and he thinks it has been short of industrial land. However, he believes it will be detrimental if industrial lands are not located near residential areas.

Greg Manning agreed. Residential data has not been part of the analysis so far, but it would be easy to imagine a map which included population densities as well as industrial lands.

Kirk Jarvie noted that the maps refer to each of the layers as constraints, but that some of the layers, such as slopes, are actually barriers. Other layers, such as wetlands and floodplains are constraints. He also cautioned against the use of the National Wetlands Inventory maps to determine the wetlands and floodplains as they tend to underestimate the data. Kirk suggested using hydric soil mapping as well, which may overestimate the data but would provide a range with which to work.

Greg Manning said he appreciated the comments, and as Group Mackenzie was volunteering their time, he had just wanted to start a conversation.

Chair Brian asked how many developable acres are available if the constrained lands are taken away from the 404,000 acres of the overall study area.

Greg Manning noted that the mapping exercise provides a rough estimate and he is loath to attach numbers to it. A review of the maps shows about 50 to 60% of the study area is constrained under the factors identified in the maps.

Chair Brian said that this defines and brings into focus the nature of our challenge. The lands most desirable for business are also the most desirable for agriculture.

Craig Brown raised the concern that these maps do not include the impact of the Nature in Neighborhoods program, which will protect some upland habitats in addition to the riparian areas already identified. As an example, this map does not include forests, which will be looked at in the Nature in Neighborhoods areas. A lot of the white areas on the map might have trees and consequently might not be available for development, and this will not be known until after the

UGB has been expanded. He said it is also important to realize that even though there is property that looks as though it could not be developed, that is not necessarily true.

Greg Manning reiterated that this is a first pass at the data. He hopes that counties and cities will help provide more refined information before the Steering Committee attempts to make reserves decisions.

Sue Marshall requested that all the maps be posted to the Reserves website. She noted that not all wetlands, floodplains, and upland areas are covered by regulatory overlay and protected from development. Unless there is regulatory overlay, those areas are subject to development.

Judie Hammerstad said the Steering Committee needs to recognize that there will not be a job and work balance, however there does need to be a transportation balance to ensure adequate transportation. She noted that does not necessarily refer to roads.

Gil Kelley said he is looking forward to refinements in the maps and pointed out that the process will not jump directly from these maps to making policy choices. The other piece needed before making policy decisions is to discuss the demand side of the equation, including what lands are suitable for industry and what kinds of land will be needed for the jobs coming to the area.

Greg Manning agreed that refill rates, population and employment forecast expectations, and types of jobs all factor into this conversation.

Mike Houck noted that this mapping data needs to be interpreted cautiously. Under current regulations, the land depicted on the map as constrained areas is not necessarily protected from development. Until there are regulations on those lands, they are still open for development.

IV. URBAN AND RURAL RESERVE STUDY AREA ENDORSEMENT

Ellen Rogalin, Clackamas County, provided an update on additional public feedback received since the August 13 Steering Committee meeting. 17 additional comments, which were included in the meeting packet, reiterate the feedback already received. Ellen thanked 1000 Friends of Oregon for passing out the *Blueprint for Oregon's Future* flyers, and she asked that groups inform the Core 4 of any outreach efforts they conduct so that the Core 4 can be of assistance. Ellen reminded the Steering Committee that the public involvement officers are available to support the Steering Committee and the jurisdictions, and they welcome feedback and suggestions from Steering Committee members.

Mike Houck asked if public involvement staff were duplicating tools used in the 2040 planning process, such as a phone hotline. He recalled that over 17,000 comments were received during that process.

Ellen Rogalin responded that the high number of comments were in response to a mail-in survey. Public involvement staff are trying to collect as much feedback as possible and are expecting more input as the process moves closer to decision points.

Sue Marshall noted that there was concern about how communities are involved in the public involvement process. She believes those communities need to be engaged in dialogue and provided with more contacts to urban and rural reserves designations.

Councilor Harrington noted that the cities around the region are very engaged in the continuing and ever evolving health and welfare of the community.

Deb Nudelman asked for each of the Core 4 to provide updates from their jurisdictions.

Commissioner Schrader provided an overview of how the Core 4 and their boards will make recommendations and decisions in the urban and rural reserves process. She restated that this is an iterative process. Core 4 will bring the new information and possible endorsement from this meeting to their respective boards to receive final feedback from those groups. She said she hopes the Steering Committee can move forward with an endorsement today with the understanding that the Core 4 will have more conversations with their boards and there may be additional changes made to the study area map.

Councilor Harrington said that each of the Metro councilors is working with the counties and communities, so reports will be made specifically from the county coordinating efforts.

Commissioner Cogen reported that the Multnomah County Citizen Advisory Committee reviewed the proposed study areas in Multnomah County and endorsed this as the study area without change.

Chair Brian reported that the Washington County Reserves Coordinating Committee voted unanimously to endorse the area as depicted. There were a few comments but the board is satisfied that there is still possibility to change. The board plans to hear what the Steering Committee concludes and make next steps with that information in mind.

Deb Nudelman drew attention to the use of the word iterative. Core 4 want to make sure that their boards have the opportunity for public comment. Those comments will be taken to the counties and then brought back to the Steering Committee. The question being asked at this meeting is if this broad study area can be endorsed, or if there is anything else Steering Committee members need to discuss with their constituents. The critical piece to understand is that it is the Core 4's job to take the Steering Committee's endorsement to their boards to get board support and comment, and then share any feedback from the boards with the Steering Committee.

Katy Coba asked if the endorsement will include the study area with the disputed area near Molalla.

Commissioner Schrader suggested that the study areas be endorsed as is with the understanding that it is an iterative approach. She will take the discussion back to the City of Molalla and the study area may change based on those conversations with the community.

Katy Coba asked for clarification as to whether the map includes the area near Molalla.

Commissioner Schrader said no, the map does not include the area near Molalla. Multiple outreach activities were conducted, however some people are feeling that they were not included in the process. Commissioner Schrader will work with those citizens to make sure everyone feels included.

Katy Coba said it is important to remember that just because an area is in the study area does not mean that land will be designated as an urban or rural reserve. In fact, some areas will not be designated as reserves at all.

Commissioner Schrader thanked Katy for her comment. Commissioner Schrader will be having meetings with the cities, as well as a retreat with Clackamas County municipalities to understand the aspirations of the municipalities and resolve the concerns over the disputed study area near Molalla.

Katy Coba said she feels this is an important topic to revisit at the next Steering Committee meeting.

Craig Brown asked for clarification that endorsement of this initial study area does not preclude modifying the area in the future if necessary.

Commissioner Schrader confirmed that this study area can be modified because the process is iterative.

Judie Hammerstad noted that the Steering Committee has been looking at the gross area but is now moving forward to urban, rural, and undesignated areas. She thinks it is time to review study areas such as the UGB conflict at Stafford. Judie views this as opportunity to look at the whole area and determine what areas will be included in the UGB first. She does not think areas should be excluded from review.

Gil Kelly said it would be good to have a one-paragraph statement explaining what the Steering Committee endorsement means. He suggested that the explanatory statement be ratified at the October 8 Steering Committee meeting.

Deb Nudelman urged that the Steering Committee not write a paragraph, but instead asked that she be allowed to articulate verbally what the endorsement means.

Gil Kelley clarified he was not suggesting tabling the endorsement decision and instead wanted articulation of what is being agreed to.

Deb Nudelman asked that the facilitation team try to articulate the statement in the meeting summary, and language can be refined at the next Steering Committee meeting if needed.

Commissioner Schrader said that the endorsement is in effect saying that this is the study area that we are looking at. The study area is a broad swath and the Core 4 will continue to take information back to their boards for review. She said that she is only asking that the Steering Committee understand she will be looking at some local issues.

Bob Austin said he is happy to hear how the county commissioners will be addressing comments from the CPO. He was reminded of the criterion for designation of determining if there is threat of development around cities. He said he hoped thoughts from cities will be taken into account and addressed.

Lainie Smith noted that she finds the process confusing because the check mark is being represented in different ways. She feels it would be easier to say that there is no decision about Molalla right now, however it will be revisited at the next meeting. She does not feel the study area near Molalla should be excluded from the study area, as it is just a study area. There is a consistency issue that seems to be coming into question.

Greg Manning followed up on Craig's comment. Greg noted that we have a fairly broad-based general concurrence with the study area. A lot of outreach has been conducted and there is general concurrence with the scope of the study area. There is a set of concerns and caveats being heard from the constituency at this time concerning topics such as land constraints, infrastructure needs and flexibility of employment lands, however there is broad-based support for moving ahead.

Katy Coba said she thinks the Steering Committee will potentially have to face the question of what constitutes a revision to study area again. She does not need an answer today, but it is something to think about.

Chair Brian noted that he feels there are two kinds of revisions to areas. The first is due to working out some of the specific issues that are understood. The second is in response to our information becoming more accurate and the unknowns becoming known. The group reserves the right to get smarter. There needs to be flexibility and an understanding that it is okay to have a discussion about amending the study area.

Tom Hughes said he understands the need for flexibility, however he is concerned about how to explain this to constituents if the Steering Committee says it is endorsing study areas that will be narrowed down except in areas where they will be expanded. Tom asked when the iterations will stop.

Councilor Harrington responded that the iterations will stop at the end of Phase 3. This group reserves the right to get smarter and obtain more information throughout the process and ensure that all the information will be reviewed when making decisions.

Commissioner Schrader said this is an example of the complexity of the process. The Molalla piece has to be vetted with the board and Clackamas County, and Commissioner Schrader believes this issue will be resolved by the next Steering Committee meeting once conversations with these groups occur.

Katy Coba noted that there should be a high and clear bar to reach when changing study areas in the future.

Deb Nudelman asked for further comment and discussion concerning the urban and rural reserve study area. There being none, she brought attention to the *Key Milestones for Designating Urban and Rural Reserves* chart. The action being requested today is represented by the blue "Reserve study areas endorsed" box on this chart. Endorsement of the study areas indicates that you are comfortable moving forward with concurrently looking at the possibility of both urban and rural reserves designations on the lands within the study area. Inclusion of other inputs such as transportation, regional infrastructure, and local aspirations will be reviewed and included in determining recommended reserve areas by spring 2009. Deb asked members of the Steering Committee to raise their tentcards if they were unable to endorse the study area. Seeing no tentcards, the group's decision was unanimous for the endorsement of the study area. [Decision Point]

V. **NEXT STEPS IN STUDY AREA SUITABILITY ANALYSIS AND MAKING THE GREATEST PLACE WORK PROGRAMS**

Deb Nudelman called attention to the *Shaping the Region for the next 50 years* brochures that were originally handed out at the open houses and are available through Core 4 staff. She then introduced Chuck Beasley to discuss Phase 3.

Chuck Beasley provided an overview of how the suitability analysis will be conducted. This process is moving from Phase 2 to Phase 3, a move represented by the center box of the *Key Milestones for Designating Urban and Rural Reserves* chart. The suitability analysis will examine how the study area lands meet the needs of the factors. The technical team wants to provide information and a common frame of reference to allow the Core 4 to make decisions. To do that, the technical team is working with a set of 25 subareas. The technical team will present their findings in a matrix accompanied by a technical memo that provides the basis for ratings for each piece.

Topic areas to be considered and reviewed include infrastructure, natural resources, transportation, and forests, among others. For each of these topic areas, an expert review panel is being organized to provide input and advice to the technical team and to define the questions that need to be asked. The technical team has discussed strategy about how to proceed in identifying areas where conflicts between urban and rural needs will arise. Maps are available that show the agricultural limits, however more information is needed for determining urban suitability.

Chuck provided one example each of the urban and rural factors. The urban factor example is the efficient use of infrastructure investments. This is one of the early, “big screen” factors of the urban suitability analysis. The expert panel for this topic will be composed of service providers from around the region who have detailed knowledge of the service areas. The technical team plans to evaluate and rate areas on an order of magnitude, from very efficient to not efficient. This information would be incorporated into the matrix to explain choices.

The rural factor example is whether or not land is suitable for long-term agricultural use relative to conflicting uses that would impact long-term resource management. This is also known as the buffer factor. The expert panel will be composed of resource management agency staff, and they will be tasked with assessing how the edges of the rural reserves boundary relate to existing physical boundaries and whether or not these uses are compatible.

Rob Drake noted that there has been discussion at MPAC about the UGB expansion and how best to serve people. He recalled that during the last legislative session, a boundary expansion was asked for through 2010 and the inclusion of some properties into the UGB has been in discussion for a while. Rob asked if there will be a priority ranking for the properties that have been in play for some time and have money invested in them for development. He thinks it is logical that those properties would be set aside and not included in the reserves designations.

Chuck Beasley responded that this process is completely new. Evaluations are based on a set of factors that were outlined by the legislature. If certain areas have already been studied extensively, it seems that those areas will have a lot of information available to make designations. There are, however, no special areas.

Councilor Harrington noted that the Reserves Steering Committee is only looking at what land will be a reserve and what will not be.

Charlotte Lehan said that in the 2004 industrial land study, it was assumed that if land was near a city, it had infrastructure available. Charlotte noted that just because a sewer line is adjacent to land, does not mean it has the capacity to serve that area. She asked if that engineering information will be examined as well as the service providers' level of commitment to provide services.

Chuck Beasley said the technical team will be relying on the service providers to answer those types of questions.

Lainie Smith said that having service providers provide high, medium, and low rankings to land areas might not reflect the true needs and available services. Once potential urban reserves have been identified, the fact that some services are more expensive will need to be looked at as well.

Alice Norris mentioned the idea raised at the August 13 meeting of designating rural reserves first. She asked what the timing is for how these analyses will proceed. She asked if the desires of a group of participants who might be willing to have land designated as urban or rural reserves will be factored into the analysis or if that property will be analyzed the same as other properties.

Chuck Beasley responded that this is a technical analysis, and the technical team will remain as objective as possible. The desires and needs of people is part of the outreach work and not the technical work. In terms of designating rural reserves first, anything within three miles of the UGB could be chosen.

Alice Norris asked if that would be a Core 4 decision that would be referred to the Steering Committee.

Chuck Beasley said the counties could do that, however he does not think that would happen. Everyone wants to see what areas would be great for urban and rural reserves and what the best use is for the land in the region.

Gil Kelley encouraged the technical team to think about the ability of urban reserves to serve high-capacity transit.

Councilor Harrington said that in the description of the process Chuck provided, she was reminded of information handed out at previous meetings. Phase 3 will continue through April and there is a process of screening factors. This is an iterative process, moving from the large study area map to smaller, more specific study areas. On the agenda for the December 10 Steering Committee meeting is a presentation of the initial study area suitability results, so the Steering Committee will be hearing some of this information.

Chuck Beasley said that this process is new and it is unclear what the process will look like, so it will be critical to report on information about the work to the Steering Committee.

Councilor Harrington said that in subsequent iterations, our confidence will increase about what we are looking at.

Mike Houck noted that there are significant landscape changes due to climate change. He said that asking engineers to provide simulations will provide one response, and asking experts in green infrastructure will provide different perspectives and approaches. He asked if people experienced in looking at those alternatives are being included in the expert panel as well.

Chuck Beasley said he does not have an answer to that question. He said the technical team has discussed whether or not conversations of experts will take place region-wide to account for those perspectives.

John Pinkstaff agreed that it is important to have more input and information from all angles. The service providers need to be included in the panel to determine whether or not services can be made available. It might also be helpful to include engineers from the development side to do due diligence and advise clients if it will be feasible to provide their services. Engineers could also provide scope to show developers how much it would cost to upgrade the system. John also suggested adding the expertise of someone with knowledge of wetlands.

David Morman reminded the Steering Committee that rural means forestry land as well. He appreciates the descriptions of the technical process, and noted that it would be more helpful to have some of this in writing. He requested that the technical team provide a chart or memo that explains what the workplan is, where the 25 subareas are located, what the matrix will look like, who the experts will be, and what is the schedule and duration of the process.

Charlotte Lehan said that service providers might have some concerns about the infrastructure. They have commitments to existing developments that are either under way or planned, so having an engineer say that something is possible might not give the whole answer. This is not just a technical question.

Chris Barhyte asked how this process will determine what businesses need and what will attract them to the area. This is a world economy, so even if we designate the industrial lands, how can we provide what those businesses will want. He asked at what point that question will be answered.

Chuck Beasley said the technical team does not have an answer and will have to review that concern. Chuck noted that the subareas are simply meant to provide a reference to the technical team and will not have an impact on the designation of study areas.

Deb Nudelman said it is critical to know that the Core 4 staff is working hard on Phase 3 tasks and wants to provide sufficient information to build credibility for the methodology. Deb urged the Steering Committee not to stop pushing the technical team to continue having the highest level of credibility in their work. Staff will provide a technical memo at the next meeting explaining the Phase 3 suitability analysis work. *[Action Item]*

Brent Curtis reminded the group that it can review the study area for both urban and rural attributes, however at the end of day it needs to know how much land will be required over time. Brent referred to the *Framing Growth Forecasts in the Context of Urban Reserves* document which outlined that Metro would present long-term population forecasts by the end of May, and break down those projections by timeframes and subareas. Metro will provide revised 2035 and 2060 projections by the middle of September, which will also allocate the overall population and employment to

different subareas. This will be an iterative process to see how we will accommodate growth to 2035 and then to 2060.

Brent noted that different subareas will have different ways of looking at those numbers. One way is to take the different numbers and engage at a technical level, looking at the geography of an area and determining what existing plans call for. Another way is to look at aspirations by local governments and see which governments are interested in taking on more growth within existing cities. The Steering Committee has been working at a leisurely pace up to this point. However, at the technical and policy level, there is now going to be a lot more urgency. A combination of both the bottom-up and the top-down approaches will be used to determine what growth is needed inside the boundary as well as outside the boundary.

Councilor Harrington recognized that particularly the mayors know that they and their staff have been very engaged with Metro on Making the Greatest Place, and she does not think that they have been working at a leisurely pace so far. However, she said that this process will now go into hyperdrive mode. Councilor Harrington reviewed the *Regional Choices Engagement: Framing Our Choices* handout that illustrates the other work being conducted. MPAC and JPACT is going over some of the information, and scenarios will be discussed at meetings in October and November.

Brent Curtis noted that Chris Barhyte had raised a question about population and employment numbers. Metro has proposals that take a closer look at what the underlying employment needs are. There are also economic development organizations that are looking at short-term plans. The Steering Committee has the benefit of advice from these groups we move forward.

Chair Brian referred to the December 10 meeting listed on the *Regional Choices Engagement: Framing Our Choices* document and asked how the group will be positioned to make decisions about preferred policy choice alternatives given the need to determine the needs from everyone.

Councilor Harrington responded that it refers to information passed out from previous JPACT meetings that included scenarios work. The December 10 meeting is taking the scenario work from the sequence of previous meetings. This action, however, is not a decision of the Steering Committee.

Deb Nudelman noted that this discussion is included in the Regional Choices Engagement Architecture piece. This work includes defining strategies and priorities and will progress into refining choices.

Mary Kyle McCurdy raised a concern about local aspirations. She noted that scenario planning is taking into account a longer timeframe than the current 20 year time frame used in land use planning. She noted that local aspirations from 40 to 50 years ago are very different than the aspirations of today, and it is important to make sure future aspirations are able to change in scenario planning.

Deb Nudelman said that the staff is having the same concerns and is working to address them.

Deb Nudelman noted that Core 4 staff has indicated there is a chance the October 8 meeting will be canceled and will inform Steering Committee members by email if that happens. Deb noted that the upcoming October, November, and December meetings all have check points, and she encouraged

Steering Committee members to push back if they feel they are receiving too much or too little information.

Judie Hammerstad announced that the Big Look process has finished all the stakeholder meetings and is starting to hold town hall meetings. The first will be held September 18 from 6:30 to 8:30 pm at Portland State University.

Katy Coba asked if dates have been set for the Steering Committee meetings in 2009.

Deb Nudelman confirmed that staff is working on putting together a calendar. [Action Item]

VI. SUMMARY

There being no further business, Deb Nudelman adjourned the meeting at 11:52 am.

Respectfully submitted by Kearns & West.

ATTACHMENTS TO THE PUBLIC RECORD FOR SEPTEMBER 10, 2008

The following have been included as part of the official public record:

AGENDA ITEM	DOC TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
2.	Letter	Undated	“Putting the Cart Before the Horse” Submitted by Christine Kosinski	091008rsc-01
2.	Email	7/29/08	RE: Urban Reserve Study Area from Jim Gilbert to Lynn Peterson, Bill Kennermer, and Martha Schrader	091008rsc-02
2.	Letter	Undated	From Joanne Rigutto to Reserves Steering Committee	091008rsc-03
3.	Map	9/4/08	Metro Reserves Study Area: Map 6 Development Constraints	091008rsc-04
4.	Flyer	6/2/08	1000 Friends of Oregon Blueprint for Oregon’s Future	091008rsc-05
5.	Brochure	Undated	Urban and Rural Reserves: Shaping the Region for the next 50 years	091008rsc-06
5.	Document	Undated	Regional Choices Engagement: Framing Our Choices – Fall 2008	091008rsc-07



METRO

Regional Choices Engagement: Framing Our Choices -- Fall 2008

During the next two years, your elected regional and local leaders must answer these questions:

- What investments are needed to create jobs and livable communities?
- What transportation improvements are needed and how do we fund them?
- Where and how will the Portland metropolitan area grow during the next 40 to 50 years?

This fall, the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) will hold joint meetings to discuss the consequences of various investment choices.

Event: The Future is Here: Is Business As Usual Good Enough?

Date: Wednesday, Oct. 8

Time: 4 to 7 p.m. (Oregon Convention Center)

Audience: Mayors, city councilors, county commission chairs, and county commissioners; candidates; local planning commissioners; MPAC and JPACT members; local government staff; stakeholders; neighborhood association/CPO leaders

Location: Oregon Convention Center

Choices:

- How do demographic, economic and societal trends affect our land use, transportation, and investment choices?
- What effect does climate change have on our decisions? How do our decisions affect how much it costs people to travel and the quality of the air we breathe?
- How do land use choices affect transportation choices and vice versa?
- Can we work collaboratively to position this region to meet current and future challenges?

Event: Joint MPAC/JPACT meeting on Land Use and Investment Choices

Date: Wednesday, Oct. 22

Time: 5 to 7 pm (Oregon Convention Center)

Audience: MPAC and JPACT members and alternates

Location: Metro

Choices:

- What are the results of testing different land use policy and investment choices? What are the results of a business as usual approach? What are the consequences of delays in funding for infrastructure in recent UGB expansion areas and if infrastructure is not available to support future expansions? How might targeted public investments stimulate activity in the region's corridors and centers?

Event: Joint MPAC/JPACT meeting on Transportation and Investment Choices

Date: Wednesday, Nov. 12

Time: 5 to 7 pm, (Oregon Convention Center)

Audience: MPAC and JPACT members and alternates

Location: Metro

Choices:

- What are the results of testing different transportation policy and investment choices? What happens if we focus investments on roads? What happens if we focus investments on transit service? What happens if we initiate tolling on certain roads?

Event: Joint MPAC/JPACT meeting – Bringing It All Together

Date: Wednesday, Dec. 10

Time: 4 to 7 pm, (Oregon Convention Center)

Audience: MPAC and JPACT members and alternates

Location: Metro

Choices:

- What affect do different land use, transportation policy and investment choices have on each other?
- Action: Select policy choices to create preferred alternatives



Reserves Steering Committee 2009 Meeting Schedule

The Reserves Steering Committee will meet once each month during 2009. These meetings are usually held on the second Wednesday of the month from 9:00 a.m. to noon.

Wednesday, January 14
9:00 a.m. to noon

Wednesday, February 11
9:00 a.m. to noon

Wednesday, March 11
9:00 a.m. to noon

Wednesday, April 8
9:00 a.m. to noon

Wednesday, May 13
9:00 a.m. to noon

Wednesday, June 10
9:00 a.m. to noon

Wednesday, July 8
9:00 a.m. to noon

Wednesday, August 12
9:00 a.m. to noon

Wednesday, September 9
9:00 a.m. to noon

Wednesday, October 14
9:00 a.m. to noon

Wednesday, November 4
9:00 a.m. to noon

Wednesday, December 9
9:00 a.m. to noon

For more information about this schedule, please contact John Williams at 503-797-1635 or John.Williams@oregonmetro.gov.



Portland Multnomah Food Policy Council



Dan Saltzman
City Commissioner

Jeff Cogen
County Commissioner

Chair

Weston Miller

Vice-Chair

Gregory Lee

Members

Mary Bedard
David Beller
Richard Benner
Ecole Copen
Noelle Dobson
Debra Lippoldt
Wisteria Loeffler
Corliss McKeever
Michael Paine
Mellie Pullman
Eric Sopkin
Sharon Whalen



721 NW 9th Ave.,
Suite 350
Portland, OR 97209
Ph: 503.823.4225

November 2008

To: Reserves Steering Committee
From: Portland Multnomah Food Policy Council

The Portland Multnomah Food Policy Council (FPC) is a joint body established by the City of Portland and Multnomah County in 2002 to advise the two local governments on food policy. The Council brings citizens and professionals together to address issues regarding food access, land use planning issues, local food purchasing plans and many other policy initiatives in the current regional food system

City Commissioner Dan Saltzman is the liaison between the FPC and the city; County Commissioner Jeff Cogen is the liaison between the FPC and the county. The work of the Council is supported by the Portland Office of Sustainable Development and the Multnomah County Department of County Management's Sustainability Initiative.

Among the many dimensions of food policy on which the FPC has been asked for advice by the city and the county are food security and the viability of local farms. The convergence of large forces – global climate change; oil supply uncertainty; growing concern about the safety and security of the nation's food - with the region's new effort to designate "urban reserves" and "rural reserves" has focused the attention of the FPC on direct-market farms in the region. These are the farms that deliver food to the farmers' markets in the region, to "subscribers" of community-supported agriculture (CSA); to restaurants that emphasize fresh, local food; to farm stands along rural roads; and directly to grocery stores without passing through wholesalers.

It was not long ago that direct-market farms were a blip on the screen. But in recent years, the direct marketing sector of agriculture has grown dramatically in the state and in the metro region. The number of farmers' markets in Oregon has grown from 10 in the early 1990s to nearly 80 in 2006. There are 37 in the metro region, 15 in Portland alone. The Oregon Department of Agriculture (ODA) estimates statewide sales at farmers' markets at between \$30 and \$50 million a year. (*The State of Oregon Agriculture; Report to the Governor and the 2007 Legislative Assembly*, January, 2007, p. 37.)

The recent report on farmers' markets in Portland indicates that the markets are flourishing and growing steadily. Collectively, the markets sold \$11.2 million of products in 2007, generating a regional economic impact of \$17.1 million that year. (*Portland Farmers Markets/Direct-Market Economic Analysis* Barney & Worth, August, 2008.)

Over 30 CSAs deliver Oregon grown produce to families in the Portland area. All of these farms are completely subscribed and many are adding additional capacity to service their waiting lists and the burgeoning demand.

(FPC Direct Market Map, page 2)

Money spent on produce from these farms stays in our region.

To assist the four local governments as you designate reserves, the FPC, with help from graduate students at Portland State University, Portland's Office of Sustainable Development and the Oregon Department of Agriculture, produced a map that shows the location of direct-market farms in the three-county region. The map does not purport to show all direct-market farms in the region. For privacy and other reasons, some farmers choose not to disclose location information. The map does, however, show the approximate locations of the great majority of area farms engaging in direct-market operations.

Also to assist the four local governments, the Oregon Department of Agriculture has superimposed its mapping of Fundamental, Important and Conflicted Agricultural Lands on the FPC map of direct-market farms. It is this map we present to the Committee.

The local farm-city link represented by direct-market farms is important for many reasons. The farms supply fresh, local and nutritious food that is essential to public health. Farmers markets are community building blocks that bring neighbors together at the centers of communities. And, the markets, CSAs and farms stands present a very favorable image of Oregon farms to residents of the region, helping to bridge the urban/rural divide.

As indicated by ODA statistics, direct-market farms are a small, but fast-growing segment of the farm economy. For many farms, the direct-marketing opportunity provides a new option for high income that hardly existed 10 years ago. When people buy food from direct-market farms, they help keep those farms viable and successful farms are the best way to keep farmland in production.

There are larger issues at play, as well. It is very likely that, faced with higher fuel costs and the imperative to reduce greenhouse gas emissions, the region will look to nearby farms for an increasing share of its food. Recent studies indicate that buying local can significantly reduce the greenhouse gas emissions associated with the delivery of food.

The American Farmland Trust reports that 86 percent of fruits and vegetables and 63 percent of dairy products produced in the U.S. come from "urban-influenced areas." (*Sprawl Costs*, Burchell, et al, Island Press, 2005, p. 40). These are the farmlands most threatened by urbanization. It is from the "urban-influenced area" outside the region's urban growth boundary that Metro will designate urban reserves. Our region is exceptionally blessed with very productive and high-value land just outside the UGB. Among Oregon's 36 counties, Clackamas ranks number 2, Washington ranks number 4 and Multnomah ranks number 14 in the value of agricultural production (Oregon Agricultural Statistics Service).

In consideration of the economic, environmental, and personal and community health benefits derived from direct market farms, the FPC urges Metro and Multnomah, Washington and Clackamas County to keep this fast-growing part of the region's agriculture in mind when it designates urban and rural reserves.

Metro Farms Engaged in Direct Marketing

City of Portland Office of Sustainable Development

Map Explanation

Farmer Markets

Farms-Vendors

UGB Boundary

Important

Conflicted

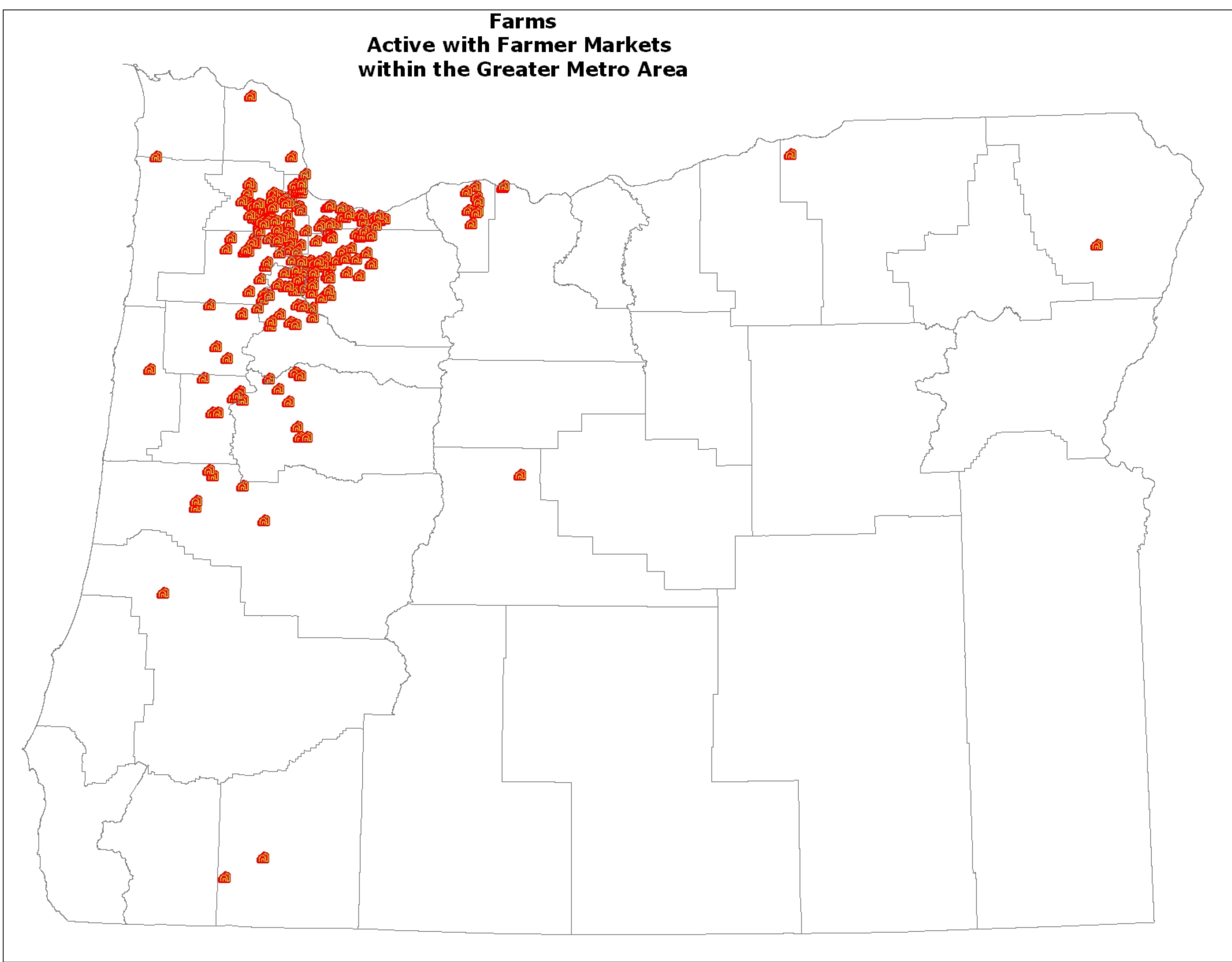
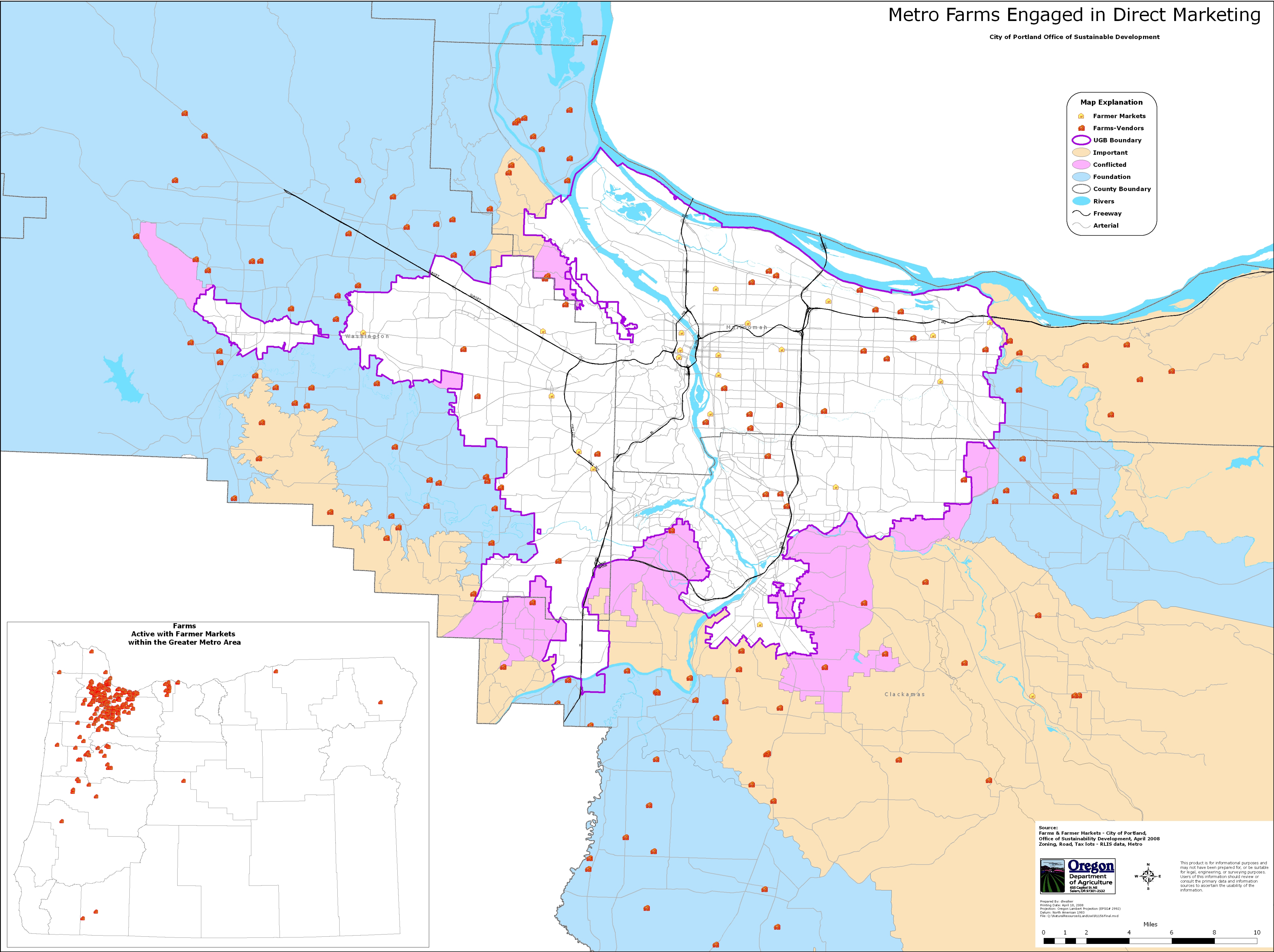
Foundation

County Boundary

Rivers

Freeway

Arterial

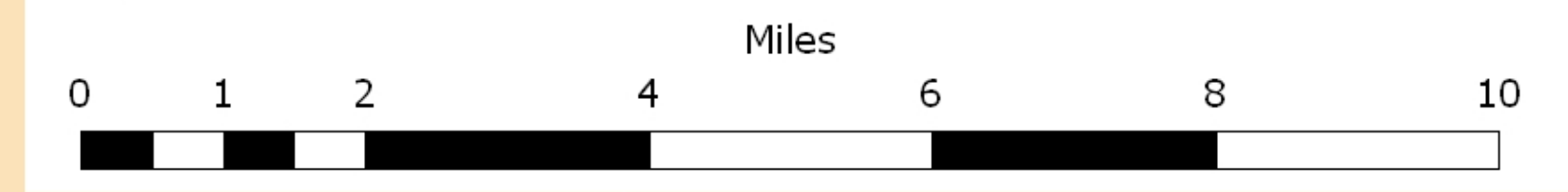


Source:
Farms & Farmer Markets - City of Portland,
Office of Sustainability Development, April 2008
Zoning, Road, Tax lots - RLIS data, Metro



This product is for informational purposes and may not have been prepared for, or be suitable for, legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

Prepared by: dswalker
Printing Date: April 18, 2008
Projection: Oregon Lambert Projection (EPSG# 2992)
Datum: North American 1983
File: Q:\WaterResources\LandUse\01156Final.mxd

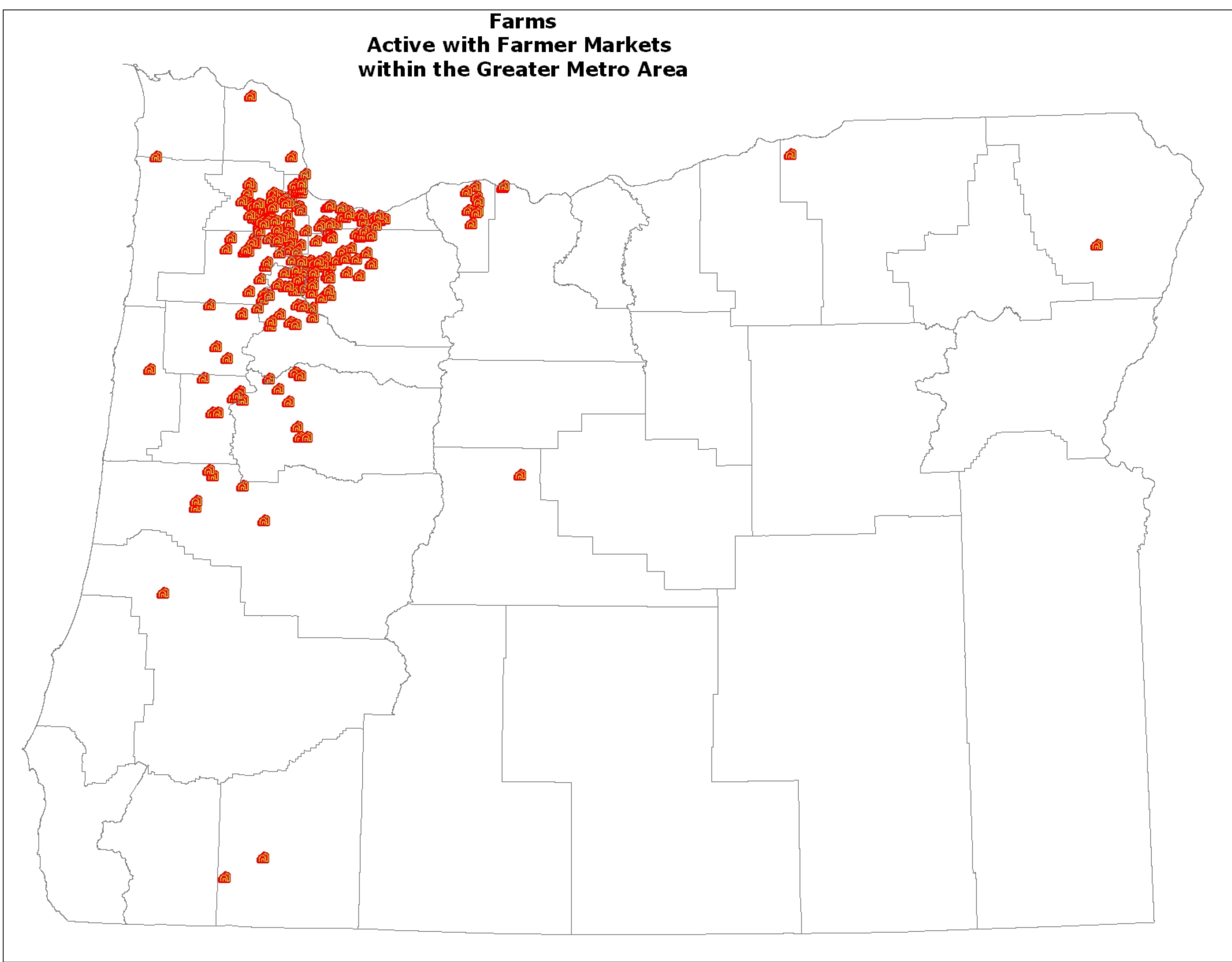
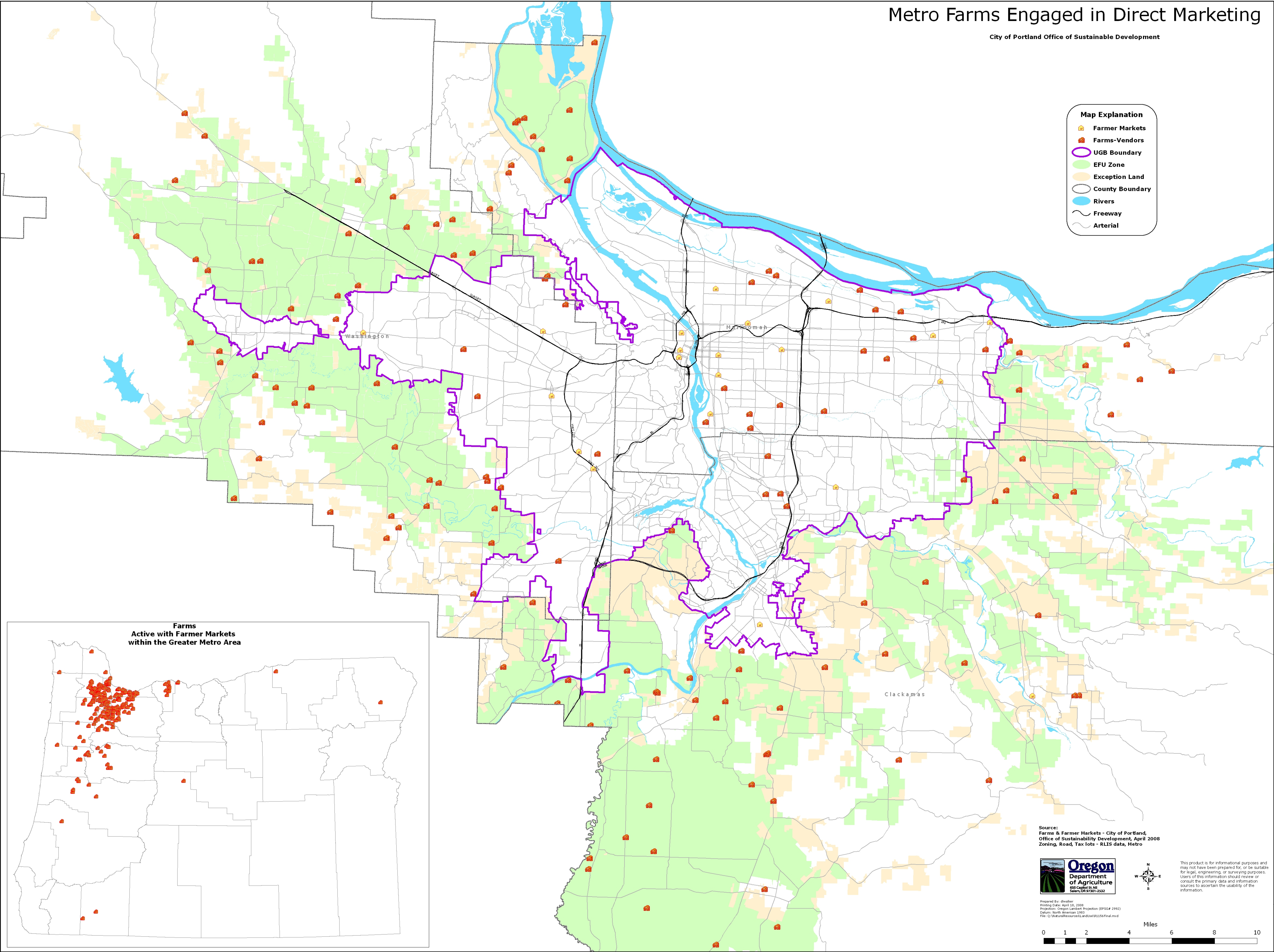


Metro Farms Engaged in Direct Marketing

City of Portland Office of Sustainable Development

Map Explanation

- Farmer Markets
- Farms-Vendors
- UGB Boundary
- EFU Zone
- Exception Land
- County Boundary
- Rivers
- Freeway
- Arterial

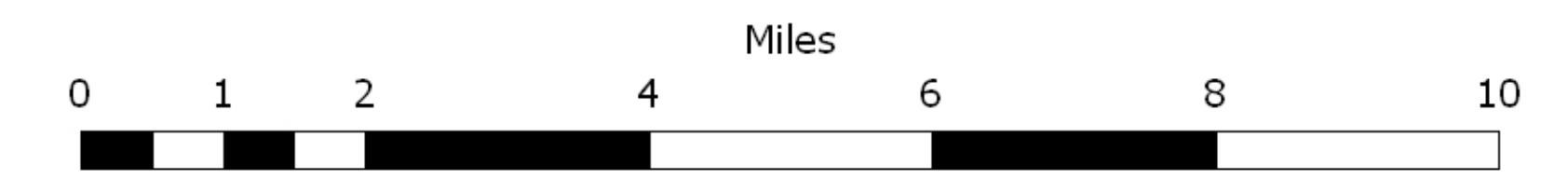


Source:
Farms & Farmer Markets - City of Portland,
Office of Sustainability Development, April 2008
Zoning, Road, Tax lots - RLIS data, Metro



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MEMORANDUM

DATE: November 4, 2008

TO: Councilor Kathryn Harrington, Metro
Commissioner Martha Schrader, Clackamas County
Commissioner Jeff Cogen, Multnomah County
Chair Tom Brian, Washington County
Reserve Steering Committee Members

FROM: Reserves Core 4 Project Management Team

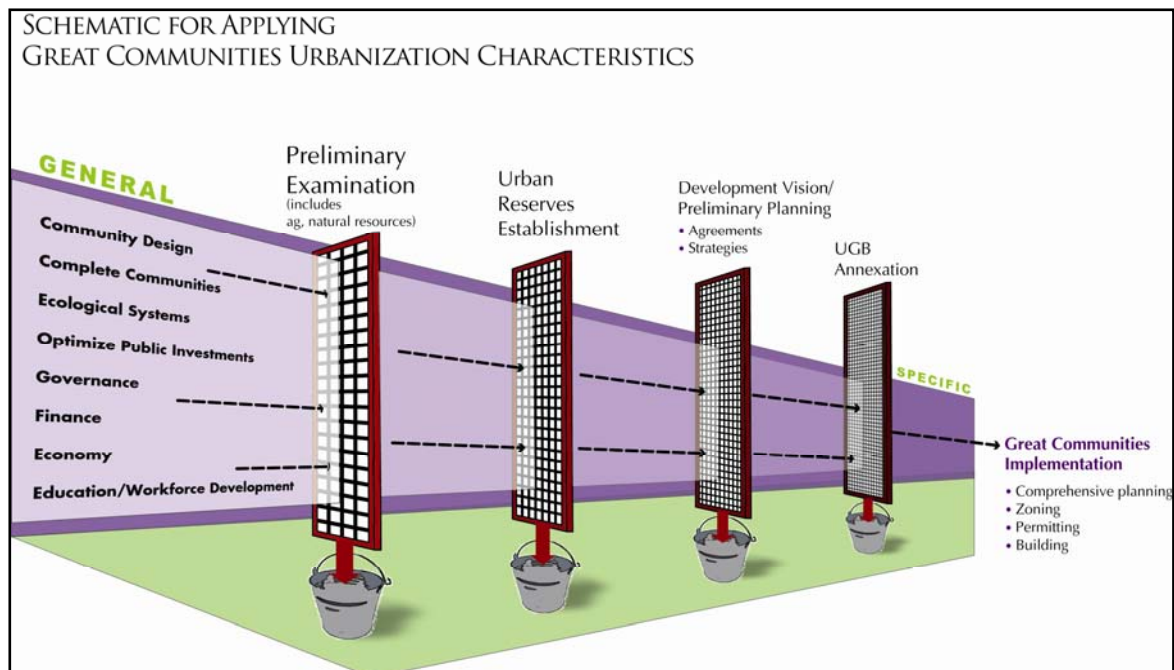
SUBJECT: Reserves Phase 3 suitability analysis work program

Summary

The study area endorsed by the Reserves Steering Committee comprises over 400,000 acres. Phase 3 of the Reserves work program, currently underway, will turn this broad study area into a recommended list of preliminary urban and rural reserve areas by April 2009. The key features of this phase of work are a multi-step, iterative screening approach to suitability and integration with the broader Making The Greatest Place work program. Each feature is described in more detail in this memo, which supplements Chuck Beasley's presentation to the Steering Committee on September 10.

Suitability Analysis

As previously discussed with the Reserves Steering Committee, staff is using several "screens" (recall the diagram below, from the Great Communities Report) to evaluate the suitability of the study area for potential urban and rural reserve designations. The first step is an initial screening of the entire area at a broad landscape scale utilizing certain key factors from the administrative rules. More refined analysis will then be applied to those lands that pass through the first screening in order to develop a prioritized list of reserve areas.



The initial screening will be focused as follows:

- For rural reserves:
 - Overlay mapping of baseline agriculture, forestry, and natural landscape features information. These overlays will identify general patterns in suitability and call out those areas important in more than one of the three basic rural reserve components.
 - Additionally, staff is exploring ways to define what parts of the study area are potentially subject to urbanization (rural reserve factors 2a, 3a). This is a key element of rural reserve designation because areas not subject to urbanization during the planning period need not be protected as rural reserves. The administrative rules provide two options for analyzing this: “as indicated by proximity to a UGB or to properties with fair market values that significantly exceed agricultural values for farm land, or forestry values, for forestry land.” Staff is currently working on both of these approaches.
- For urban reserves:
 - Conducting an initial assessment of serviceability based on broad-scale work with expert groups of service providers from across the region. How efficiently and cost-effectively can infrastructure be provided by appropriate and capable service providers? (Urban reserve factors 1, 3, and 4) What is the range of costs that might be expected in order to provide urban services to various areas? Services covered include transportation, storm drainage, water, sewer, parks, and schools, as defined by administrative rules.
 - Broad-scale mapping of information relating to the potential for urbanization, such as proximity and travel time to existing population and employment centers, and basic development constraints information such as slope, wetlands, and riparian areas. At this stage, this work will be conducted at a broad “landscape” level.

The purpose of the initial screening is to identify preliminary “candidate areas” for both urban and rural reserve designations. Results of the initial screening will be presented to the Core 4, Reserves Steering Committee, and advisory committees in December 2008 and January 2009 for policy direction on the screening process and whether any areas can be eliminated from either urban or rural reserve consideration before the more detailed analysis takes place.

A round of public education and outreach is planned for January/February 2009 to provide a project update to citizens and stakeholders, gather feedback on the initial results of the Phase 3 suitability analysis, and provide information on next steps. Staff is working to develop a plan for this phase of outreach and will be providing additional information at the December Steering Committee meeting.

The second phase of analysis will begin in early 2009, and will build on information gathered in the initial screening. If certain areas have been eliminated following the initial screening, there will now be urban reserve study areas and rural reserve study areas, which will likely overlap. Some areas may not be subject to any additional analysis. Work on the remaining areas will be iterative and will include:

- For rural reserves: refinement of baseline agriculture, forestry, and natural landscape features mapping and analysis of how areas meet all of the rural reserve factors established under administrative rules.

- For urban reserves: use of more detailed development constraints mapping, infrastructure availability information and 2040 design type “building blocks” to arrive at an initial understanding of the potential design and capacity of urban reserve areas (using all eight of the urban reserve factors). This work will include discussion of the positive and negative effects their urbanization might have on existing communities and rural areas.

Thus, at the end of the Phase 3 suitability work, we will have a draft analysis of suitability ratings indicating how each urban and rural reserve area meets the factors provided under administrative rules and an estimate of the potential capacity of the urban reserve study areas.

Integration of Making The Greatest Place program

In order to complete the Phase 3 milestone (“preliminary reserve areas recommended”) it will be necessary to have an estimate of the needed capacity of the urban reserve areas.

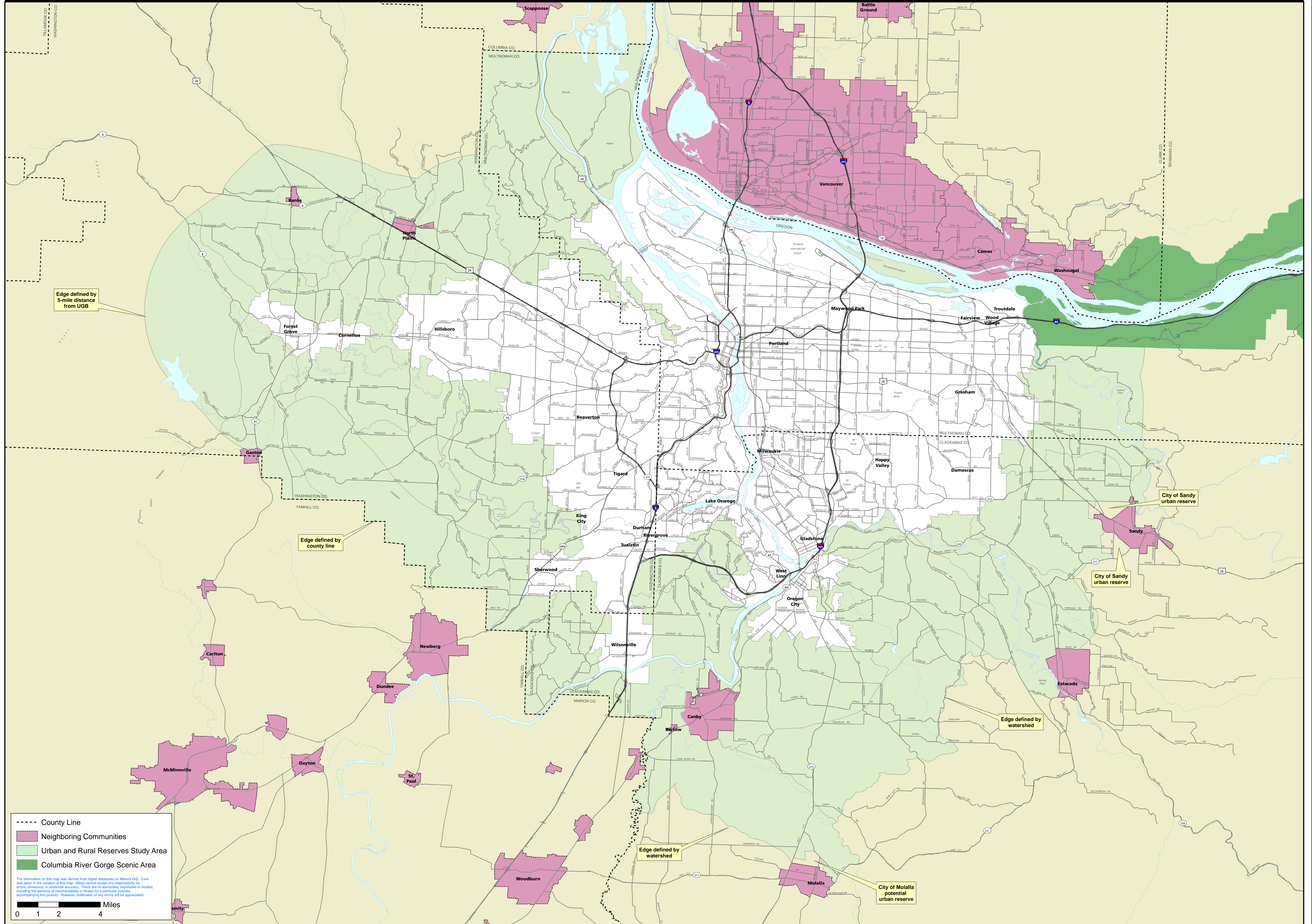
This estimate is dependent on other work taking place during the “Refining Choices” phase of the Making the Greatest Place program. During the Refining Choices phase, the region and local governments will be discussing what combinations of land use policies, transportation policies and investments will best support local and regional outcomes and aspirations. Reserves land supply choices will be a key part of this conversation.

During the Refining Choices phase, several key pieces of information will become available that will allow development of a preliminary list of reserve areas, including:

- January 2009: local government staff will report on aspirations for their communities and the investments and policy changes needed to achieve those aspirations. This is the first step leading to understanding of the capacity of the existing urban growth boundary.
- February 2009: completion of Metro’s Economic and Employment Trends project. This report will identify the key attributes of employment land needed in for future economic growth and will include a demand and capacity analysis of lands within the current urban growth boundary. This work will include a 50-year component allowing for integration into the reserves work program.
- February 2009: release of draft population and employment capacity analysis of the existing urban growth boundary.
- March - April 2009: regional discussion about what combinations of land use and transportation policies and investments will best support local and regional outcomes and aspirations. This discussion will produce a draft direction on these policy choices, which will include the need for urban reserves over a 40-50 year time frame.

Direction on the needed capacity of urban reserve areas will be paired with the study area suitability and capacity analysis to produce a preliminary recommendation on reserve areas, and mark the conclusion of Phase 3 of the Reserves work program.

Phase 4 will refine and finalize those areas and will end with drafting and adoption of intergovernmental agreements between the counties and Metro, in September 2009. Phase 5 (October - December 2009) will focus on technical issues relating to the adoption of code and plan amendments, and results in the actual designation of urban and rural reserve areas by the counties and Metro.



EXECUTIVE SUMMARY

As a number of recent incidents have graphically illustrated, the United States faces an infrastructure crisis of epic proportions. Congressman Earl Blumenauer has observed that the nation has no plan for building the roads, bridges, water and sewer lines, energy facilities, and other physical projects that support our communities.

"We're losing this battle," says Blumenauer. "We're investing less in infrastructure than in any time in our history."



The Portland region is not immune to this serious problem. Past plans that guided investments are outdated. The lack of adequate financing mechanisms has led to maintenance being postponed and neglected. Despite widespread recognition that sound infrastructure is critical to maintaining and enhancing regional economic growth, competitiveness, productivity and quality of life, current approaches to the planning, development and financing of critical community support systems are not working.

To make matters worse, approximately one million more people are expected to live in the seven-county Portland metropolitan area within thirty

JULY 2008



years. The estimated cost of building the public and private facilities needed to accommodate growth in jobs and housing in the three-county Portland region through 2035 is \$27-41 billion. Traditional funding sources are expected to cover only about half that amount. Even if the region does not experience this projected growth, \$10 billion is needed just to repair and rebuild our existing infrastructure.

Systems development charges, gas taxes and other revenue sources are not keeping pace with rising infrastructure costs, while voter-approved tax limitations and other ballot initiatives have crippled the ability of communities to fund these services. Rate-funded services tend to enjoy more stable and predictable funding, but can face significant difficulties in obtaining large amounts of up-front capital needed to make major improvements or expand capacity.



All of this leads to one unavoidable conclusion: we cannot continue to do things as we have in the past. New and creative solutions are essential.

REGIONAL INFRASTRUCTURE ANALYSIS

Expenditures to improve public infrastructure are investments. As with other types of investments, the public should expect a return on its investments in public infrastructure. That return can take many different forms, including quantitative measures such as higher tax revenues, improved housing or more jobs. Other “returns” could include more qualitative benefits, such as strong and livable communities. Although investing in infrastructure is expensive, the return on that investment directly improves the lives of the people who live and work here. Public investment is also necessary to make private investment possible and profitable, and private investment is what ultimately builds great communities.



In 1995, the Portland region adopted the 2040 Growth Concept, a long-range plan to guide future growth and development. This innovative blueprint for the future is based on a set of shared values that continue to resonate with residents of the region: thriving neighborhoods and communities, abundant economic opportunity, clean air and water, choices in housing and transportation, access to nature, and a sense of place that, taken together, are the reason people love to live here.

However, this vision will not become a reality unless we can provide the infrastructure to support it. Local and regional leaders have identified the lack of adequate infrastructure funding as a key barrier to

successfully realizing the aspirations embodied in the 2040 Growth Concept.

To address this issue, Metro initiated a process to identify infrastructure needs, assess the funding gap, and explore financing and other policy options. The analysis focuses on eight infrastructure types needed to make and sustain great communities:

- Civic buildings, parking structures, public plazas
- Energy
- Schools
- Roads, transit, bike lanes and sidewalks (transportation)
- Stormwater
- Urban parks and open spaces
- Wastewater (sewers)
- Water

It is important that the region continue its legacy of coordination among local jurisdictions and the general

public to identify and address the highest priorities for providing infrastructure to serve both existing and future residents. Political leadership and public engagement efforts will be needed to raise awareness of infrastructure needs and issues and garner support for agreed-upon solutions. Metro, along with its local government partners, plays a key role in leading this regional dialogue and building consensus.

The vision of the 2040 Growth Concept is to establish complete communities that include:

- safe and stable neighborhoods for families
- compact development that uses both land and money more efficiently
- a healthy economy that generates jobs and business opportunities
- protection of farms, forests, rivers, streams and natural areas
- a balanced transportation system to move people and goods
- housing for people of all incomes in every community

REGIONAL INFRASTRUCTURE ANALYSIS

Infrastructure planning, development and finance strategies are organized into the following four approaches:

Efficient Service Delivery

Fragmented delivery systems often result in reduced efficiencies. Better coordination among service providers can lead to cost savings through sharing facilities and service delivery, adjusting service areas, merging service districts, and reallocating funding responsibilities for community and regional facilities. Improved maintenance of existing infrastructure systems ensures a maximum return on past investments. Potential strategies include:

- Shared public facilities
- Regional coordination and planning
- Systems maintenance

Demand Management

Reducing the demand for services can help prevent or delay the need for major capacity investments. Components of demand management include focusing growth to use existing capacity first, using pricing and other incentive-based strategies to reduce demand and shift it to off-peak times, and educating the public on conservation strategies. Potential strategies include:

- Compact development patterns
- Peak-use pricing
- Public education and resource conservation

Innovative Planning and Design

Emerging technologies provide opportunities to increase efficiencies and conserve resources over the long term. Investments in research and development of innovative approaches to infrastructure planning, design and construction can make infrastructure systems more sustainable and build community support. Preparing for the impacts of new technologies will result in long-term cost savings. Potential strategies include:

- Infrastructure recycling and reuse
- Sustainable infrastructure (e.g., natural systems, co-generation facilities)
- Emerging technologies (e.g., electric cars and water reuse systems)



New Funding

New funding sources are needed to enable the region to upgrade and replace deteriorating infrastructure systems and provide services to newly urbanizing areas. The region also needs to identify and remove barriers to public and private investments in infrastructure. Communities in the region can work together to secure funds at the local, community and regional levels and to leverage federal and state investments. A regional approach to financing basic infrastructure could help achieve the region's long-term vision. Potential strategies include:

- Pursuit of new state and regional revenue sources
- Public-private partnerships
- Strategic land acquisition

REGIONAL INFRASTRUCTURE ANALYSIS

CONSIDERATIONS FOR MOVING FORWARD

Changing times require new approaches to infrastructure provision and finance. This analysis describes the region's infrastructure challenges and begins to quantify the problem and lay out some options to address the region's infrastructure needs. However, tough questions remain as the region moves forward:

- There will never be enough money for everything – how can we most efficiently guide public investment decisions to strategically target limited resources?



- Can managing demand reduce the need to expand the capacity of infrastructure?
- Are we providing infrastructure services at the most efficient level (geographical or jurisdictional), or are there opportunities to achieve economies of scale or efficiencies?
- How can we best address competing fiscal demands for new infrastructure, maintenance needs, and upgrades of existing facilities?
- Do service providers currently have the capacity to research and share information with counterparts nationally and globally to facilitate the adoption of innovations in service delivery?
- Will incorporating global climate change and sustainability into public messages help manage consumption?

- How can government deepen public understanding of the infrastructure challenges and increase public support for infrastructure finance?

RECOMMENDATIONS FOR ACTION

The time is right for decisive action by elected and appointed leaders across the region to address our infrastructure needs. Recommended actions:

- Coordinate regional partners to identify state legislative changes that would increase our capability to finance regional infrastructure needs.
- Convene regional partners to explore opportunities to implement solutions that increase efficiency and better manage demand.
- Increase public awareness of infrastructure needs and the importance of setting priorities with limited resources.
- Recognize return on investment when making public investment decisions in both urban and newly urbanizing areas.
- Encourage and facilitate implementation of new technologies that increase the efficiency and sustainability of infrastructure systems.



Strategic Advisors:

J. Ned Dempsey, John Petersen, Karen Williams

Materials following this page were distributed at the meeting.

MEMO

November 10, 2008

To: Reserves Steering Committee
From: Gil Kelley, City of Portland Planning Director
Subject: Timeline for Reserves Committee Recommendation

Dear Reserves Steering Committee Members,

At our August Reserves Steering Committee meeting I raised a concern about the timeline for our recommendation to the Metro Council for designating long term urban and rural reserves.

My comments were made during our discussion of the flow chart titled, **Regional Choices Engagement Architecture (2008-2011)**. Mayor Rob Drake suggested I put that concern in writing to share with the members.

My concern is twofold:

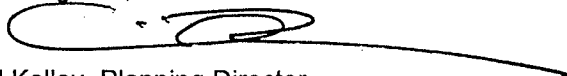
1. I believe the timing of our recommendation to Metro Council (Phase 3 about July 2009) to designate urban and rural reserves is premature if it comes before the Metro Council adopts an estimate of 20-year capacity for urban areas; what we have come to know as the Urban Growth Report (UGR). I say this because we may have missed an opportunity to become informed by an analysis of the cause and effects of alternative scenarios being developed for the 20-year urban land capacity and the land need for the next potential UGB expansion. While running the 20 and 50 year analysis in parallel is beneficial, we should not finish our work and make our recommendation before we have an understanding of the 20-year urban need. On this point, it is my understanding that Metro will be running a new MetroScope allocation based recent conversations with local jurisdictions about current capacity and investments. The results will be further adjusted for the final Urban Growth Report based on the outcome of the scenario discussion.

2. It is a good objective to consult and collaborate with local governments and their constituents, however, to do it effectively we require ample time to communicate to elected counterparts and offer independent recommendations. Our local communities and constituents need to feel they understand, are heard, and given the opportunity to comment. Having local planning commissions and city councils fully engaged will create the ownership and buy-in we all want. Based on my read of the timeline we have only a matter of a few months in late 2009 to make this communication happen.

Based on the foregoing, my suggestion is to delay our final recommendation until after the UGR is released (scheduled in August) and accepted by the Metro Council (scheduled for December, 2009) and there has been ample opportunity to assess both the implications of the scenarios and initial local aspirations.

Thank you for your attention to this point. I look forward to further clarification.

Best regards,



Gil Kelley, Planning Director
City of Portland Bureau of Planning



DON'T GO DOWN A SLIPPERY SLOPE! NATURAL HAZARDS

Addressing in particular: 660-027-0050 Factor #8...can be designed to avoid...adverse effects on important natural landscape features: 660-027-0060 Factor 3 (b)...are subject to natural disasters or hazards, such as floodplains, steep slopes and areas subject to landslides.

ALSO: ORS 105.465-Seller's Property Disclosure Statement

ALSO: OREGON STATE GOAL 2, In accordance with ORS 197.180-state agencies shall coordinate their natural hazard plans and programs with local governments and provide local governments with hazard inventory information and technical assistance including development of model ordinances and risk evaluation methodologies.

ALSO: OREGON STATE GOAL 7, local governments shall adopt comprehensive plans (inventories, policies and implementing measures) to reduce risk to people and property from natural hazards.

I hope that the Metro Steering Committee for this new land process will weigh seriously the responsibility you have to consider and incorporate into your decision making the above factors concerning natural hazards, in particular, steep slopes and areas subject to landslides.

Just a month ago there was a great loss of property with destroyed and damaged homes in the hills. I took the time to attend the neighborhood meeting in Southwest Portland regarding the "Burlingame Slide" of October 8, 2008. Please understand that the Burlingame Slide was very small, occurring on only half of a normal sized City Lot, but yet producing a devastating amount of destruction. The total losses from this very small landslide are likely to be several million dollars.

I personally live in an area of Steep Slopes and Landslides where **6 homes were lost in the floods of 1996-97**. I have seen the destruction of homes, the huge financial losses, the emotional anguish suffered by these homeowners when they are notified by their insurance companies that their policies **will not** cover any losses due to landslides.

In 1996, the State of Oregon experienced and identified 9500 slides that were added to their database, 700 of these slides occurred in Portland. In a normal year, Oregon loses about \$10 million dollars to landslides every year; however in 96-97, the losses were upwards to \$250 million dollars.

In 1999, during the Kitzhaber administration, Metro had a Hazards program, but the program was dropped in the early 2000's. **Lands are now being spun out into the UGB to various Cities and Counties, many of which are ill-prepared to deal with these serious issues.** Cities and counties within Oregon use different Landslide Maps, and some may be using no maps to identify landslides. Most cities and counties do not have and cannot afford the qualified engineers or mappers to deal with Hazard areas of steep slopes and landslides. Metro and the State should be the entities providing these Regulations and Building codes according to State Goal 2.

Without tools to properly identify landslides of all types, it becomes impossible for Metro and the State of Oregon to comply with the above Factors, Goals and State Disclosure Laws. How can areas be designated to be either Urban or Rural Reserves? How can areas be defined that are subject to natural disasters or hazards such as floodplains, steep slopes and areas subject to landslides? Where is the ability to define areas for boundaries or buffers, such as rivers, cliffs and floodplains, to reduce conflicts between urban uses and natural resource uses or to provide for separation between cities?

Because of the above concerns just mentioned, I strongly urge Metro to explore approving the expenditure of \$400,000 to DOGAMI (Department of Geology and Minerals Industry) for the production of Lidar-based landslide inventory maps for the entire TRI-County areas of Multnomah, Washington and Clackamas Counties. The cost of this could be shared between Metro and the three counties. **Without these landslide hazard maps, I believe Metro and the Tri-Counties do not have the ability to meet the above Factors, State Goals nor the State Realtor Disclosure Laws.**

Without instituting a Hazards/ Steep Slope/ Landslide program, lands that will be brought into the UGB, being designated a rural or urban reserve, **cannot comply with ORS 105.465** (Seller's Property disclosure statement) and will not be in compliance with the requirements of Oregon State Goal 2, Goal 7 and the above listed Factors governing the designation of a 40-50 year land supply for Urban/Rural Reserves.

In closing, I request that your committee uphold the requirements of both Goal 2 and Goal 7 and the issues at the beginning of this paper. Please begin a Hazards program to provide local governments with programs and tools for building in challenging areas of Steep Slopes and Landslides. I ask you to apply the protections required under Goal 7, which is to reduce risk and to protect people and property from natural hazards.

Thank you for your consideration of these concerns.

Christine Kosinski

SPECIFICS OF LIDAR BASED LANDSLIDE INVENTORY MAPS

The USGS (United States Geological Society) has provided DOGAMI with some minimal funding to test the use Of a "New Tool" called Lidar, which has proven to have the superior ability to identify Landslides of all types.

To prove the outstanding ability of Lidar, a "pilot study" was undertaken in 2006 by DOGAMI (the study is found In the "First North American Landslide Conference Report"). The study was in the hills west of downtown Portland. Results of the study were simply astounding and prove the overwhelming necessity of "Lidar Technology" to identify Landslides. Four Data Sets were used to identify Landslides in the same pilotStudy area.

The first data set (10m Dem) identified = 11 Landslides

The second data set (~7m Dem) identified = 34 Landslides

The third data set (air photos) identified = 31 Landslides

The fourth data set (**Lidar derived Dem**) identified = **211 Landslides**

The cost to provide **Lidar-based Landslide inventory maps** for the Tri-County area of Multnomah, Washington And Clackamas Counties is about \$400,000 and would take DOGAMI from 1 ½ to 2 years to complete. Whe You consider that \$400,000 is about the loss of one home, this is a minimal investment yielding a huge cost Savings.

Other information to consider:

Neither DOGAMI nor the State is tracking annual losses as a result of landslides. ODOT tracks their losses, But once annual losses are over \$750,000, the federal government reimburses them at 88.12%/ So a great deal Of real loss is not tracked.

The homeowner is not so fortunate. He bears the heaviest financial burden since insurance **will not** cover any Losses due to Landslides. Additionally, Metro requires a percentage of new homes to be "affordable housing" and yet it is this very citizen that has the least ability to cover the huge financial losses caused by landslides.

Planting Prosperity and Harvesting Health: Trade-offs and Sustainability in our Regional Food System

November 12, 2008

Institute of Portland Metropolitan Studies

Nohad A. Toulan School of Urban Studies and Planning

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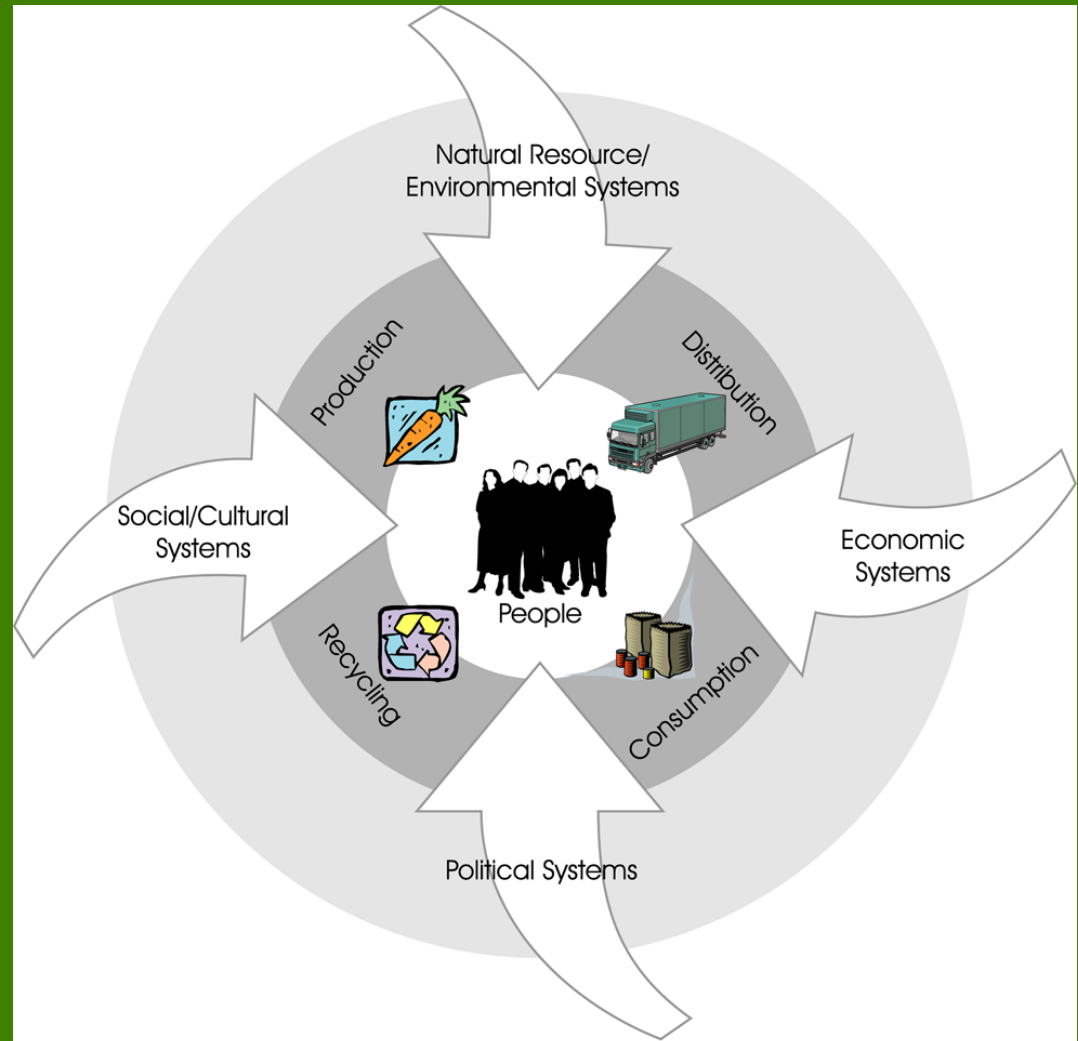


Portland State
UNIVERSITY

Key findings/considerations for rural and urban reserves

- Passion
- Tradeoffs, choices, and connection
- No right or wrong answer
- We need a strategy

Food System Model



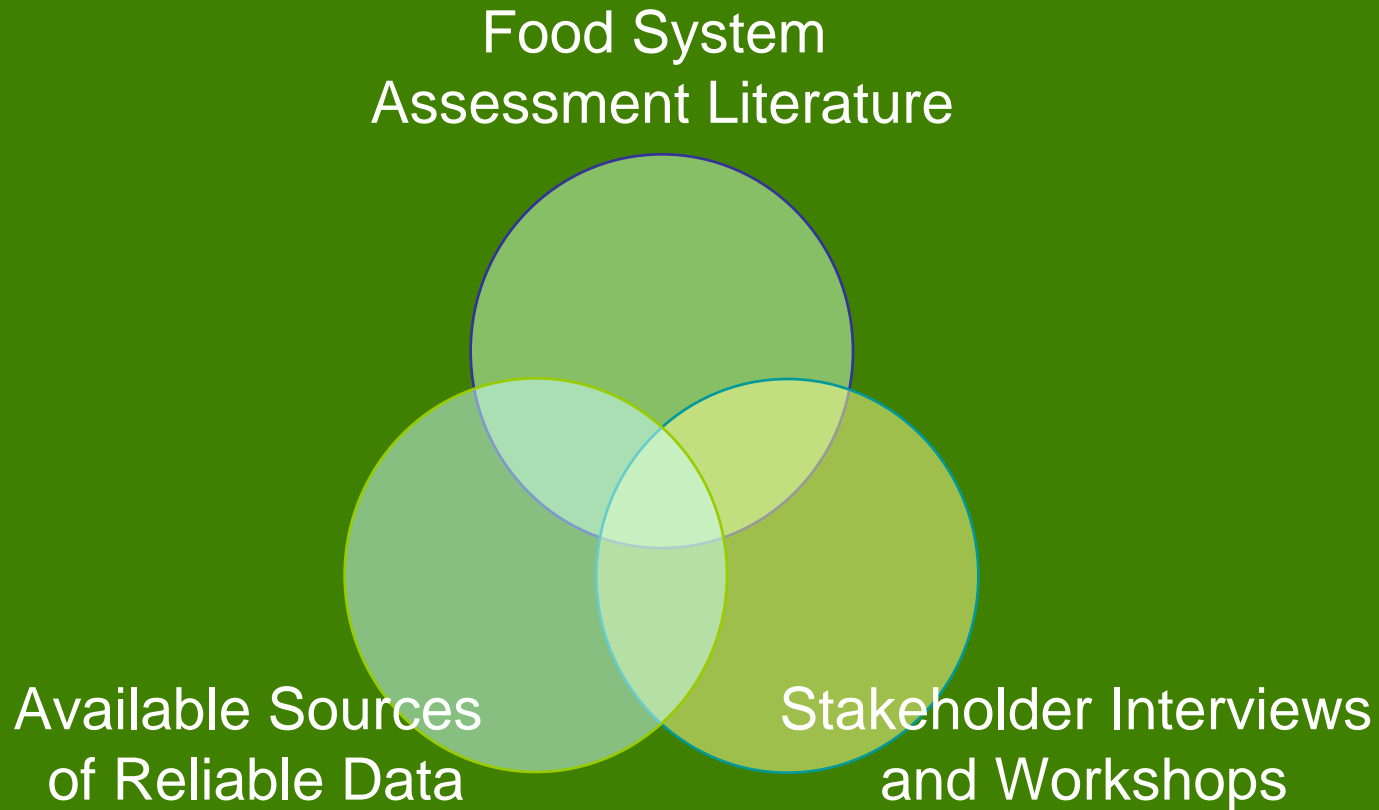
The Food System Model

Adapted from the 2005 San Francisco Collaborative Food System Assessment,
San Francisco Food Alliance

Key Constrained Resources

- Land
- Water
- Energy
- Human Capital
- Financial Capital
- Consumer Choice and Buying Power
- Knowledge
- Influence
- Social Capital

Intersection of Knowledge

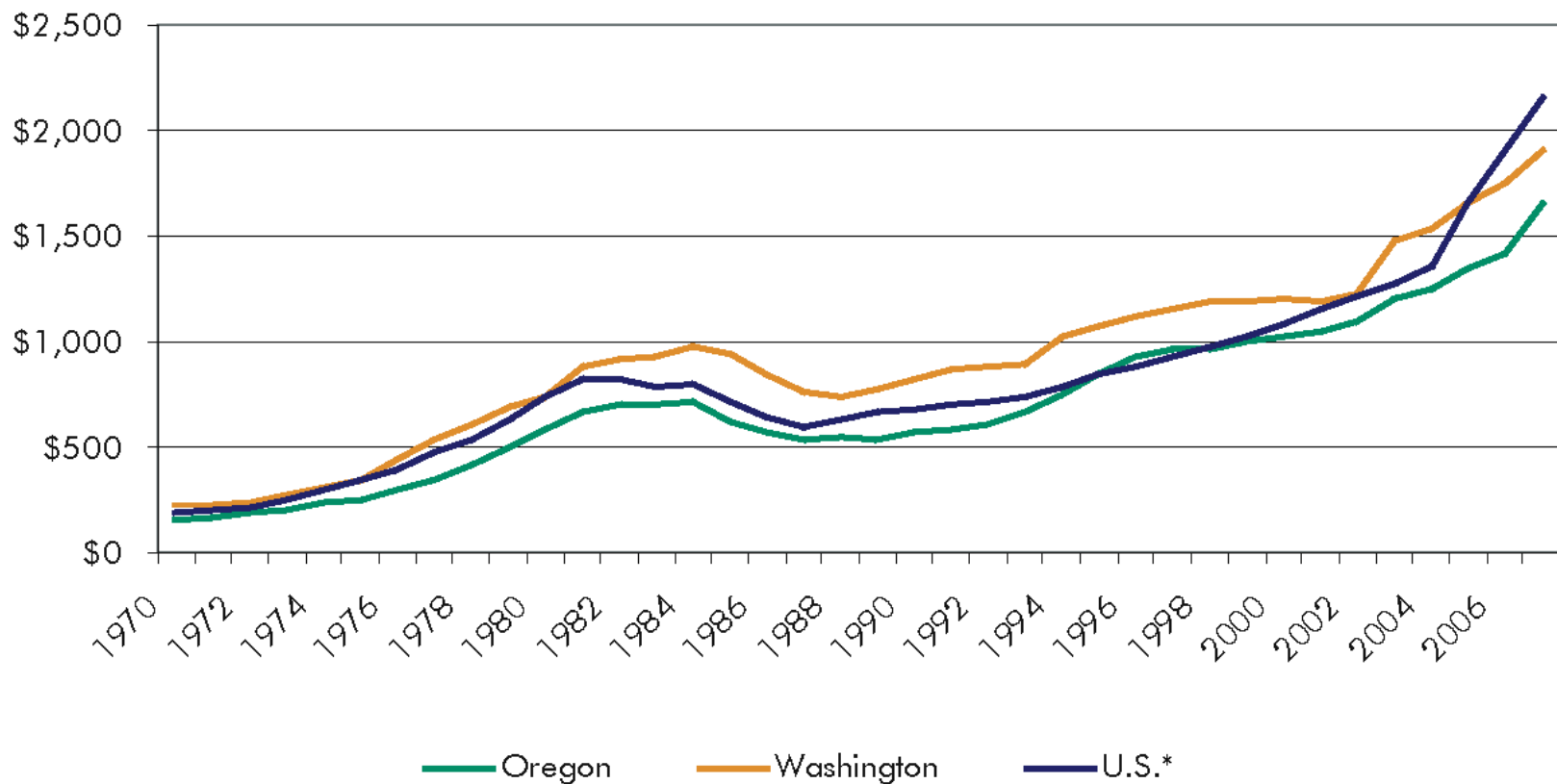


The Foundation: Land



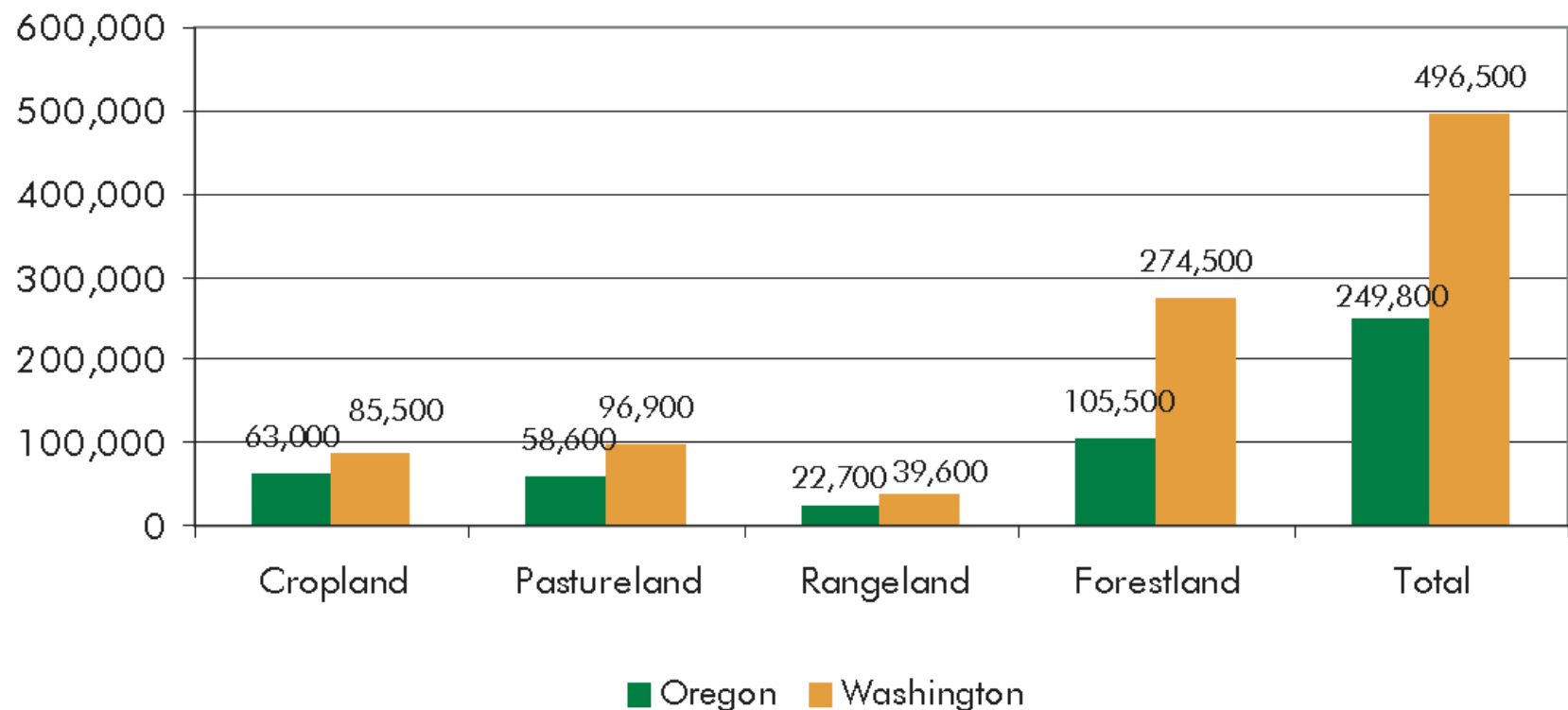
Market value of land at record levels

Farm Real Estate: Average Value per Acre, 1970 to 2007*



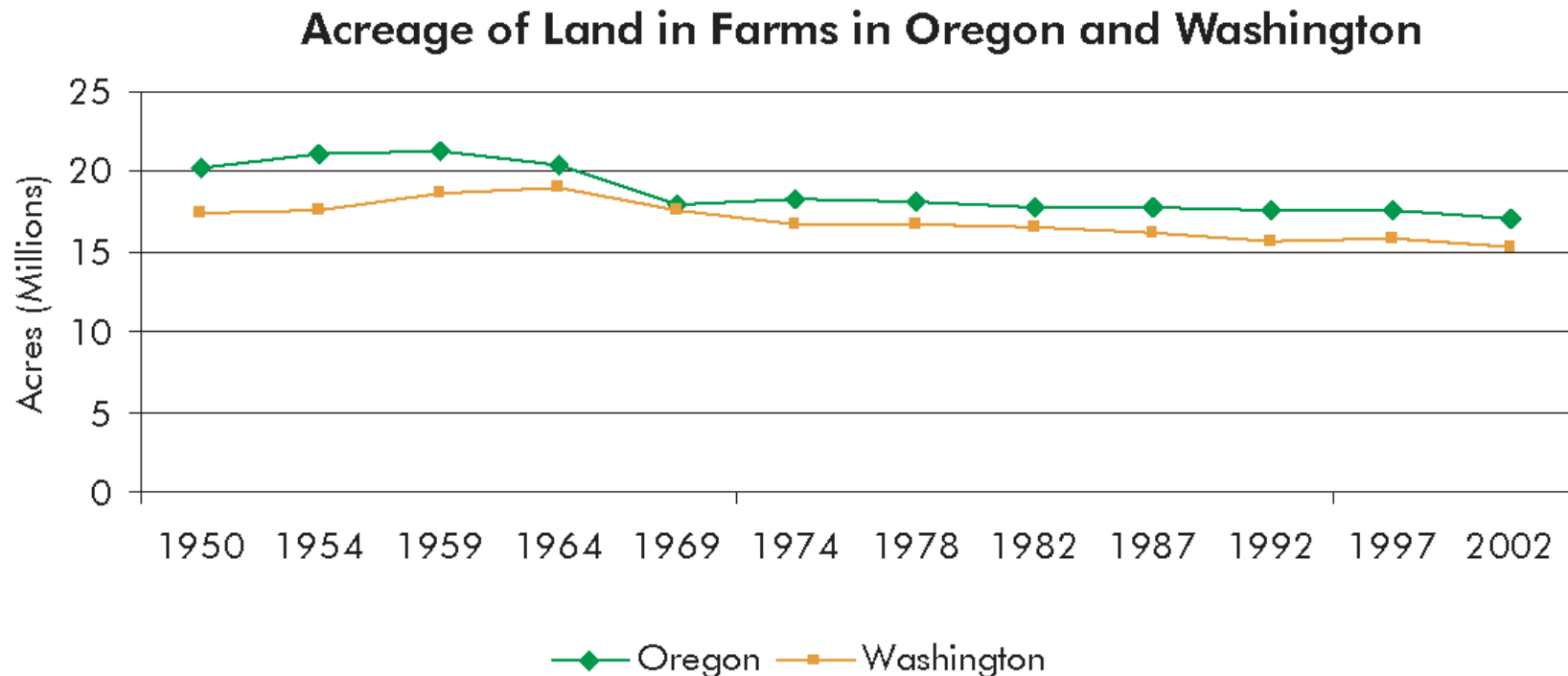
Urban land is increasing

1982 to 1997 Resource Lands Converted to Urban Land



Source: USDA Natural Resources Inventory

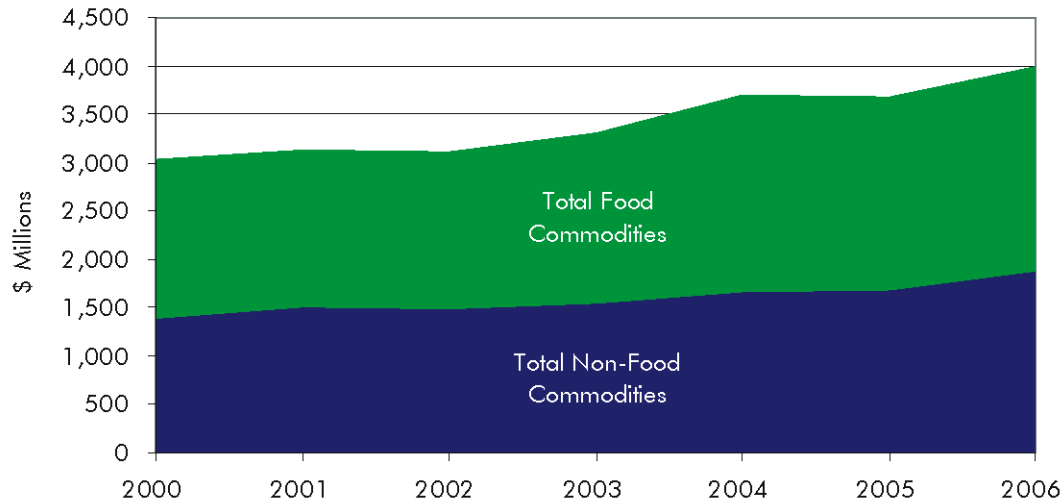
Fairly stable farm acreage



**Values for years 1974-1992 are not adjusted for coverage.*

Source: USDA NASS, 2007

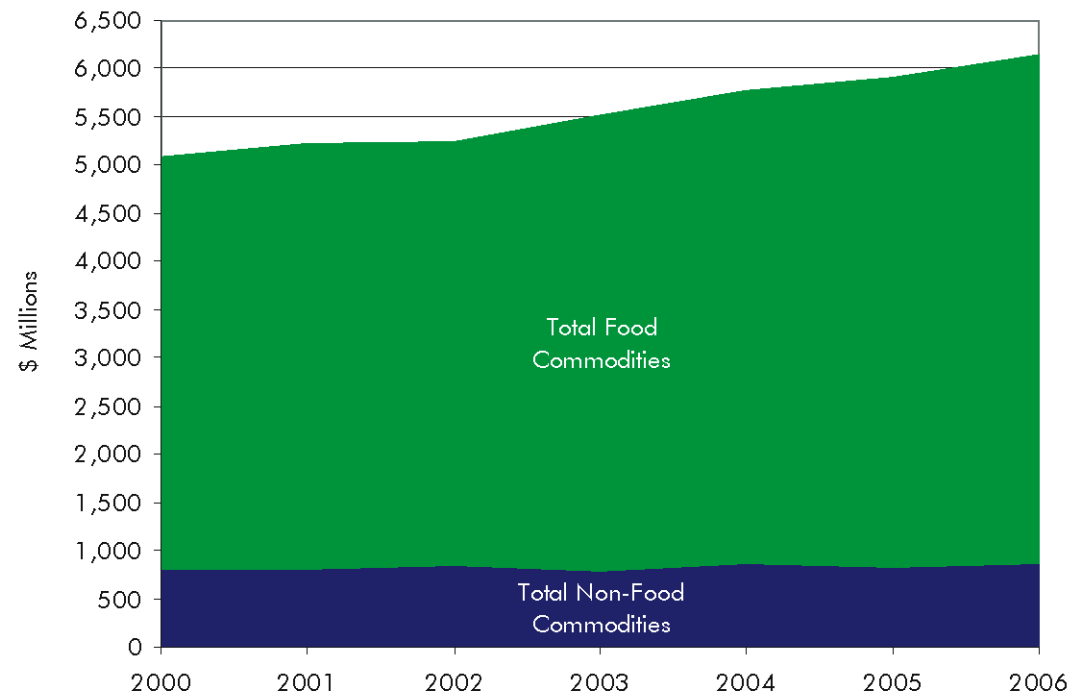
Total Cash Receipts: Oregon



Source: USDA ERS

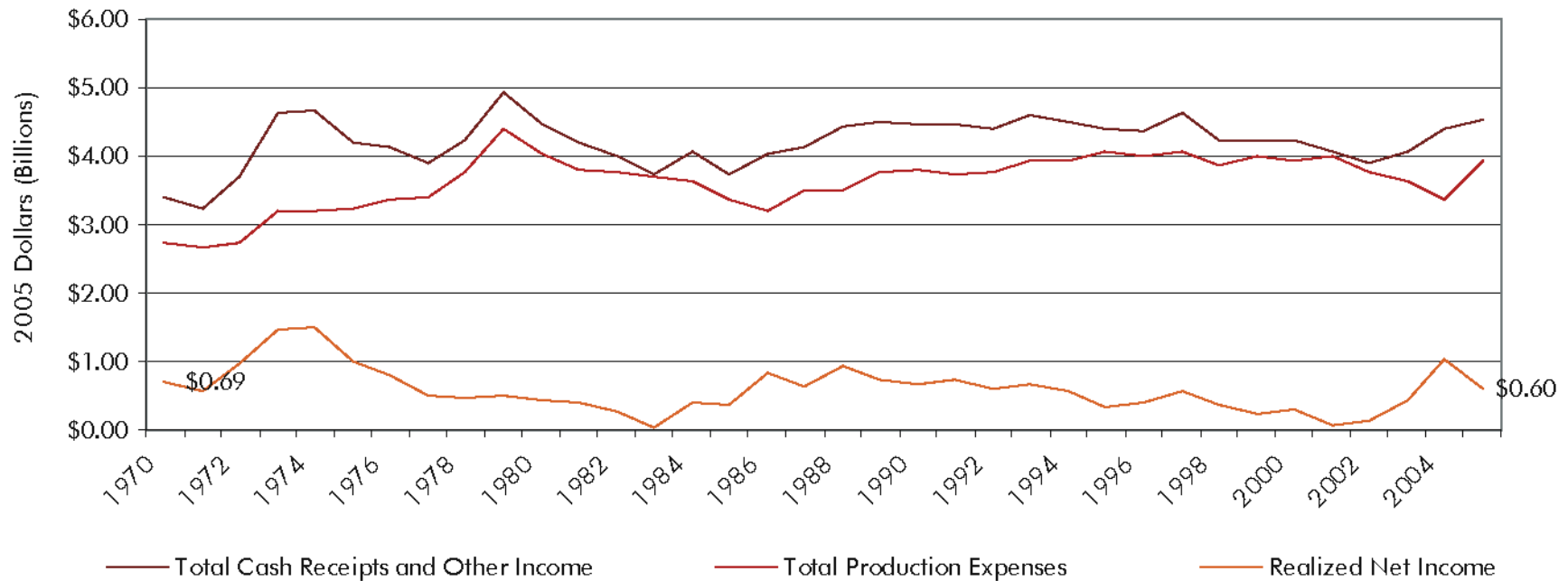
A healthy rise
in cash receipts

Total Cash Receipts: Washington



Cash receipts don't tell the whole story...

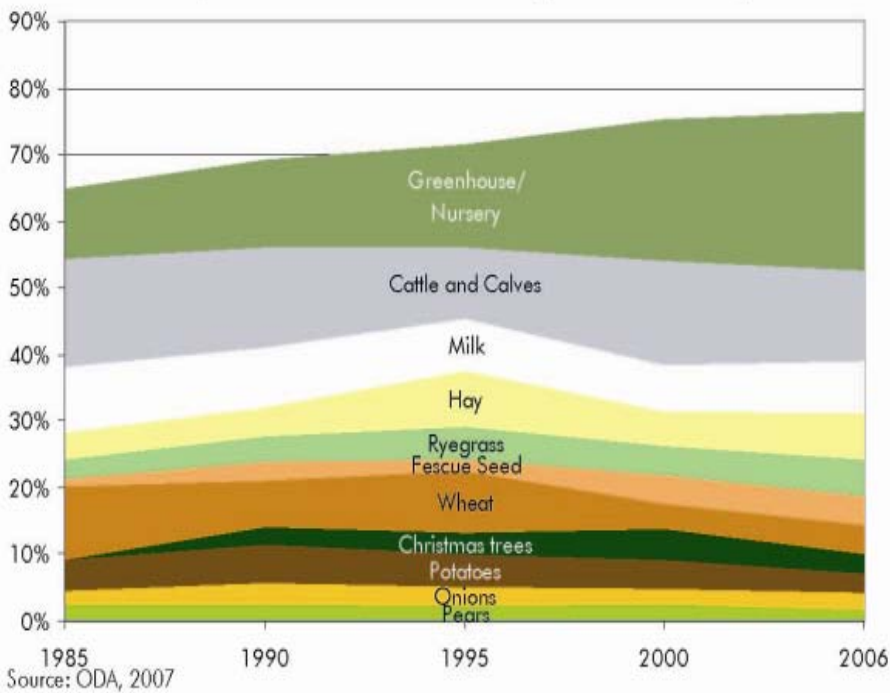
Inflation Adjusted Farm Income: Oregon



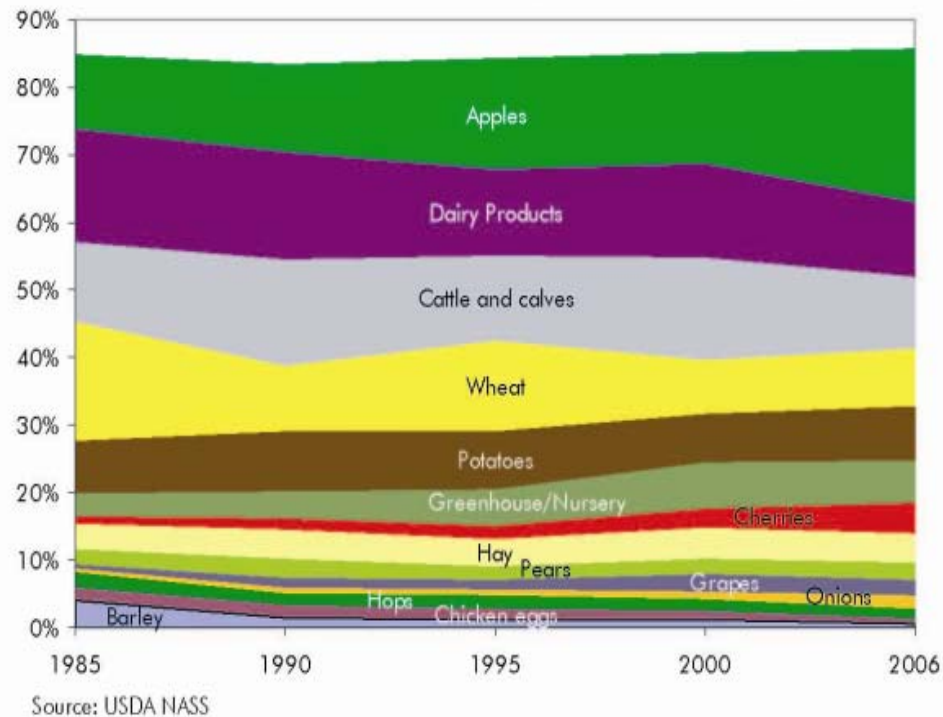
Source: US BEA, BLS

Food vs. Non Food Commodities

Top Commodities as a Percentage of Total in Oregon

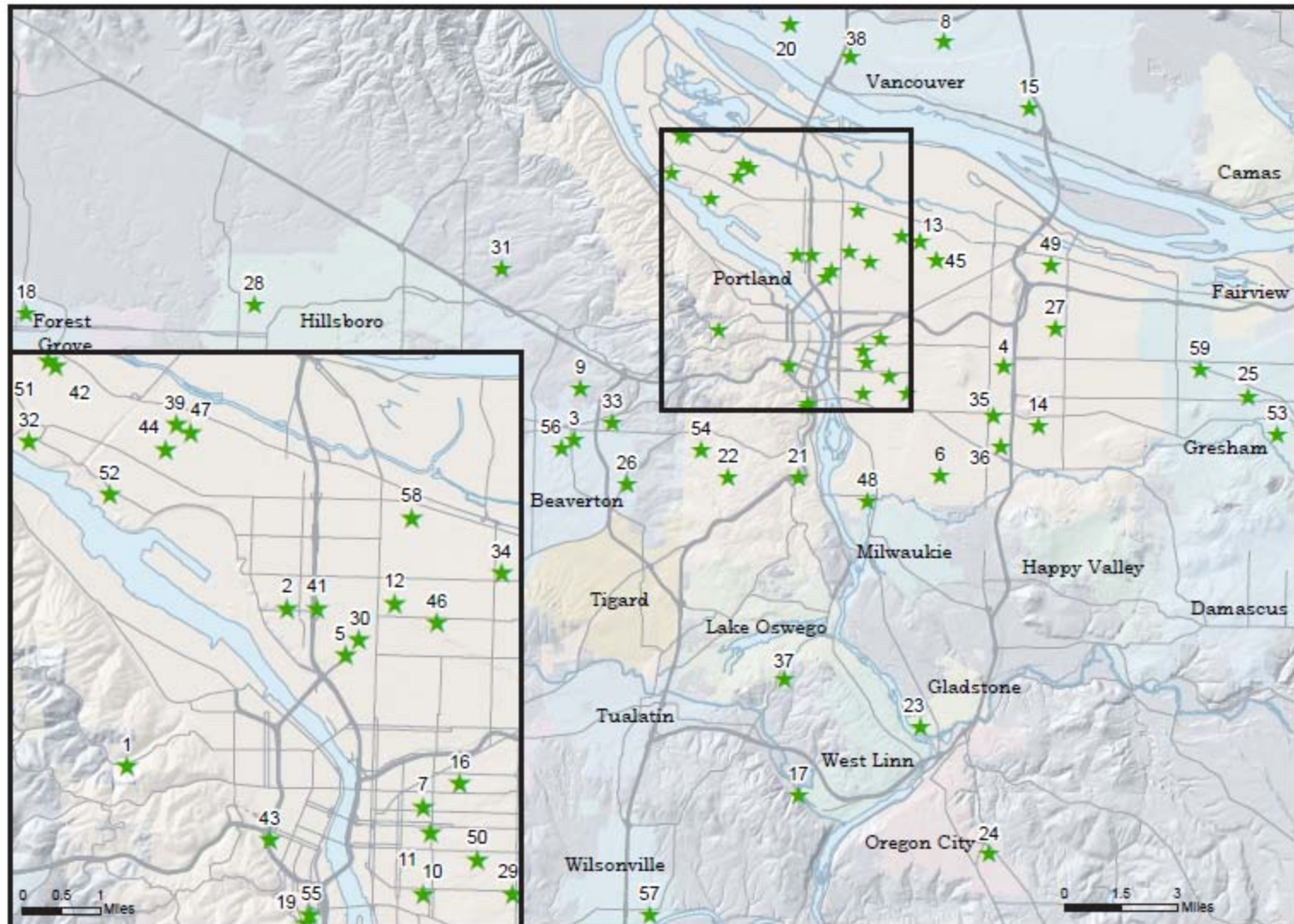


Top Commodities as a Percentage of Total in Washington



Urban land use for food

Community Gardens in the Portland Region, July 2008



Sources: Institute of Portland Metropolitan Studies.

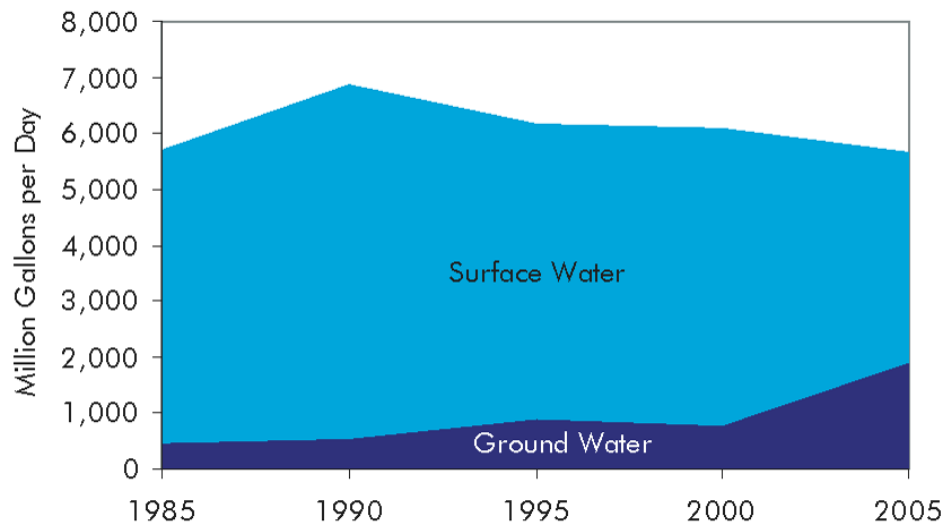
Critical Ingredients: Water and Energy



University of Arizona. Credit: John C. Palumbo

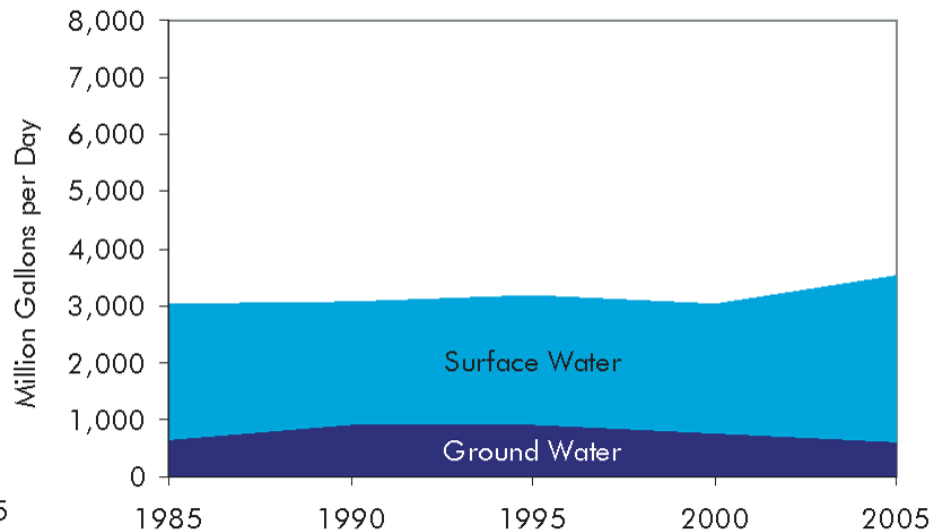
Oregon irrigation withdrawals are much higher

Oregon Irrigation Withdrawals

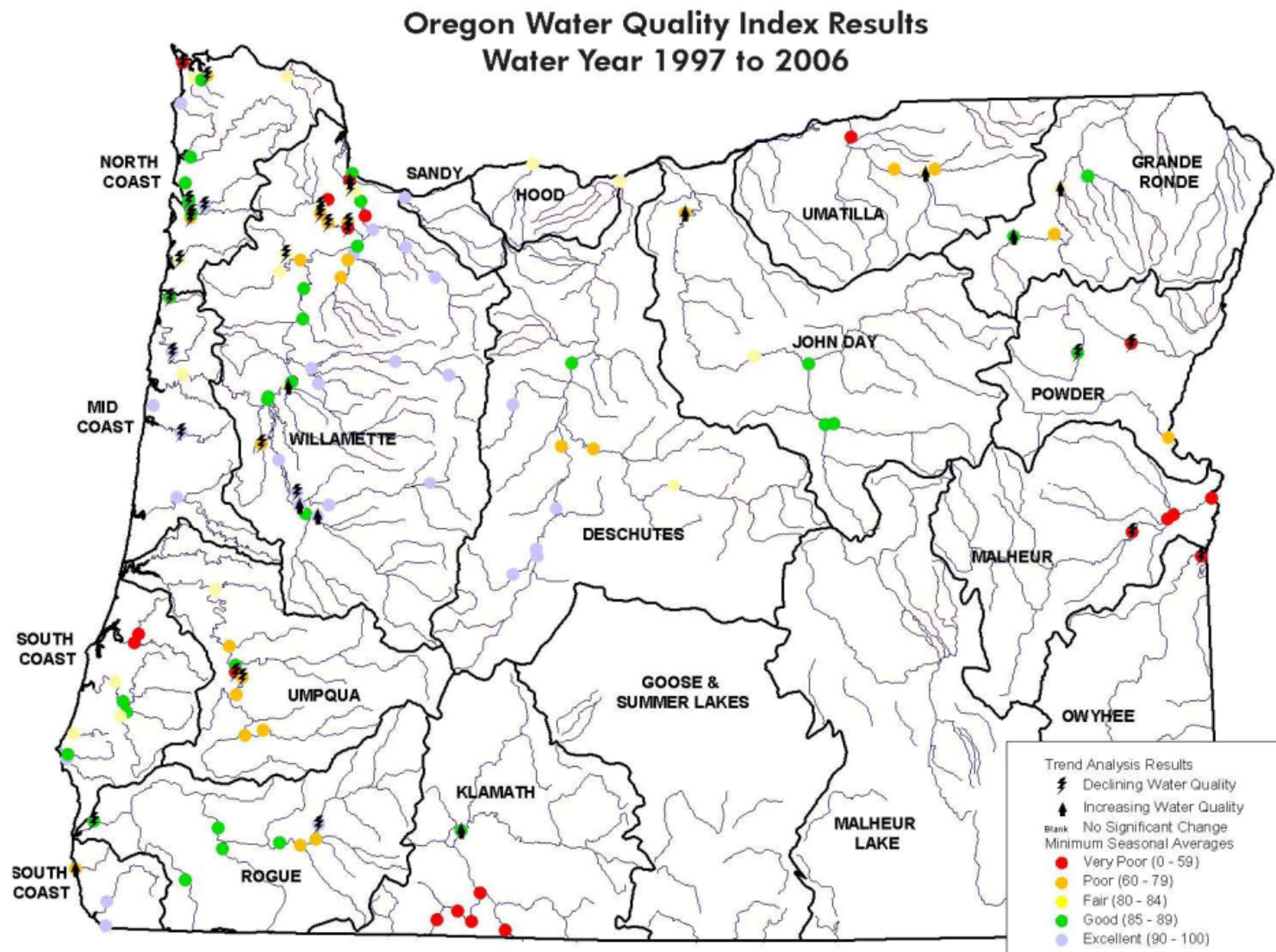


Source: USGS

Washington Irrigation Withdrawals



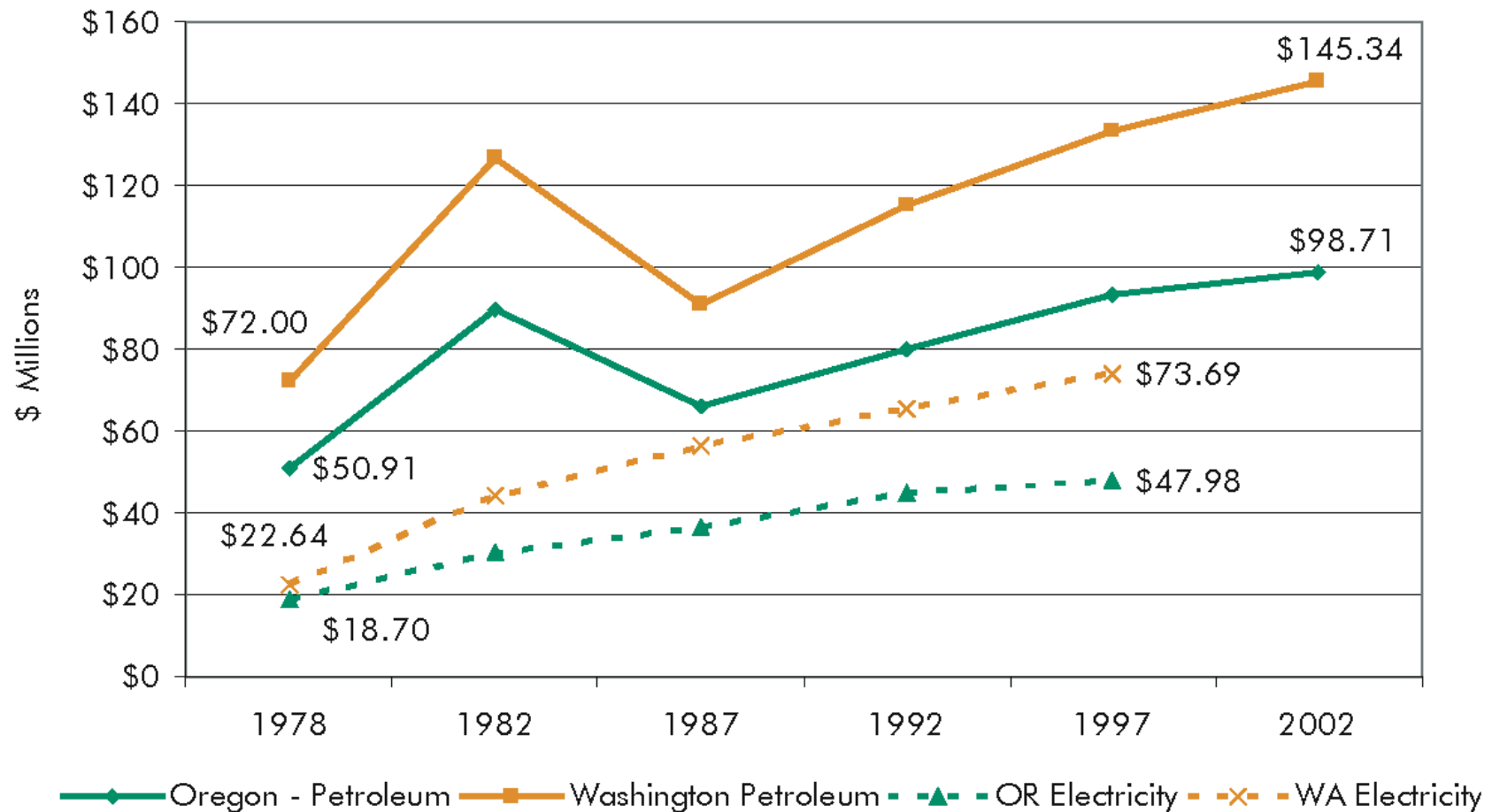
Source: USGS



Source: Oregon Department of Environmental Quality, April 2007

Farms feel the energy pinch

Value of Energy Purchased by Farms: Electricity and Petroleum Products

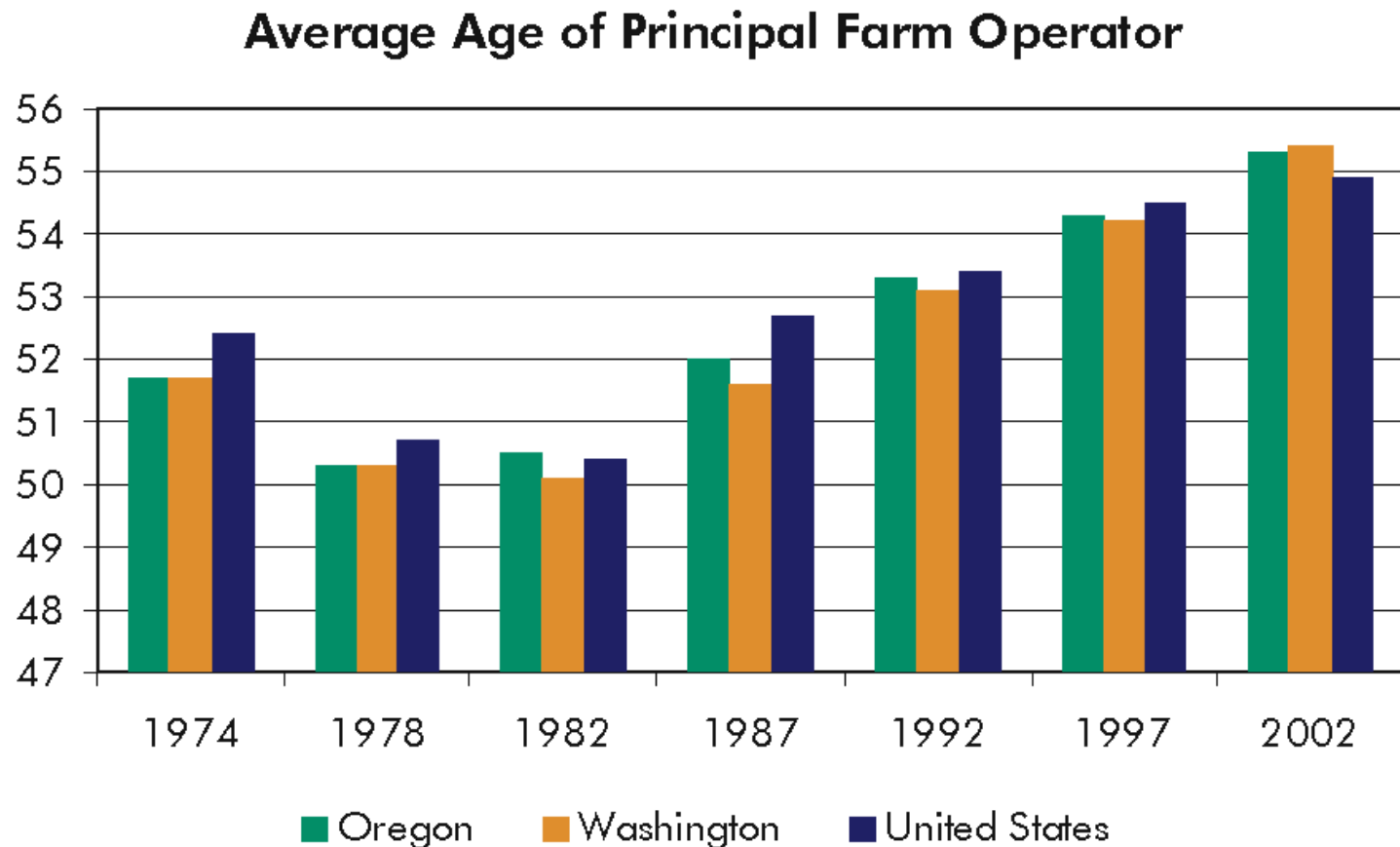


Source: USDA NASS

Cultivating our Human Capital

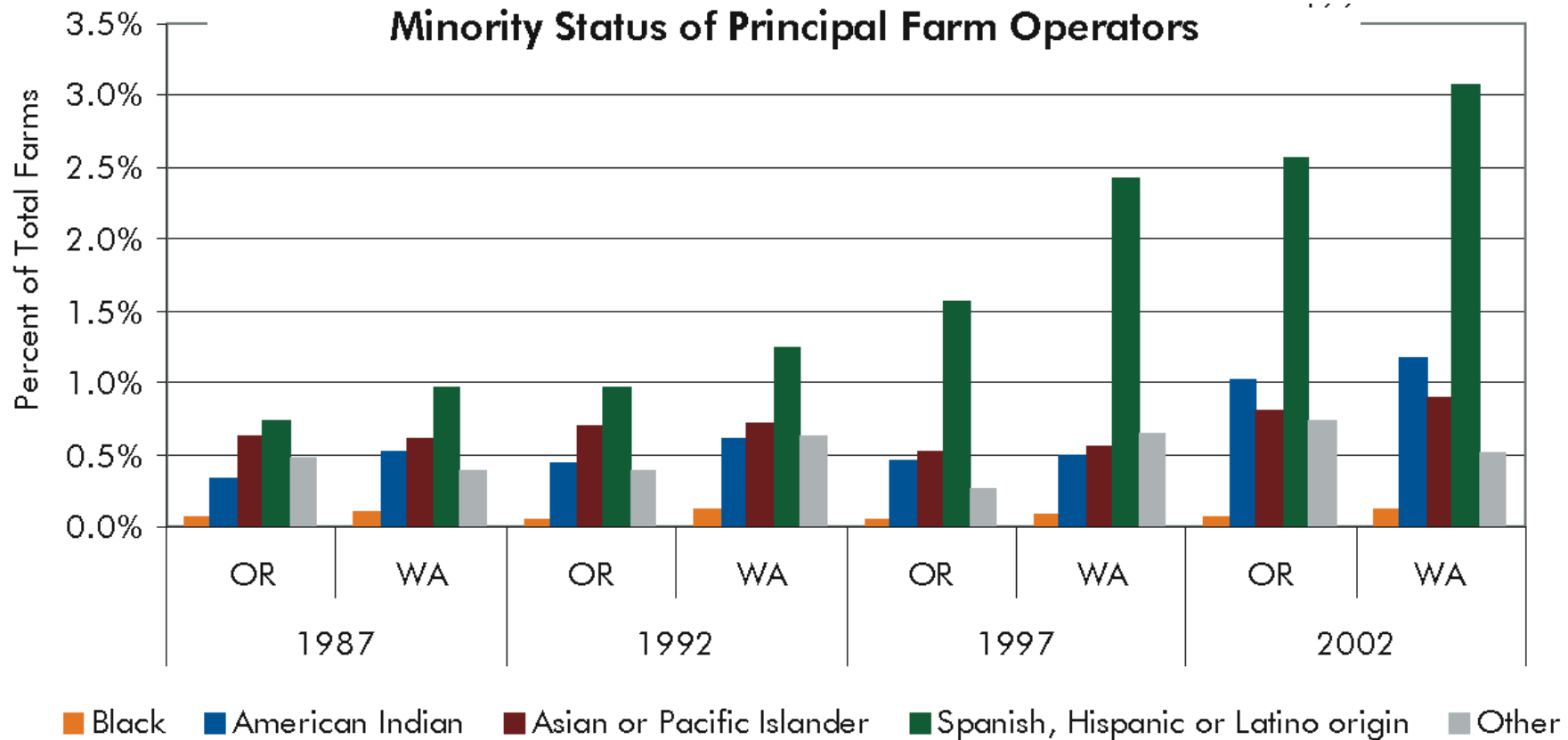


Aging farmers



Source: USDA Census of Agriculture

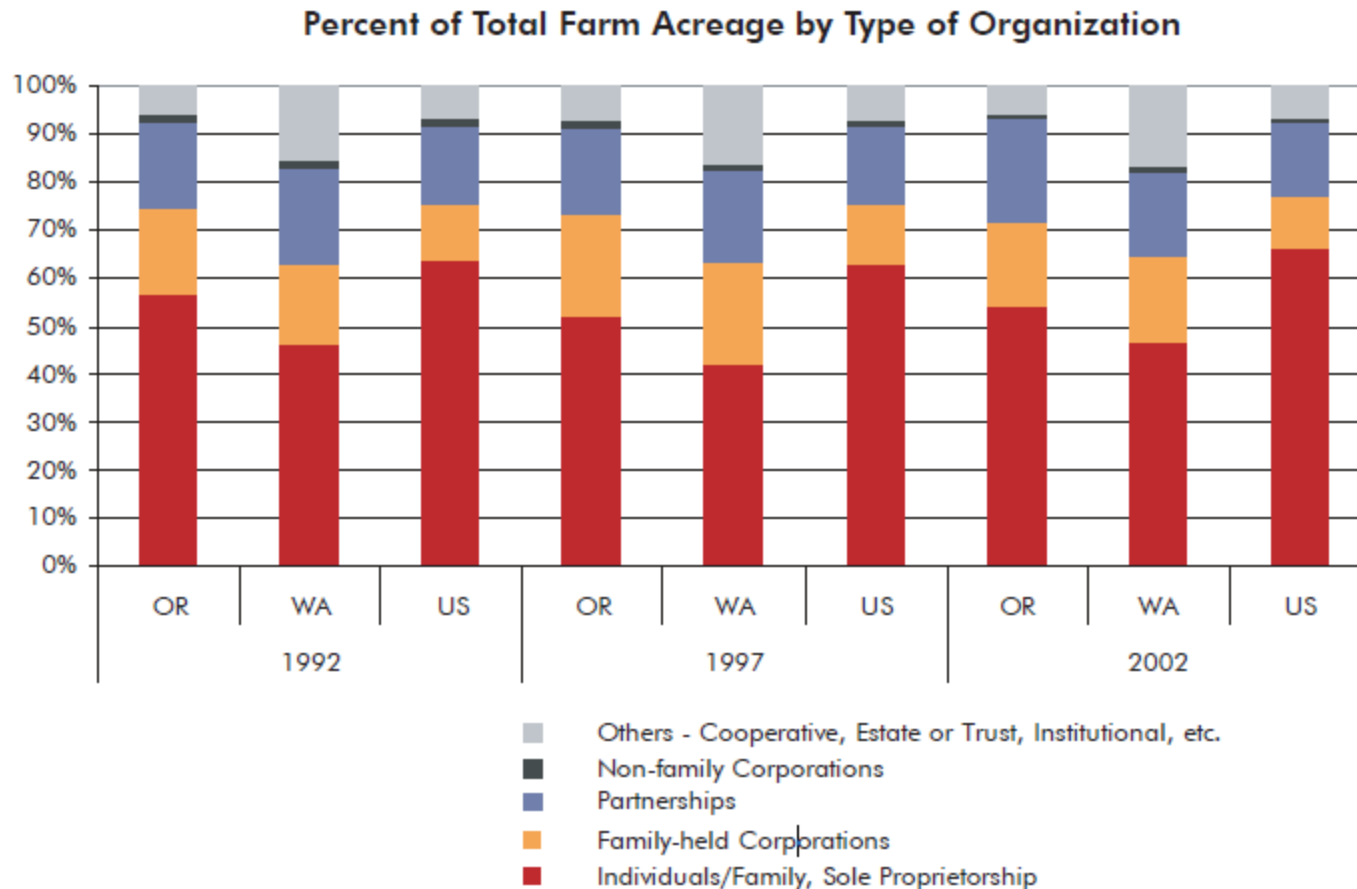
More minorities and Women are choosing to farm



Capital, Investment, and Sustainable Returns

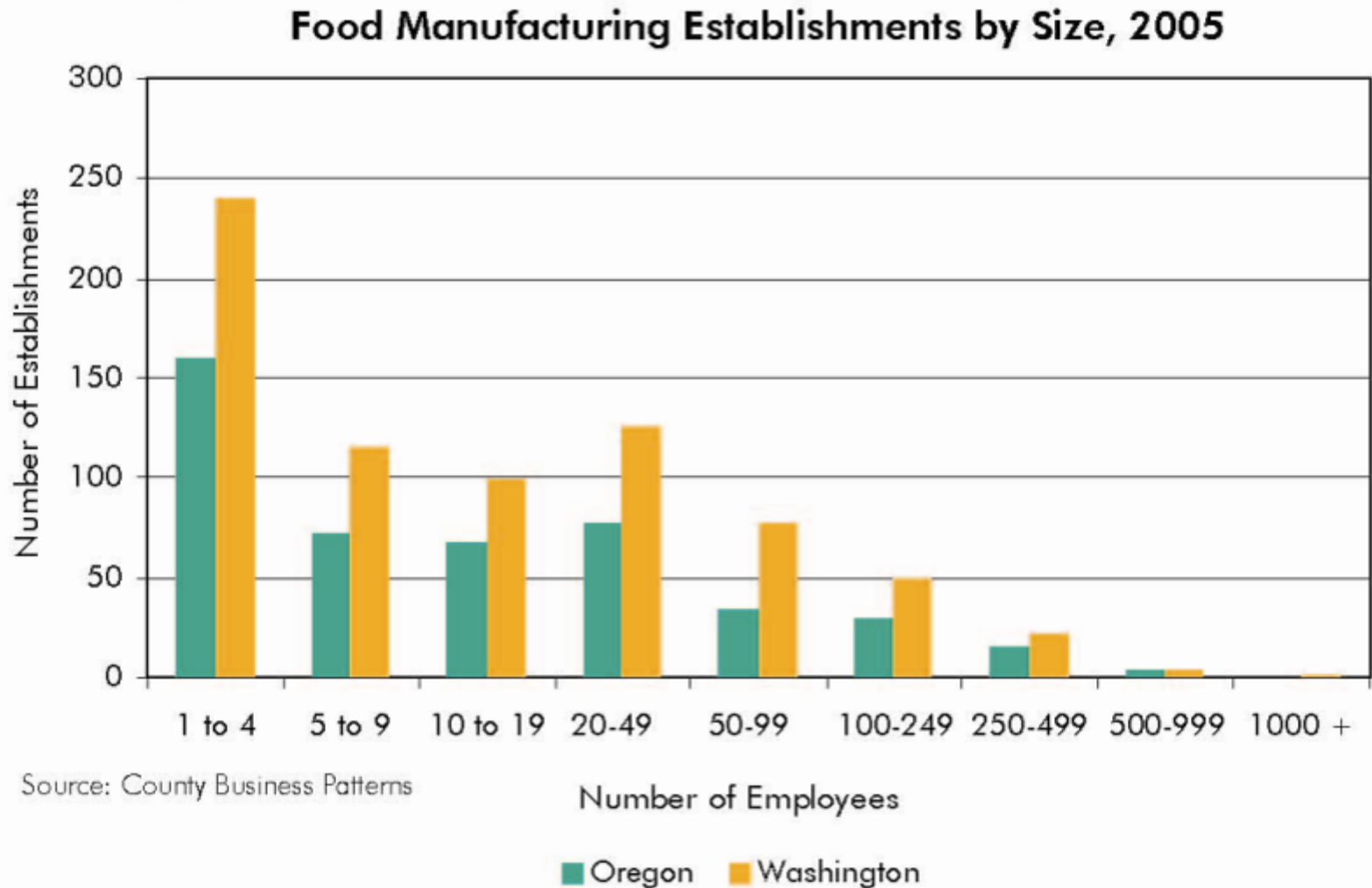


Individuals and families own most farms



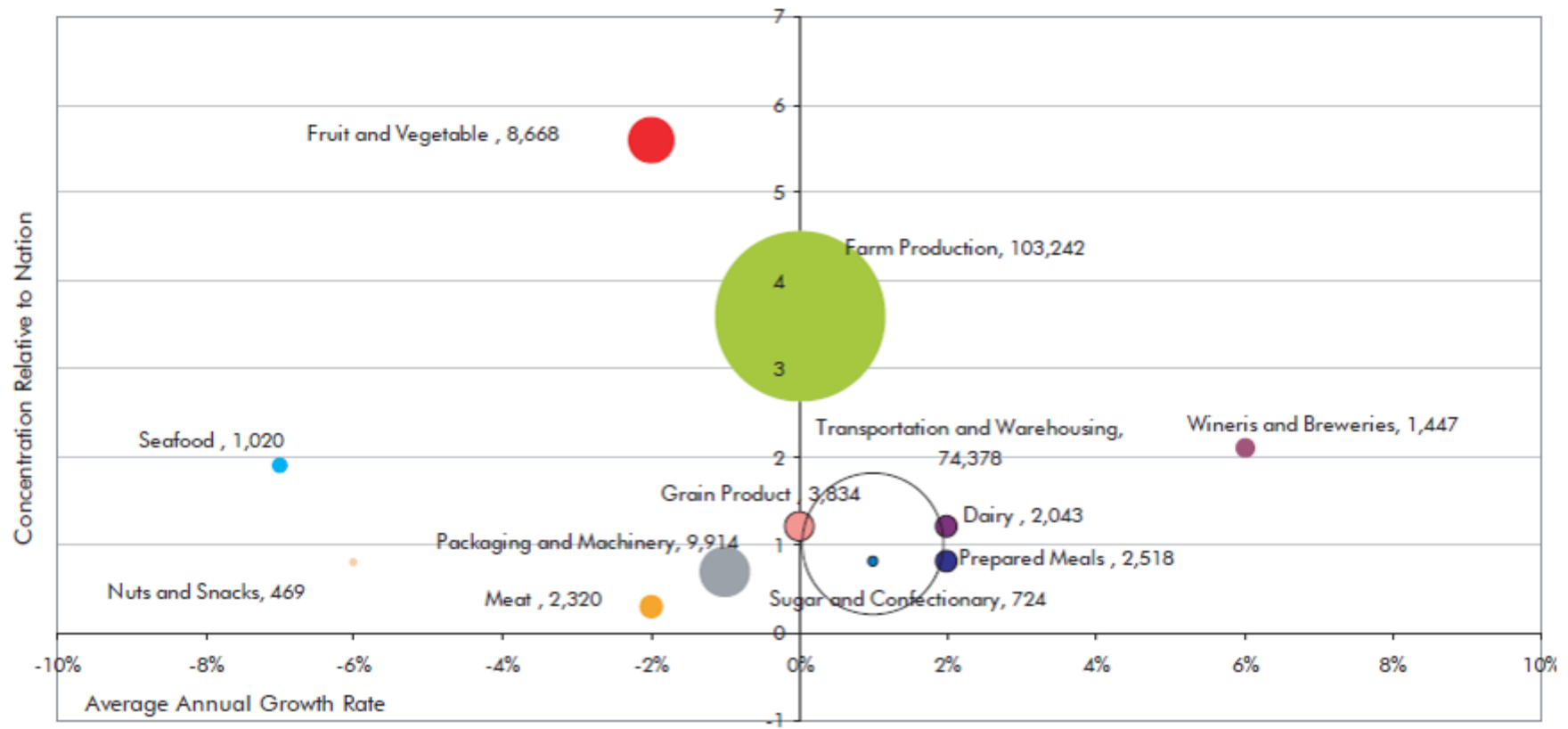
Source: USDA

Small Plants Dominate Food Manufacturing



Farm production Linchpin of Food Cluster

Oregon Food Processing Cluster, 2003



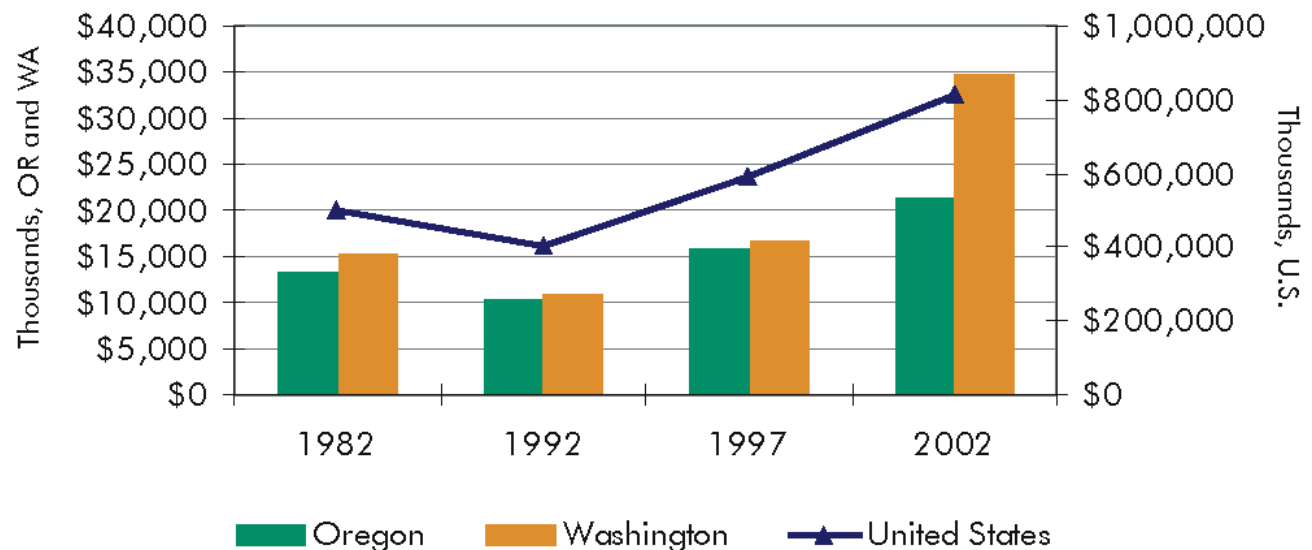
Source: Applied Development Economics, 2006

More farms are selling direct

Number of Farms Engaged in Direct Marketing

	1982	1992	1997	2002
Oregon	6,864	4,263	5,461	6,383
Washington	5,975	2,933	4,428	4,527
United States	143,492	86,432	110,639	116,733

Value of Agricultural Products Sold Directly to Individuals



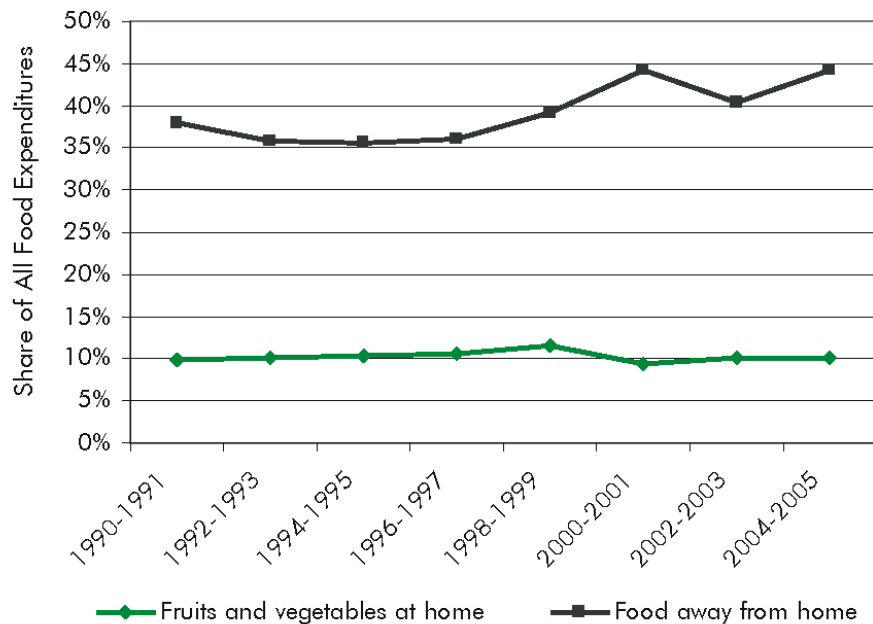
Source: USDA NASS

Consumer Choices, Sustainability, and Health



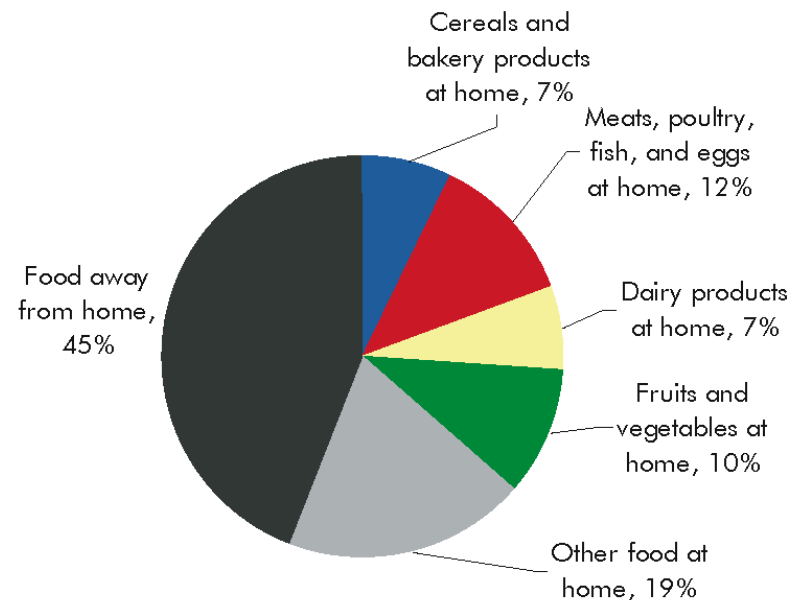
More spent on food away from home...

Selected Food Expenditures as a Percentage of All Food Expenditures in the Portland-Vancouver Region



Source: Consumer Expenditure Survey

Breakdown of Food Expenditures in the Portland-Vancouver Region, 2004 to 2005

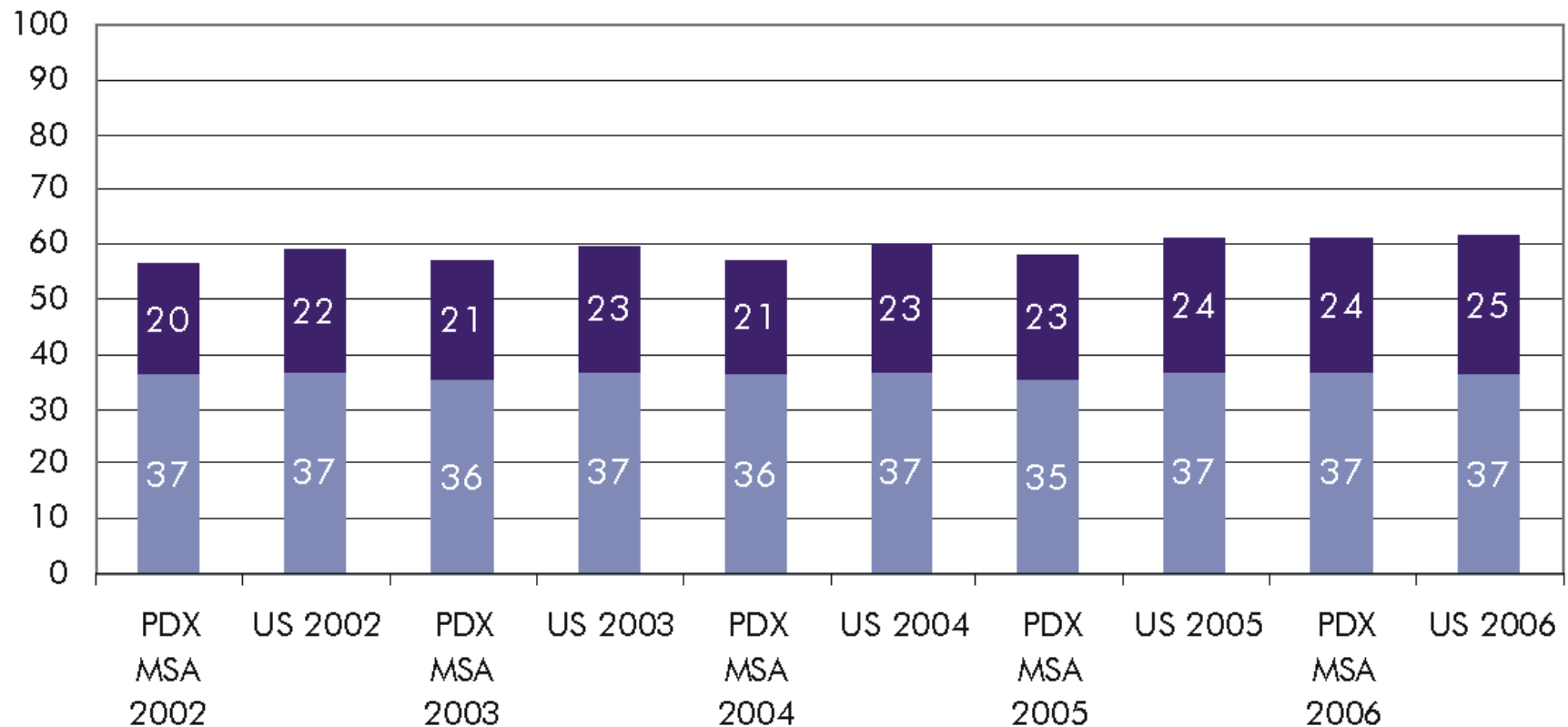


Source: Consumer Expenditure Survey

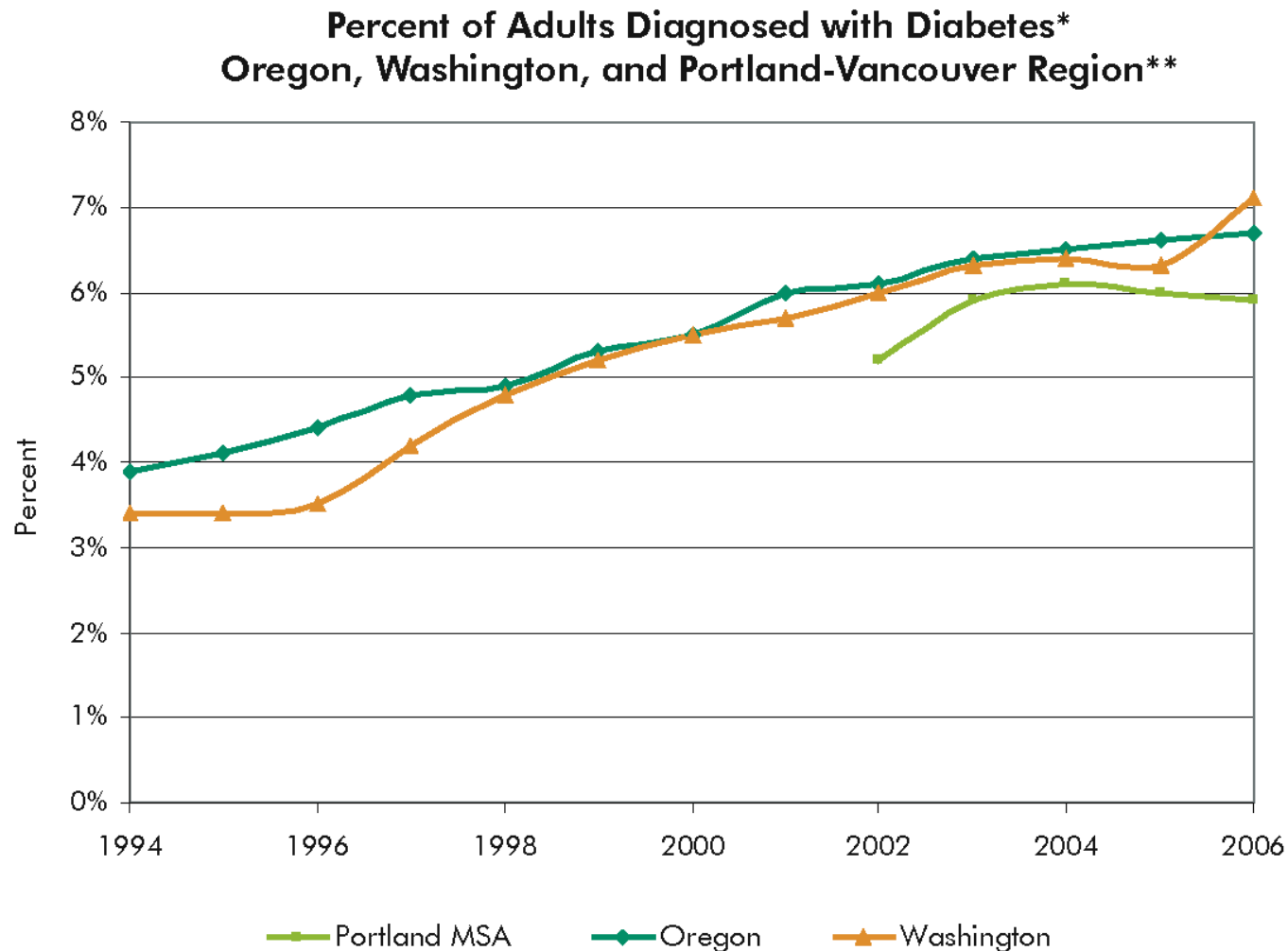
.....but no more on fruits and vegetables

Rising rates of overweight and Obesity...

**Percent of Adults Overweight or Obese
in the Portland-Vancouver Region and the U.S.**



And rising rates of diabetes



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Memorandum

To: Malu Wilkinson, Metro

Date: October 30, 2008

From: Todd Chase, AICP LEED

CC: File #1442

RE Potential Infrastructure Cost Criteria and Draft Rating System Approach

This memorandum is intended to help provide guidance to Metro staff in future planning work aimed at understanding the relative infrastructure capital costs for development locations. The recommendations contained in this memorandum are based on the findings derived from our work on the Regional Infrastructure Study and related evaluations of case study areas.

The infrastructure cost factors listed in **Table 1** are intended to provide an overview of the major factors which influence the total capital cost of constructing local and community infrastructure facilities in both urban and urbanizing locations. Because each development project is unique, the infrastructure cost factors listed below are intended for relative comparison purposes only, and they do not reflect additional costs or legal complications that may arise when development sites require regional, state or federal infrastructure facilities, or are dependent upon the conversion of resource land or voter approved annexation (which can increase legal and permitting costs, which are difficult to measure).

The factors that were found to have a significant impact on infrastructure development costs per acre of land area developed include:

- 1) Site topography;
- 2) Environmental features;
- 3) Land ownership;
- 4) Site preparation and permitting;
- 5) Proximity to existing infrastructure (roads, transit, utility truck lines, etc);
- 6) Potential for gravity systems for water and sewer service;
- 7) Available excess existing capacity in roads, transit, water and sewer systems;
- 8) Length and/or amount of adjacent and off site infrastructure required;
- 9) Special development/design standards that apply to site;
- 10) Parking and how its accommodated on site;
- 11) Other special site development requirements

Table 1 identifies attributes for each factor that may result in lower or higher infrastructure costs. For illustrative purposes, we have assigned a score of 1 for high cost attributes, 2 for medium cost, and 3 for high cost attributes; and a preliminary weighting system that takes into account the relative impact each factor tends to have on overall costs.

Table 1
Factors that Impact Local/Community Infrastructure Costs and Preliminary Weighting Assignments

	Higher Cost Attributes (score of 1)	Lower Cost Attributes (score of 3)	Prelim. Weights
1) Site Topography	Rolling and Hilly Sites	Flat sites	10%
2) Environmental Features (streams and Goal 5 resources)	Lots of on-site resources	No on-site resources	5%
3) Land Ownership	many private owners	few owners	15%
4) Site Preparation/Permitting	Brownfields and replacement of existing utilities	Minimal former Development	5%
5) Proximity to existing roads, transit and utilities	Existing infra. far away	Infra stubbed to site	10%
6) Gravity Systems for water and sewer	Pump station(s) required	No need for pumping	10%
7) Available excess capacity of roads, transit, utilities and schools	No excess capacity	Excess capacity	10%
8) Length or amount of adjacent or off-site capital improvements required	No off site improvements	Significant off site improvements	15%
9) Special Development/Design Standards	Development Standards, like underground utilities, green streets, landscaping, etc.	No special standards	5%
10) Parking	Underground parking	Surface parking	10%
11) Other Special Requirements (such as dedication of parks and community facilities)	Major dedication requirements	No such requirements	5%
Total			100%

Once these factors are considered for each site, scoring assignments can be made for each factor. After the weights are applied to the scores, the overall totals can be factored up to a 100 point scale system. This approach can result in a relative comparison of development areas. Assuming there are relatively "good and consistent" data for such an analysis, it is possible to generally group the sites into 3 general categories, ranging from: A (lower infrastructure cost per acre) to B (medium infrastructure cost per acre) to C (higher infrastructure cost per acre). This type of scoring approach could also be applied to infill sites, and modified to take into account development density levels, which could convey the findings in terms of infrastructure cost per equivalent dwelling unit. Please call with any questions or comments.