

# Metro | Agenda

Meeting: Metro Policy Advisory Committee (MPAC)  
Date: Wednesday, April 8, 2009  
Time: 4 to 6 p.m. **\*NOTE: Early Start Time**  
Place: Council Chambers

---

- |                |     |  |  |
|----------------|-----|--|--|
| <b>4 PM</b>    | 1.  | <b><u>CALL TO ORDER</u></b>  | <b>Tom Brian, Chair</b>  |
| <b>4:02 PM</b> | 2.  | <b><u>SELF INTRODUCTIONS &amp; COMMUNICATIONS</u></b>  | <b>Tom Brian, Chair</b>  |
| <b>4:07 PM</b> | 3.  | <b><u>CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS</u></b>   |  |
| <b>4:10 PM</b> | 4.  | <b><u>CONSENT AGENDA</u></b>   | <b>Tom Brian, Chair</b>  |
|                | 4.1 | * • Consideration of the MPAC Minutes for March 25, 2009   |  |
|                |     | * • MTAC Member Nomination   |  |
| <b>4:12 PM</b> | 5.  | <b><u>COUNCIL UPDATE</u></b>   | <b>Carl Hosticka, Councilor</b>  |
|                | 6.  | <b><u>MAKING THE GREATEST PLACE</u></b>  |  |
| <b>4:15 PM</b> | 6.1 | Framing Choices  | <b>Robin McArthur</b>  |
| <b>4:25 PM</b> | 6.2 | * Summary of Local Aspirations Outreach to Cities and Counties   | <b>Christina Deffebach</b>   |
| <b>4:35 PM</b> | 6.3 | Sample Overview of Local Aspirations: <ul style="list-style-type: none"><li>○ Amber Glen</li><li>○ Oregon City Regional Center</li><li>○ Downtown Tigard</li><li>○ Gateway Regional Center</li></ul> | <b>Tentative Speakers:<br/>Jerry Willey, Mayor<br/>Alice Norris, Mayor<br/>Craig Dirksen, Mayor<br/>Sam Adams, Mayor</b> |
| <b>5 PM</b>    | 6.4 | * Preliminary Residential Urban Growth Report  | <b>Carl Hosticka, Councilor</b>  |
| <b>5:45 PM</b> | 6.5 | * Proposed Resolution Providing MPAC Policy Direction  | <b>Andy Cotugno</b>  |
| <b>6 PM</b>    | 7.  | <b><u>ADJOURN</u></b>  | <b>Tom Brian, Chair</b>  |

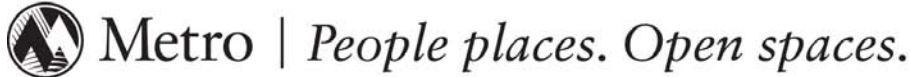
\* Material available electronically.

\*\* Material to be e-mailed at a later date.

# Material provided at meeting.

All material will be available at the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: [kelsey.newell@oregonmetro.gov](mailto:kelsey.newell@oregonmetro.gov).  
To check on closure or cancellations during inclement weather please call 503-797-1700.



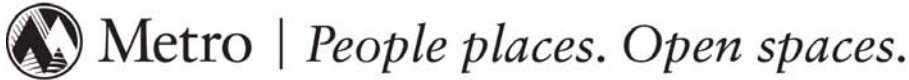
**Tentative MPAC meeting agendas as of April 1, 2009 – subject to change**

All meetings are on Wednesdays, in the Metro Council Chamber, 600 NE Grand Ave., Portland, unless otherwise noted. For current agendas and materials, visit [www.oregonmetro.gov/mpac](http://www.oregonmetro.gov/mpac).

<p><b>MPAC Meeting</b> <b>April 8, 2009, 4 to 6 p.m. *Note: Early Start Time</b></p> <ul style="list-style-type: none"> <li>• Making the Greatest Place             <ul style="list-style-type: none"> <li>○ Framing choices</li> <li>○ Summary of local aspirations:                 <ul style="list-style-type: none"> <li>▪ Amber Glenn</li> <li>▪ Oregon City Regional Center</li> <li>▪ Downtown Tigard</li> <li>▪ Gateway Regional Center (?)</li> </ul> </li> <li>○ Preliminary residential Urban Growth Report (UGR)</li> <li>○ Proposed resolution providing MPAC policy direction</li> </ul> </li> </ul>	<p><b>MPAC Meeting (extend meeting time?)</b> April 22, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> <li>• Regional Transportation Plan (RTP) Needs findings (discussion)</li> <li>• Housing needs analysis</li> </ul>
<p><b>MPAC Meeting (extend meeting time?)</b> May 13, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> <li>• Preliminary employment Urban Growth Report – employment policy issues (intro)</li> <li>• HCT recommended priorities and draft plan</li> <li>• Update on urban and rural reserve candidate areas and evaluation process</li> </ul>	<p><b>MPAC Meeting</b> May 27, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> <li>• Preliminary residential Urban Growth Report (discuss and act on MTAC recommended refinements)</li> <li>• RTP Investment Principles and funding mechanisms (discussion)</li> </ul>

<p><b><u>MPAC Meeting</u></b> June 10, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> <li>• HCT plan (action)</li> <li>• RTP Investment Principles and funding mechanisms (action)</li> </ul>	<p><b><u>MPAC Meeting</u></b> June 24, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> <li>• Preliminary employment Urban Growth Report (discuss and act on MTAC recommended refinements)</li> <li>• Review of recommendations linked to local aspirations</li> </ul>
<p><b><u>MPAC Meeting</u></b> July 8, 2009, 5 to 7 p.m.</p>	<p><b><u>MPAC Meeting (possible joint meeting with IPACT?)</u></b> July 22, 2009, 5 to 7 p.m.</p>
<p><b><u>MPAC Meeting</u></b> August 12, 2009, 5 to 7 p.m.</p>	<p><b><u>MPAC Meeting (possible joint meeting with IPACT?)</u></b> August 26, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> <li>• Preliminary draft RTP</li> </ul>
<p><b><u>MPAC Meeting (possible joint meeting with IPACT?)</u></b> September 9, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> <li>• Review coordinated Making the Greatest Place package</li> </ul>	<p><b><u>MPAC Meeting</u></b> September 23, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> <li>• Ordinance on urban reserves (intro)</li> <li>• Resolution to authorize IGAs to designate urban and rural reserves (intro)</li> </ul>
<p><b><u>MPAC Meeting (extend meeting time?)</u></b> October 14, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> <li>• Ordinance on urban reserves (discussion &amp; action)</li> <li>• Resolution to authorize IGAs to designate urban and rural reserves (discussion &amp; action)</li> <li>• Resolution approving 2035 RTP pending air quality conformity (intro)</li> </ul>	<p><b><u>MPAC Meeting</u></b> October 28, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> <li>• Resolution approving 2035 RTP pending air quality conformity (discussion and action)</li> </ul>

<p><b><u>MPAC Meeting</u></b>  November 18, 2009, 5 to 7 p.m. (Note: special meeting date)</p> <ul style="list-style-type: none"> <li>• Resolution on accepting regional range forecast and urban growth report (intro &amp; discussion)</li> </ul>	<p><b><u>(Due to holidays, only one November MPAC meeting is currently scheduled)</u></b></p>
<p><b><u>MPAC Meeting</u></b>  December 9, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> <li>• Resolution on accepting regional range forecast and urban growth report (discussion &amp; action)</li> </ul>	<p><b><u>MPAC Meeting</u></b>  December 16, 2009, 5 to 7 p.m. (if needed)</p>



**Metro Policy Advisory Committee**

**MINUTES**

March 25, 2009

5 to 7 p.m.

Council Chambers

MEMBERS PRESENT

Shane Bemis, Vice Chair  
Jody Carson  
Nathalie Darcy  
Dennis Doyle  
Amanda Fritz  
Jack Hoffman  
Carl Hosticka  
Richard Kidd  
Charlotte Lehan  
Robert Liberty  
Donald McCarthy  
Alice Norris  
Rod Park  
Michelle Poyourow  
Judy Shiprack  
Richard Whitman  
Jerry Willey

AFFILIATION

City of Gresham, representing the Multnomah Co. 2<sup>nd</sup> Largest City  
City of West Linn, representing Clackamas Co. Other Cities  
Washington Co. Citizen  
City of Beaverton, representing Washington Co. 2<sup>nd</sup> Largest City  
City of Portland  
City of Lake Oswego, representing Clackamas Co. Largest City  
Metro Council  
City of Forest Grove, representing Washington Co. Other Cities  
Clackamas Co. Commission  
Metro Council  
Multnomah Co. Special Districts  
City of Oregon City, representing Clackamas Co. 2<sup>nd</sup> Largest City  
Metro Council  
Multnomah Co. Citizen  
Multnomah Co. Commission  
Oregon Dept. of Land Conservation & Development  
City of Hillsboro, representing Washington Co. Other Cities

MEMBERS EXCUSED

Sam Adams  
Ken Allen  
Tom Brian, Vice Chair  
Richard Burke  
Pat Campbell  
Dick Jones  
Robert Kindel  
Wilda Parks  
Steve Stuart  
Rick VanBeveren  
Mike Weatherby  
Dilafruz Williams

AFFILIATION

City of Portland  
Port of Portland  
Washington Co. Commission  
Washington Co. Special Districts  
City of Vancouver  
Clackamas Co. Special Districts  
City of North Plains, representing City in Washington Co. outside UGB  
Clackamas Co. Citizen  
Clark Co., Washington Commission  
TriMet Board of Directors  
City of Fairview, representing Multnomah Co. Other Cities  
Governing Body of School Districts

ALTERNATES PRESENT

Ed Gronke  
Laura Hudson  
Jim Kight

AFFILIATION

Clackamas Co. Citizen  
City of Vancouver  
Multnomah Co. Other Cities

STAFF

Kathryn Harrington, Kelsey Newell, Kayla Mullis, John Williams, Andy Cotugno, Sherry Oeser.

**1. CALL TO ORDER**

Vice Chair Shane Bemis called the meeting to order at 5:06 p.m.

**2. SELF INTRODUCTIONS & COMMUNICATION**

All attendees introduced themselves.

**3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS**

There was none.

**4. CONSENT AGENDA**

**Consideration of the MPAC Orientation Minutes for February 11, 2009**

**Consideration of the MPAC Minutes for February 25, 2009**

MOTION: Mayor Alice Norris moved, Mayor Richard Kidd seconded, to approve the consent agenda.

ACTION TAKEN: With all in favor, the motion passed.

**5. COUNCIL UPDATE**

*Title 13 Status Report*

Councilor Rod Park briefed the committee on the status of Title 13: Nature in Neighborhoods. The implementation of Title 13 throughout the region is on track. The City of Portland has submitted an extension request for consideration by the Metro Council. Other jurisdictions that may not hit their targets should consider requesting an extension as well.

Councilor Carlotta Colette announced Metro’s launch of the High Capacity Transit (HCT) online build-a-system tool. The interactive online tool puts users through virtual planning exercise, weighing benefits and forcing choices within constrained budgets for prospective new transit lines. The build-a-system uses model generators to incorporate location, costs, ridership and other factors of potential streetcar or light rail lines and give citizens the opportunity to submit their ideal system to Metro.

The committee discussed performance measures and the cost for jurisdictions to collect the data and the issue of including bodies of water when measuring the net loss of wetland in an area.

## **6. INFORMATION/ DISCUSSION ITEMS**

### **6.1 20-50 Year Regional Range Forecast**

Councilor Carl Hosticka briefed the committee on the recently released 20 and 50 year regional population and employment range forecasts. The forecasts, which cover a seven-county Portland-Beaverton-Vancouver Primary Metropolitan Statistical Area (PMSA), are displayed in ranges to allow for the consideration of a number of possible outcomes, rather than planning for one future outcome. Use of range forecasts is more likely to result in growth management decisions that result in adaptable, resilient communities that are able to adjust course when conditions change.

MPAC will revisit the range forecasts regarding the Urban Growth Report (UGR) and Urban Growth Boundary (UGB) management over the next year and a half.

The committee discussed the following topics:

- The region's physical ability to accommodate growth
- The lifestyle and value beliefs that will guide the UGB review process
- Using qualitative and quantitative data to measure and address needs
- Up-zoning
- Planning for balanced communities in regards to residencies and work places
- Relationship between population and quality of services
  - Tax capacities and the nature of the workforce (i.e. non-tax generating entities)
- Desire for age and gender breakdown of the population forecast

The committee asked that the land use and transportation policy principles, developed at the joint MPAC/JPACT meetings held in the fall of 2008, be brought back to the next meeting for further discussion and consideration of a resolution to use as guidance for upcoming recommendations concerning the UGR and UGB.

### **6.2 Economic and Employment Trends Recap**

Mr. John Williams of Metro provided a recap of the February 25<sup>th</sup> MPAC discussion on employment and economic trends. MPAC is scheduled to discuss the residential UGR and employment growth in April and May respectively. Any suggestions for changes or additions that should be incorporated into the study are welcome.

## **7. ADJOURN**

Vice Chair Bemis adjourned the meeting at 6:14 p.m.

Respectfully Submitted,

Kayla Mullis  
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR MARCH 25, 2009

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

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT NO.</b>
<b>4.0</b>	Minutes	N/A	Updated MPAC Orientation Minutes from February 11, 2009	32509m-01
<b>5.0</b>	News Release	3/25/09	HCT News Release: Metro launches High Capacity Transit online build-a-system tool	32509m-02
<b>6.1</b>	Report	03/09	20-50 Year Regional population and employment growth forecasts	32509m-03
<b>6.1</b>	Power Point	N/A	Updated 20 and 50 year forecast: MPAC discussion	32509m-04
<b>6.2</b>	Memo	5/23/09	To: MPAC Members and Alternates From: Malu Wilkinson Re: Employment and Economic Trends	32509m-05
	Letter	2/6/09	To: Chair Tom Brian From: MPAC Special Districts Representatives Re: Special District Representation on MTAC	32509m-06



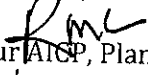
600 NE Grand Ave.  
Portland, OR 97232-2736  
503-797-1700  
503-797-1804 TDD  
503-797-1797 fax

[www.oregonmetro.gov](http://www.oregonmetro.gov)

 Metro | Memo

Date: April 1, 2009

To: Metro Policy Advisory Committee

From: Robin McArthur  ATCP, Planning & Development Director

**Re: New MTAC Members for MPAC Consideration**

Per MPAC bylaws Article IV, Section C, applicable to the Metro Technical Advisory Committee, "each jurisdiction or organization named shall annually notify MPAC of their nomination. MPAC may approve or reject any nomination. Revision of the membership of MTAC may occur consistent with MPAC bylaw amendment procedures..."

The City of Lake Oswego nominates Denny Egner, Long Range Planning Manager, to be their primary member for MTAC Seat No. 5, Largest City in Clackamas County; Lake Oswego. This fills the vacancy left by Stephan Lashbrook.

Lake Oswego also nominates Sidaro Sin, Senior Planner, as the alternate member.

If you have any questions or comments about these nominations, please contact me.

Thank you.

## MPAC Agenda Information

**Agenda Item Title:** Local Aspirations – preliminary results and implications for Making the Greatest Place

**Presenter:** Chris Deffebach, Land Use Planning Manager;

**MPAC Meeting Date:** 04-08-09

**Purpose/Objective (what is the purpose of having the item on *this meeting's* agenda):**

Illustrate the potential to focus investments on those communities with local aspirations for growth -- as reflected by their commitments to providing zoned capacity, financial incentives and leadership – as an approach to accommodating residential and employment growth in a way that supports the elements of a successful region.

**Action Requested/Outcome (what do you want/need MPAC to do at *this meeting*). Are there specific questions you need answered?**

MPAC members will have the opportunity during this presentation and later in the evening to consider their support for a growth management strategy that focuses investments on those communities with aspirations for growth.

**Background and context:**

Last fall, Metro illustrated the effects of different land use, transportation and investment strategies with the release and discussion of multiple scenarios. The scenarios demonstrated the effect that local and regional actions can have on the distribution of growth throughout the region as well as on other factors such as green house gas emissions and jobs/housing balance. In addition, Metro introduced the concept of the activity spectrum to help communities envision the type of place they want to aspire toward and summarized current conditions in the State of the Centers report.

To help inform the Making the Greatest Place decisions staff requested qualitative and quantitative information from each planning director on the local aspirations as well as their identification of barriers to achieving those aspirations. These results help map a new vision for growth in the region – one that is based on local aspirations that, together, can contribute to the region's success.

A summary of the results of a survey about local aspirations, as completed by local planning directors, will be presented. The results illustrate that some communities have aspirations for significant growth within existing adopted comprehensive plans and zoning while others are in the process of reconsidering their growth potential. The results also illustrate the ways that local aspirations contribute to the success of the region as a whole, as well as the barriers the region faces and the need for investments to support these aspirations.

After a brief introduction and summary of the results, a few MPAC members will describe what they are trying to achieve in their community, the financial barriers or investments needed to achieve these aspirations and the time frame for making the needed commitments.

The local aspirations will inform regional consideration of how and where to grow as well as guide Metro's available technical and financial assistance.

**What has changed since MPAC last considered this issue/item?**

MPAC heard about the request to planning directors about local aspirations early in 2009. Since then, a majority of planning directors has responded and these responses are available for review at MPAC.

**What is the timeline for further consideration of his agenda item (e.g., MTAC, MPAC, Council)**

MPAC will have opportunities for further consideration of these local aspirations as they develop recommendations for HCT priorities, RTP projects and investment strategies, advise Council on how to best meet the 20-year capacity needs and how to size and locate urban reserves. These discussions will occur throughout 2009.

## MPAC Worksheet

**Agenda Item Title** (include ordinance or resolution number and title if applicable):

Preliminary residential urban growth report (UGR)

**Presenter:**

Carl Hosticka

**Contact for this worksheet/presentation:**

Malu Wilkinson

**Council Liaison Sponsor:**

Carl Hosticka

**Purpose of this item (check no more than 2):**

Information

Update

Discussion

Action

**MPAC Target Meeting Date:** 4/8/2009

Amount of time needed for:

Presentation 15 minutes

Discussion 30 minutes

**Purpose/Objective** (what do you expect to accomplish by having the item on *this meeting's* agenda):

(e.g. to discuss policy issues identified to date and provide direction to staff on these issues)

To provide MPAC members with the preliminary residential urban growth report, an analysis of the 20-year residential demand and supply range, and to lay out policy questions.

**Action Requested/Outcome** (What action do you want MPAC to take at *this meeting*? State the **policy** questions that need to be answered.)

Local and regional choices will influence where the region falls within the range of both demand and supply. Some of the questions to consider include:

1. What are some policy changes that could be made to increase the financial feasibility of higher density, mixed-use development that would allow the region to build closer to its current zoned capacity?
2. What is the right balance of incentives and urban growth boundary expansion policy to increase the region's rate of redevelopment and infill in centers, corridors and Main Streets?
3. Will the region identify an infrastructure funding source to support development in past boundary expansion areas?
4. Will there be a market for higher density residential developments in urban growth boundary expansion areas (past and prospective)? If so, during what time frame? What are the characteristics of expansion areas where this type of development would be marketable?
5. What are the relative costs of investing in different locations?
6. Under what conditions should the region expand the urban growth boundary?

Metro staff is looking for MPAC discussion focused on the policy questions and also for MPAC to direct MTAC to provide technical review of the preliminary residential urban growth report.

**Background and context:**

Oregon land use laws require that Metro maintain capacity inside the urban growth boundary (UGB) to accommodate estimated housing needs for the next twenty years (for the purposes of this analysis, to the year 2030). Metro fulfills a similar role in determining whether or not there is adequate capacity for employment.

On March 25, 2009, a population and employment forecast was presented to MPAC. That forecast is Metro's determination of how much residential and employment growth is expected in the larger 7-county area by the year 2030. The forecast informs the urban growth report (UGR), which is an analysis of the current UGB's capacity to accommodate forecasted growth.

Two preliminary UGRs are being released this spring. The first is the preliminary residential UGR (topic for the April 8 MPAC meeting), to be followed by a preliminary employment UGR (topic for May 13 MPAC meeting). The purpose of releasing these preliminary UGRs is to engage local policy makers in a discussion of policies and investment strategies that could be pursued to implement the 2040 Growth Concept and improve outcomes for current and future residents of the region.

The preliminary residential UGR is a statement the UGB's estimated capacity, given current policies (including current zoning) as well as anticipated public investment and market trends over the 20-year period. New local and regional actions (policies and investments) that are put in place in 2009 will be accounted for in the final UGR, which will be adopted by Metro Council resolution by the end of 2009.

Throughout 2010, local and regional governments will continue to implement policies and investments to create and enhance great communities while accommodating anticipated growth. By December 2010, the Metro Council will submit plans to accommodate at least 50 percent of any 20-year capacity need to LCDC. If, by December 2011, any additional 20-year capacity need remains, the Metro Council will consider urban growth boundary expansions into designated urban reserves.

**What has changed since MPAC last considered this issue/item?**

The range forecast and the preliminary residential UGR have been publicly released.

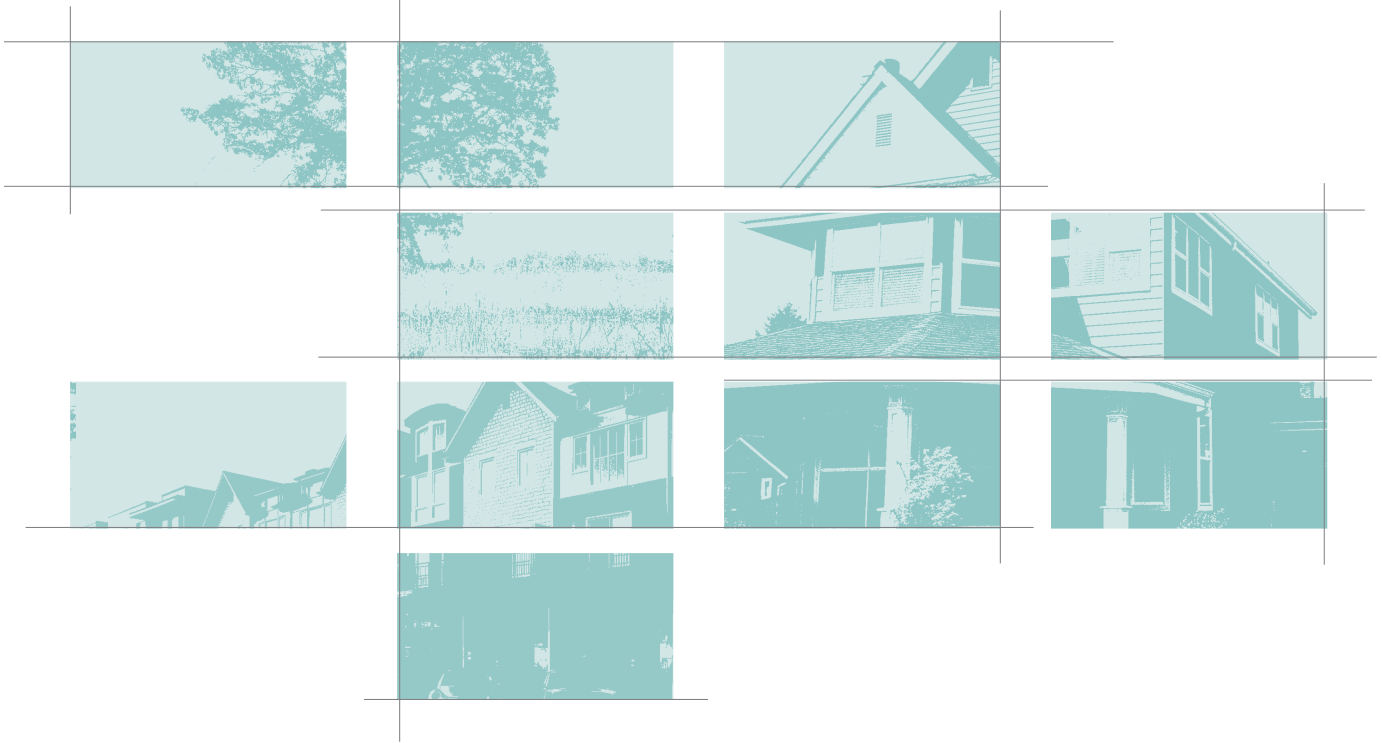
**What packet material do you plan to include? (must be provided 8-days prior to the actual meeting for distribution)**

Preliminary residential UGR and executive summary.

**What is the schedule for future consideration of item (include MTAC, TPAC, JPACT and Council as appropriate):**

MTAC will discuss the residential analysis as directed by MPAC. Proposed dates include April 15 and May 6.

CLICK HERE FOR REPORT



PRELIMINARY URBAN GROWTH REPORT

2009 – 2030

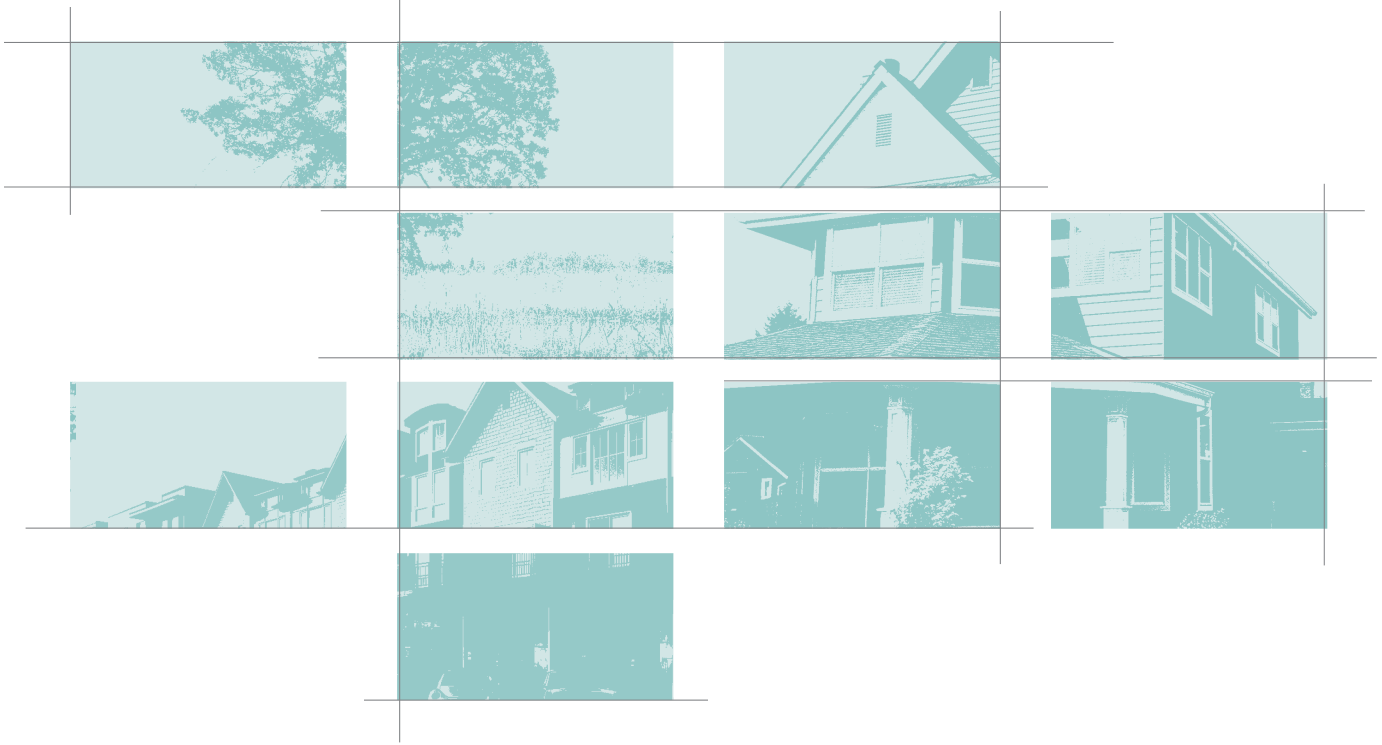
**Residential – Executive Summary**

March 2009 draft



Metro | *People places. Open spaces.*

CLICK HERE FOR REPORT



PRELIMINARY URBAN GROWTH REPORT

2009 – 2030

**Residential**

March 2009 draft

 Metro | *People places. Open spaces.*

## MPAC Worksheet

**Agenda Item Title:** Proposed resolution providing MPAC policy direction

**Presenter:** Andy Cotugno

**Contact for this worksheet/presentation:** Andy Cotugno

**Purpose of this item (check no more than 2):**

Information \_\_\_\_\_  
Update \_\_\_\_\_  
Discussion \_\_\_\_\_  
Action \_\_\_\_\_  
Direction   X  

**MPAC Target Meeting Date:**   April 8, 2009  

Amount of time needed for:

Presentation   10 minutes    
Discussion   15 minutes  

**Purpose/Objective** (what do you expect to accomplish by having the item on *this meeting's* agenda):

At the March 25 MPAC meeting, the Committee indicated a desire to begin providing policy direction that would be used for upcoming decisions regarding Urban and Rural Reserves, The Urban Growth Boundary and the Urban Growth Report and the Regional Transportation Plan. They directed staff to bring back to the next meeting the attached "Recap Memo" which was discussed by MPAC at their January 14 meeting. Direction is needed from MPAC on how the committee would like to proceed.

**Action Requested/Outcome** (What action do you want MPAC to take at *this meeting*? State the *policy* questions that need to be answered.)

Direction to staff on the following questions:

- Should staff draft a resolution adopting the "Recap Memo" as an attachment that reflects the consensus of the committee? Should it be an MPAC Resolution? An MPAC/JPACT Resolution? An MPAC/JPACT recommendation to the Metro Council?
- Is there agreement around the content of the "Recap Memo?" Are there any amendments proposed?
- Does MPAC want input from MTAC?
- Should this be communicated to the Reserves Steering Committee?



**Background and context:**

Last fall, a series of joint MPAC/JPACT meetings were held to share information on land use and transportation choices for the future. Participants were asked a series of electronic polling questions on your preferences. On January 14, 2009 MPAC discussed and amended the attached “Recap Memo” summarizing the conclusions of each topic (Note: JPACT also discussed and amended the “Recap Memo” at their meeting on January 15, 2009).

**What has changed since MPAC last considered this issue/item?**

At the March 28 MPAC meeting, MPAC members asked that this item be placed on the agenda for further discussion and possible consideration of a resolution providing MPAC policy direction on land use and transportation issues.

**What packet material do you plan to include?**

Revised Memo dated February 4, 2009 from Andy Cotugno and Robin McArthur to the Metro Council, MPAC, and JPACT

**What is the schedule for future consideration of item:**

MPAC will consider the policy choices presented in this memo as MPAC makes recommendations on land use, transportation and investment choices during 2009 and 2010.

 Metro | Memo **Revised, 2/4/09**

Date: Friday, January 16, 2009  
To: Metro Council, MPAC and JPACT  
From: Andy Cotugno and Robin McArthur  
Re: Recap of direction from the Joint MPAC/JPACT meetings and MPAC review January 14 and JPACT review January 15

---

In October, November and December, 2008 Metro staff organized a series of Joint JPACT/MPAC meetings to share information on land use and transportation choices for the future and asked a series of electronic polling questions on your preferences. This memo is intended to provide a synopsis of the major elements of direction that you provided. This direction will be taken into account as proposed land use and transportation policy direction is formulated. As revised, this incorporates discussion from the January 14 and 15 meetings and will further guide areas of agreement and areas of discussion.

1. Focus Growth in Centers and Corridors

- Stay the course on an aggressive strategy to attract growth into the full array of higher density, mixed-use centers and corridors throughout the region, including the Central City, Regional Centers, Town Centers, Station Communities, Main Streets and designated transit Corridors.
- Use regional and local financial tools, targeted investments and amenities to encourage more development in centers and corridors.
- Maintain a tight UGB to direct market forces to centers and corridors.
- Metro should endeavor to understand and reinforce local aspirations for development in downtowns, centers and corridors.
- Change local zoning to accommodate more development in centers and corridors.
- Implement parking management programs in centers served by high quality transit.

2. Employment and Industrial Areas

- Change local zoning to allow more jobs growth in employment and industrial areas, especially in newly expanded UGB areas.
- Protect land brought into the UGB for industrial purposes from conversion to non-industrial purposes.
- Target investments to improve or preserve freight access from industrial and employment areas and inter-modal facilities to the state highway system.
- Understand and serve the broader transportation needs to support other sectors of the economy beyond freight (such as tourism).
- Implement zoning restrictions on high traffic generators (such as retail) to protect interchange capacity needed to serve freight access to industrial areas. While the region's plans call for intensification in higher density, mixed-use Regional and Town Centers, there are many other interchanges that are access routes for trucks

that should be zoned accordingly. In addition, new information from the Institute of Transportation Engineers (ITE) about reduced trip generation rates from Transit-Oriented Development will be helpful.

### 3. UGB Expansion

Maintain a tight UGB to direct market forces to centers and corridors.

Establish more rigorous standards for expanding the UGB, including:

- Consider UGB expansion after concept planning is completed.
- Further consider whether to require as a prerequisite for expansion of the UGB commitment to an infrastructure finance plan; bring back differing levels of commitment from concept to plan to commitments through binding mechanisms.
- Consider UGB expansion only after governance is agreed to. Ensure that the cities that must take on the responsibility to serve UGB expansion areas understand the consequences on their ability to serve the existing community.
- Consider UGB expansions that support an existing center, industrial or employment area.
- Consider UGB expansion only if there is significant progress in accommodating growth in centers, corridors, industrial areas, employment areas and recent UGB expansion areas.
- 

Further exploration is needed about the time lag from when land is brought into the UGB and when it is actually ready for development. The prerequisites described above would delay when UGB amendments are actually adopted but shorten the time to plan, finance and build infrastructure once it is added to the UGB. Questions are also being raised about how to consider past UGB expansions for their readiness to meet a 20-year land supply requirement.

### 4. Transportation

- There are differing opinions about whether the RTP should decrease our emphasis on expansion of the Throughway system but strong agreement that we should increase emphasis on improvements to non-auto alternatives. There is a general recognition that the region will not be pursuing major new corridors and that the question of expansion relates to accomplishing a satisfactory operation of the existing system.
- Despite mixed opinion about expansion of the Throughway system, there is uniform agreement about addressing safety deficiencies on the Throughway system and more aggressive management of the system through ITS and peak-period pricing.
- Despite the mixed opinion about expansion of the Throughway system, there is uniform recognition of the importance of serving freight.
- Increase emphasis on expanding the High Capacity Transit (HCT) system. To support this direction, pursue a number of approaches, including:
  - Change local zoning to allow more jobs and housing along HCT corridors.
  - Complete bus, bike and pedestrian connections to provide access the HCT system.
  - Targeted investments and amenities should be implemented to encourage more development in areas served by HCT.
  - Implement parking programs in centers served by HCT.

- Pursue state, regional and local funding to accelerate expansion of the HCT system.

5. Climate Change

- The region should be very proactive in developing land use and transportation strategies that reduce VMT to meet greenhouse gas emission reduction targets.
- Emphasize transit, land use, ITS demand management and bike/pedestrian actions to reach State greenhouse gas reduction targets. Pursue technology that facilitates virtual meetings to reduce the need to travel.

6. General

- Consider developing evaluation measures that monetize the benefits of the actions contemplated to better understand the differences between choices and to contrast with costs.
- Consider using a new British website designed to calculate emissions reductions from the combination of 12 policy package options:  
[http://www.vibat.org/vibat\\_ldn/tcsim.shtml](http://www.vibat.org/vibat_ldn/tcsim.shtml)

Materials following this page were distributed at the meeting.

# Local Aspirations

What type of place do you want to be?



**What is it and what we've learned**

MPAC

April 8, 2009

 Metro | *People places. Open spaces.*

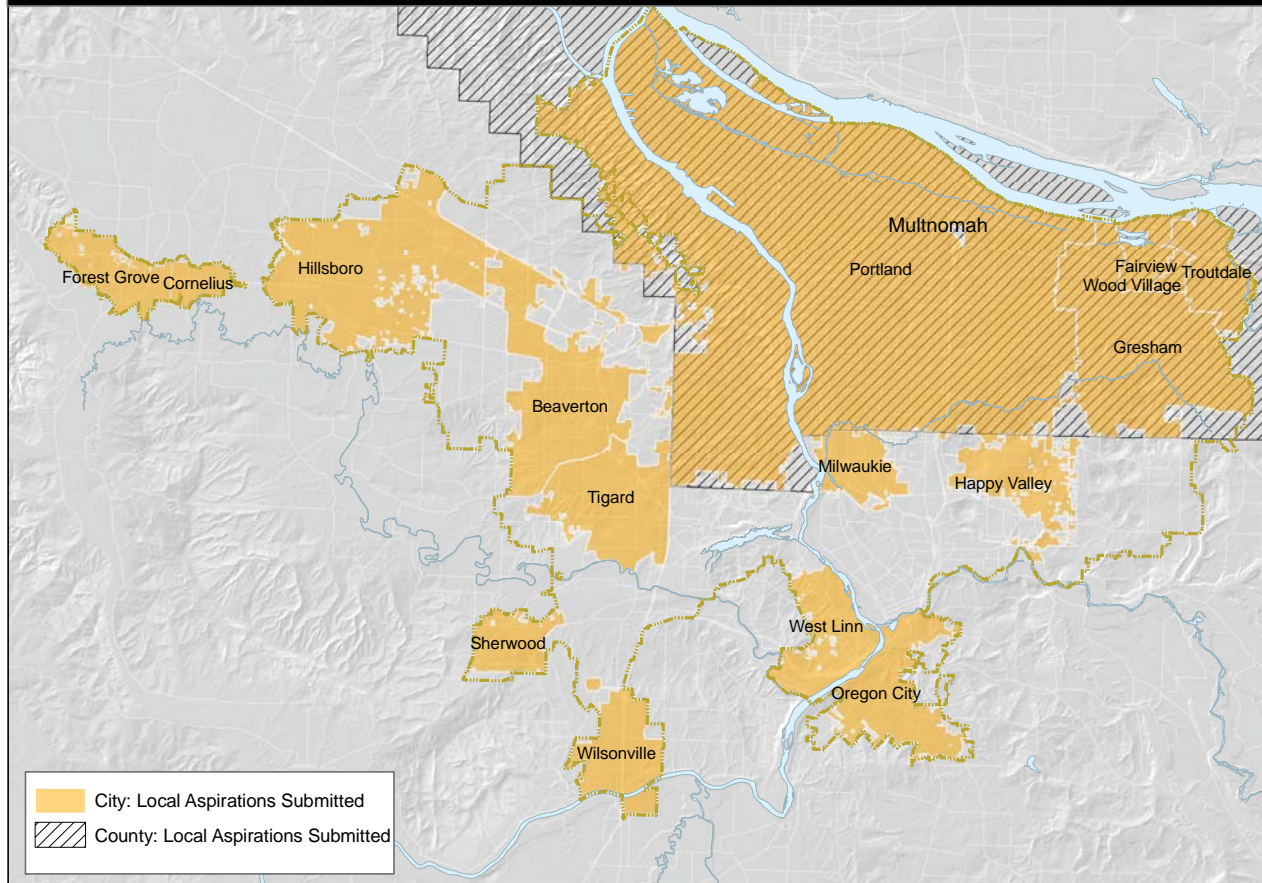
# Local Aspirations

What type of place do you want to be?



- Frame
- Assess
- Commit

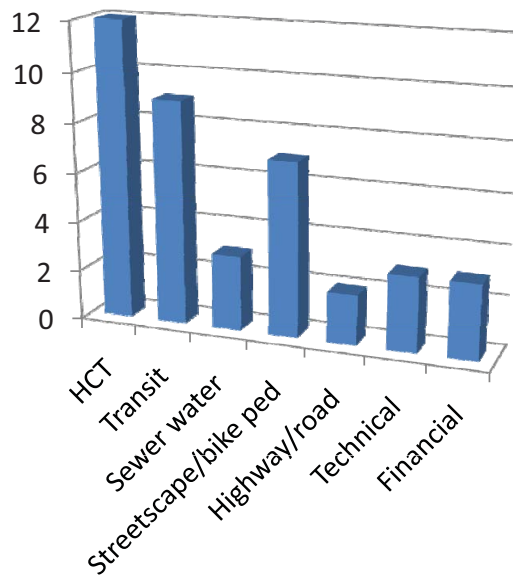
 Metro | *People places. Open spaces.*



## Investment opportunities

- **Greatest growth potential within adopted plans**
  - Example: Downtown Portland, South Waterfront, Lloyd District, Gateway and main streets/corridors, Downtown Gresham, Civic Neighborhood, Rockwood, Springwater and Pleasant Valley, Downtown Tigard, Downtown Oregon City, Beaverton centers, Milwaukie Town Center, Villebois
- **Growth potential with new planning efforts**
  - Example: Portland opportunity sites, Tigard 99W corridor, Tigard Triangle, Downtown Hillsboro, Amber Glen/Tanasbourne, Gresham corridors, Fairview Halsey and Sandy corridors, Beaverton corridors, Sherwood, Wilsonville sites, Frog Pond, Cornelius, Forest Grove, Wood Village, Happy Valley
- **Employment area aspirations**
  - Example: Portland, Gresham, Fairview, Troutdale, Milwaukie, Wilsonville, Sherwood, Tigard, Beaverton, Hillsboro, Cornelius

## Investments needed to realize aspirations



 Metro | *People places. Open spaces.*

## Aspirations support 2040 vision



- Jobs/housing balance
- Trails/parks
- Civic spaces
- Housing diversity
- Energy savings
- Natural resources

 Metro | *People places. Open spaces.*



# Next Steps

- Summarize and confirm aspirations
- Inform investment priorities
- Support implementation

## Downtown Hillsboro Heart of the Hometown of the Future

Hillsboro Centers  
12-hour

FOCUS | A rich mix of history, arts, civic life & agriculture

**The Aspiration...**  
Approximately 35,000 people will live in this district and 15,000 will work here.

**Revitalize the Historic Downtown Core**

- Encourage historic, civic, commercial and residential reinvestment.
- Encourage historic preservation and reuse.
- New residential uses including commercial buildings on Main Street up to four or five stories.
- Landmarks should remain the core areas to define historic.
- Preserve and restore historic buildings and streets.
- Convert vacant commercial buildings to non-generating space.

**Reinvigorate Downtown Center**

- New downtown for long-term walking from Jackson Bottom towards Education Center in the Downtown Core.
- Reinvigorate downtown center to a vibrant historic Jackson Bottom South Front.
- Encourage historic preservation and reuse of historic buildings for downtown and new residential uses.
- Historical development near Jackson Bottom Preserve includes reuse of old water and utility.
- New historic and agricultural uses from architecture, farms and markets to create a vibrant downtown in the downtown center.

**Downtown Health & Education District**


- High-quality medical and professional services district in the downtown.
- Support the medical district and adjacent to Taylor, Health and Public Health, Health Professional Campus.
- High-quality, modern development supports for this district.

**Revitalize the Civic Square District**

- Continue to enhance and connect central downtown.
- Encourage historic preservation and reuse.
- Community spaces provide neighborhood gathering space and provide local food production and distribution networks.

**Travel**

- Enhance, maintain and update public transit connections to bus routes and light rail.
- Local transit provides links to downtown and to job centers to the west and north.

 Metro | People places. Open spaces.

# Local Aspiration Examples

Questions:

What are you trying to achieve?

What barriers have you found?

What is your timeframe?


Examples:

Mayor Willey, Hillsboro

Mayor Norris, Oregon City

Mayor Dirksen, Tigard

Mayor Adams, Portland

 Metro | People places. Open spaces.

# Mayor Willey

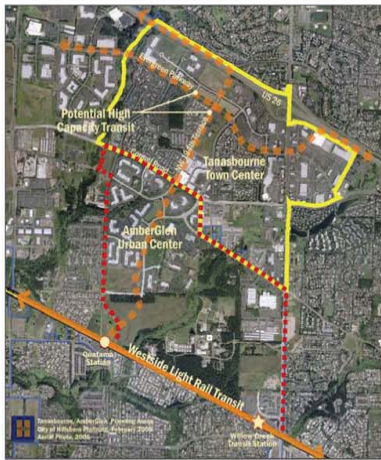
## City of Hillsboro

### TANASBOURNE | AMBERGLEN

A Vibrant, Transit-Supported, Regional-Scale Center

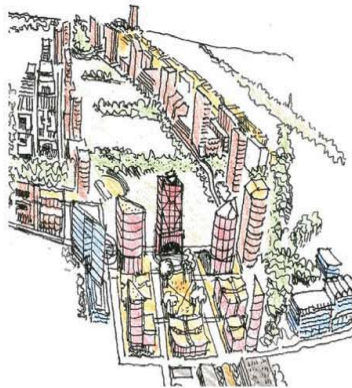


**FOCUS | An intense mix of housing, shopping, employment and**



#### The Aspiration...

Approximately 24,000 people live in this district and 14,000 work here.



**TANASBOURNE | AMBERGLEN** is an ideal urban location for more intensive mixed-use development close to major employers, the dynamic Tanasbourne Town Center, and major transportation facilities including the Westside Light Rail line and Highway 26.

#### Area Vision

- Park and pond area redesigned to provide open space focal point and park amenity.
- High-density residential towers and neighborhood-serving commercial uses.
- Buildings oriented for solar exposure and views of the Tualatin Valley.
- Sidewalk cafés and a variety of passive and active park areas within a centralized location.
- Density tapers off towards adjacent medium density townhouse developments.

#### Multi-modal Transit Service

- Light rail extends through Tanasbourne/Amberglenn from Quatama Station, past the Streets at Tanasbourne on NW 194th Terrace, and links to the Kaiser Permanente Westside Medical Center and corporate centers at NW Evergreen Pkwy.
- Pedestrian qualities enhanced by urban park along potential light rail alignment.

#### Retail/Shopping/Dining

- Shopping and dining district established at Streets at Tanasbourne extended across NW Cornell Road to augment office uses with additional major retail, restaurants, a boutique hotel and civic square.

#### Environmental/Recreational Amenities & Access

- Bronson Creek, Rock Creek and Beaverton Creek enhanced to provide passive recreation and wildlife viewing.
- Extensive trail system skirts the edges of wetlands and streams. The connected system of parks, trails and natural areas provides access for people interested in nature and maintaining a healthy lifestyle.



Recent mixed-use development at Magnolia Park



Rock Creek Trail and natural area



Streets at Tanasbourne



New residential development at Quatama Station



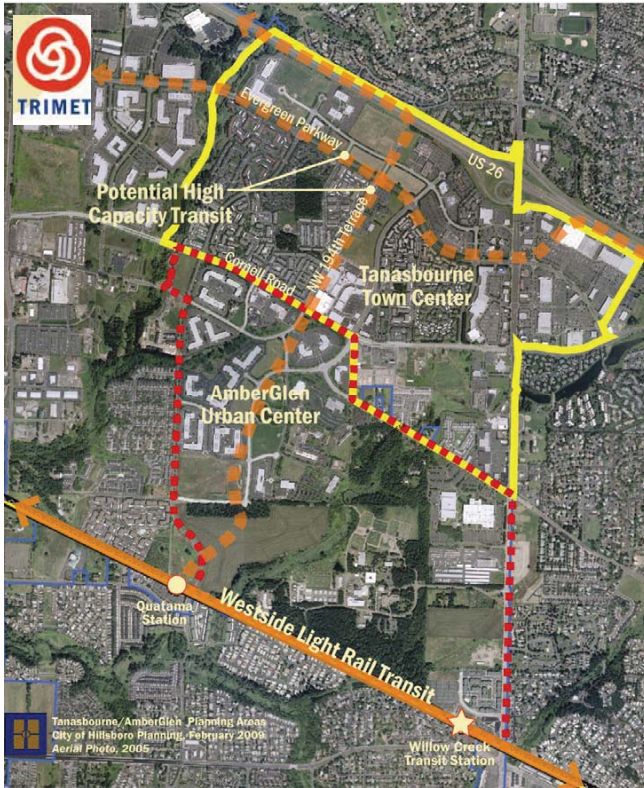
Bugato's



Whole Foods on NW Cornell Rd

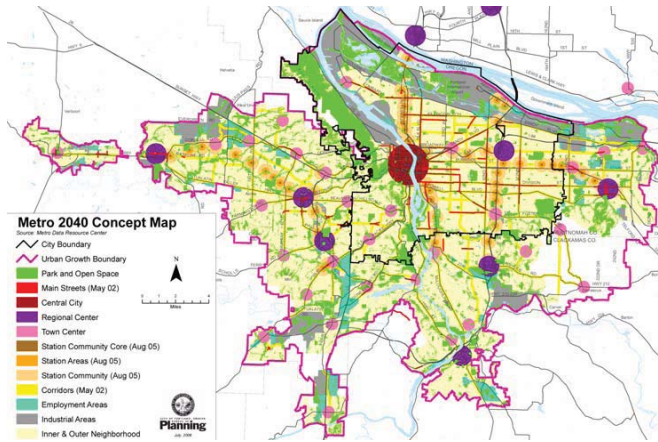
# AmberGlen Community Plan

Public - Private Partnerships



Tanasbourne/AmberGlen Potential Regional Center		
METRO	Tanasbourne Town Center	Regional Center Average
People per acre	24	8
Dwelling units per acre	8	3
Area (acres)	469	419

Data Source: State of the Centers Report, Metro, January 2009



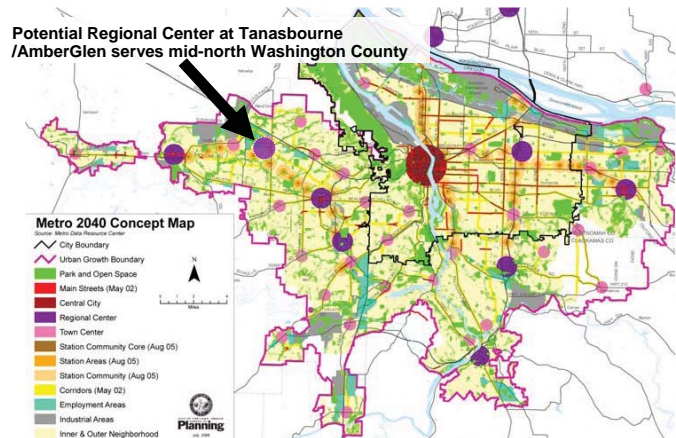
# AmberGlen Community Plan

Public - Private Partnerships

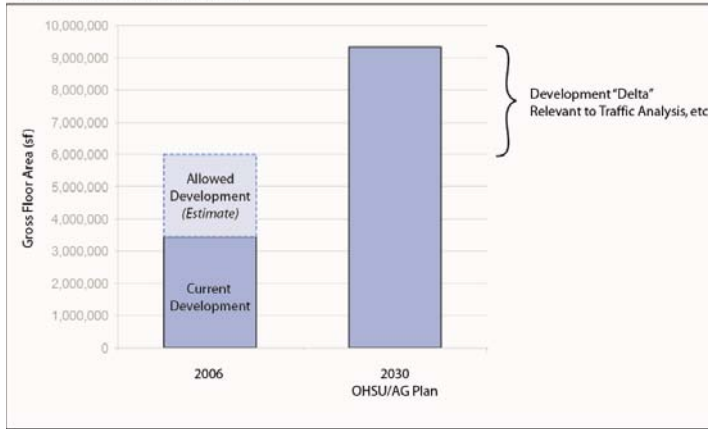


Tanasbourne/AmberGlen Potential Regional Center		
METRO	Tanasbourne Town Center	Regional Center Average
People per acre	24	8
Dwelling units per acre	8	3
Area (acres)	469	419

Data Source: State of the Centers Report, Metro, January 2009



Current Versus Future Development



Source: Leland Consulting Group/PB Placemaking



# AmberGlen Community Plan

## Barriers

Higher intensity, mixed-use zones require significant transportation system improvements (TPR)



# AmberGlen Community Plan

## Barriers

Identify and fund amenity package required to achieve desired development intensity

### Central Park & Open Space Amenities

- Views
- Recreation
- Sustainability
- Natural corridors & pathways

### Urban Retail & Entertainment Amenities

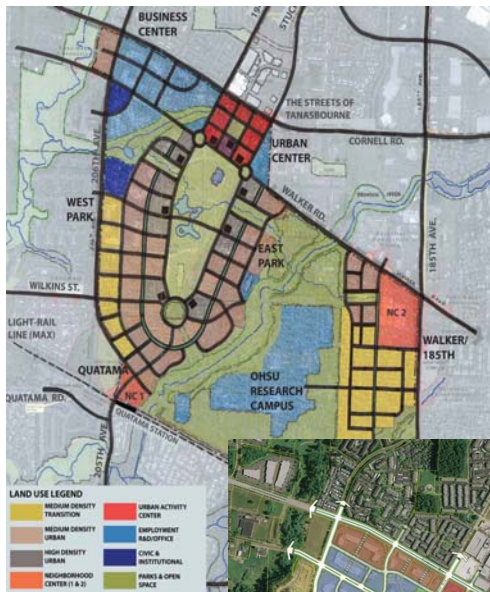
- Restaurants
- Shops and Markets
- Theaters, Cinemas
- Third Places



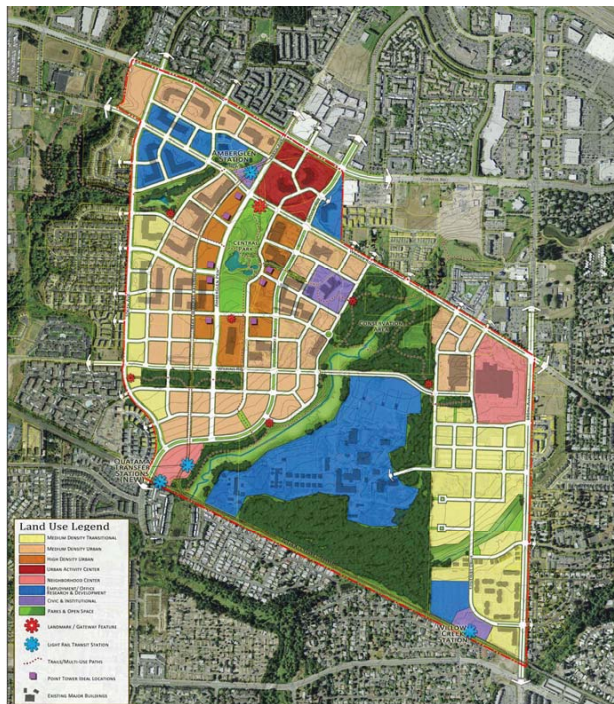
# AmberGlen Community Plan

## Barriers

Plan refinement and phasing strategy required to ensure flexibility and market vitality



AmberGlen Area Plan  
Preferred Alternative - DRAFT HILLSBORO, OREGON



AmberGlen Community Plan  
Schematic Concept - A HILLSBORO, OREGON

# AmberGlen Community Plan

## Implementation Progress



Potential Metro 2040 Regional Center designation for Tanasbourne/AmberGlen



Potential extension of a High Capacity Transit Line along NW 194th Avenue with service to Tanasbourne/AmberGlen



# Mayor Norris

## Oregon City



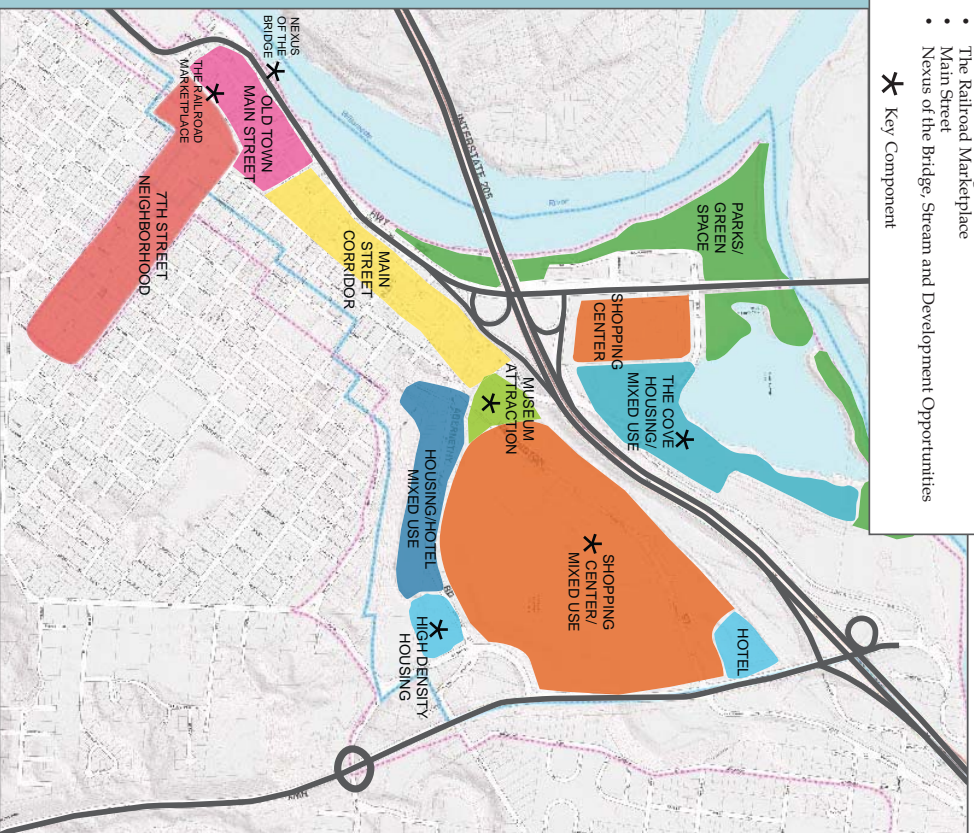


### COLLECTION OF INCREMENTS

The Regional Center should be a collection of "increments" recognized through local landmarks and institutions.

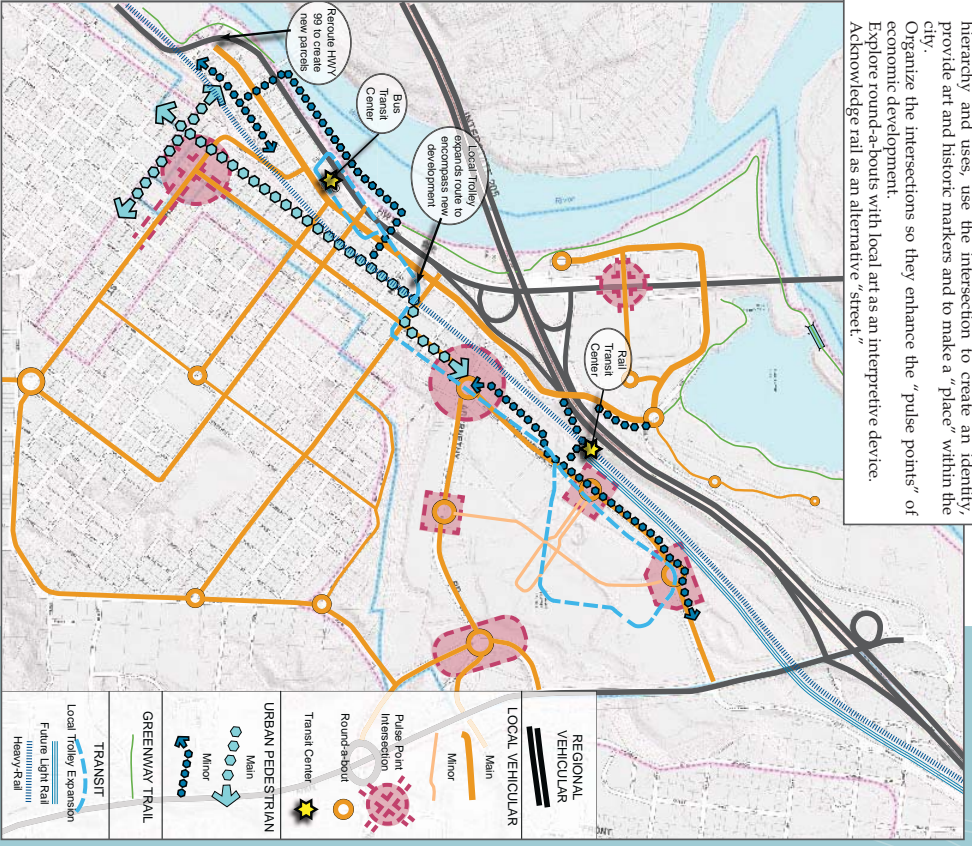
- The 7th Street Neighborhood
- The Railroad Marketplace
- Main Street
- Nexus of the Bridge, Stream and Development Opportunities

✱ Key Component



## HIERARCHY OF STREETS

- Establish a hierarchy of streets throughout the city and create intersections with "character."
- On major circulation routes and where there are streets of different hierarchy and uses, use the intersection to create an identity, provide art and historic markers and to make a "place" within the city.
- Organize the intersections so they enhance the "pulse points" of economic development.
- Explore round-a-bouts with local art as an interpretive device.
- Acknowledge rail as an alternative "street."





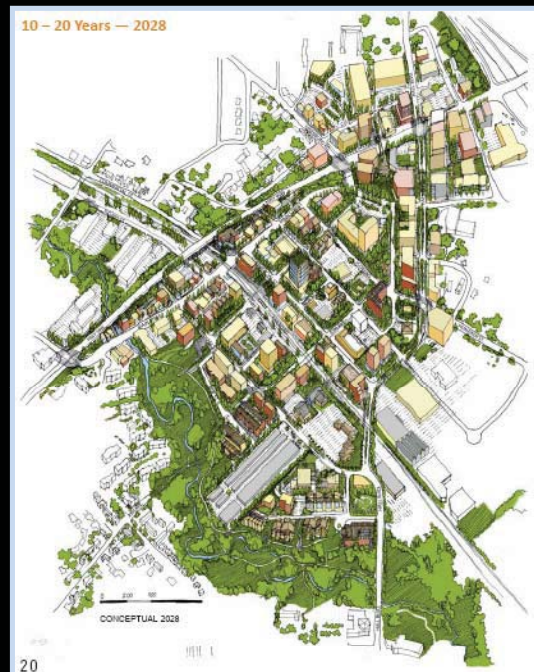
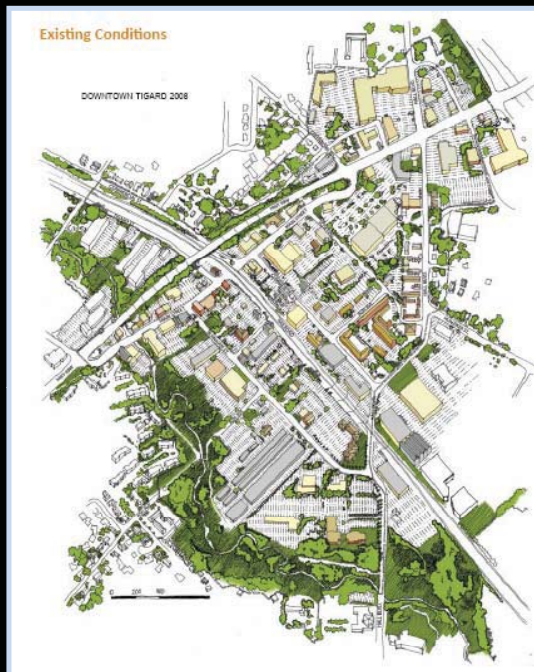


# City of Tigard Growth Aspirations

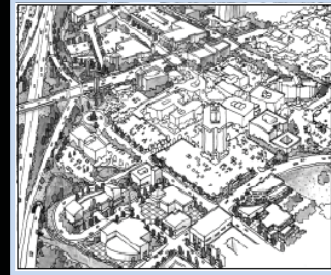
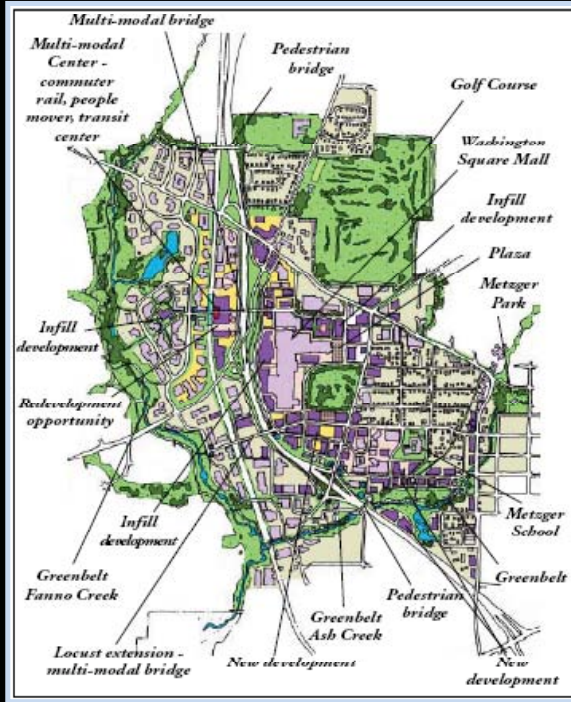


Presentation to MPAC  
Mayor Craig Dirksen  
April 8, 2009

## Downtown Tigard Vision



# Washington Sq. Regional Center



Apr-09

City of Tigard Growth Aspirations

3

# Tigard Triangle

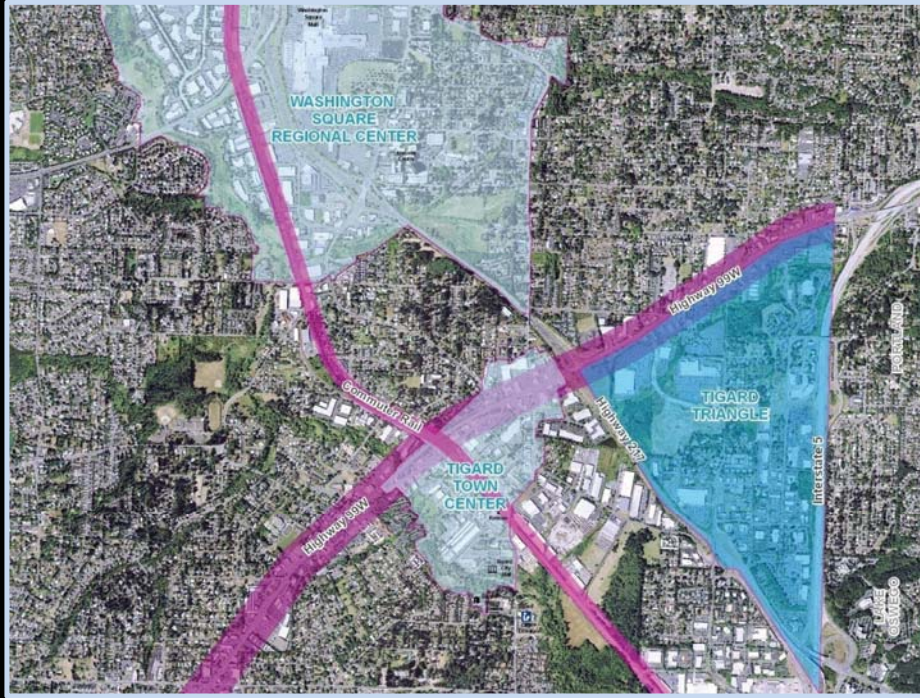


Apr-09

City of Tigard Growth Aspirations

4

# Multi-Modal Transportation Connections



Apr-09

City of Tigard Growth Aspirations

5

## Highway 99W



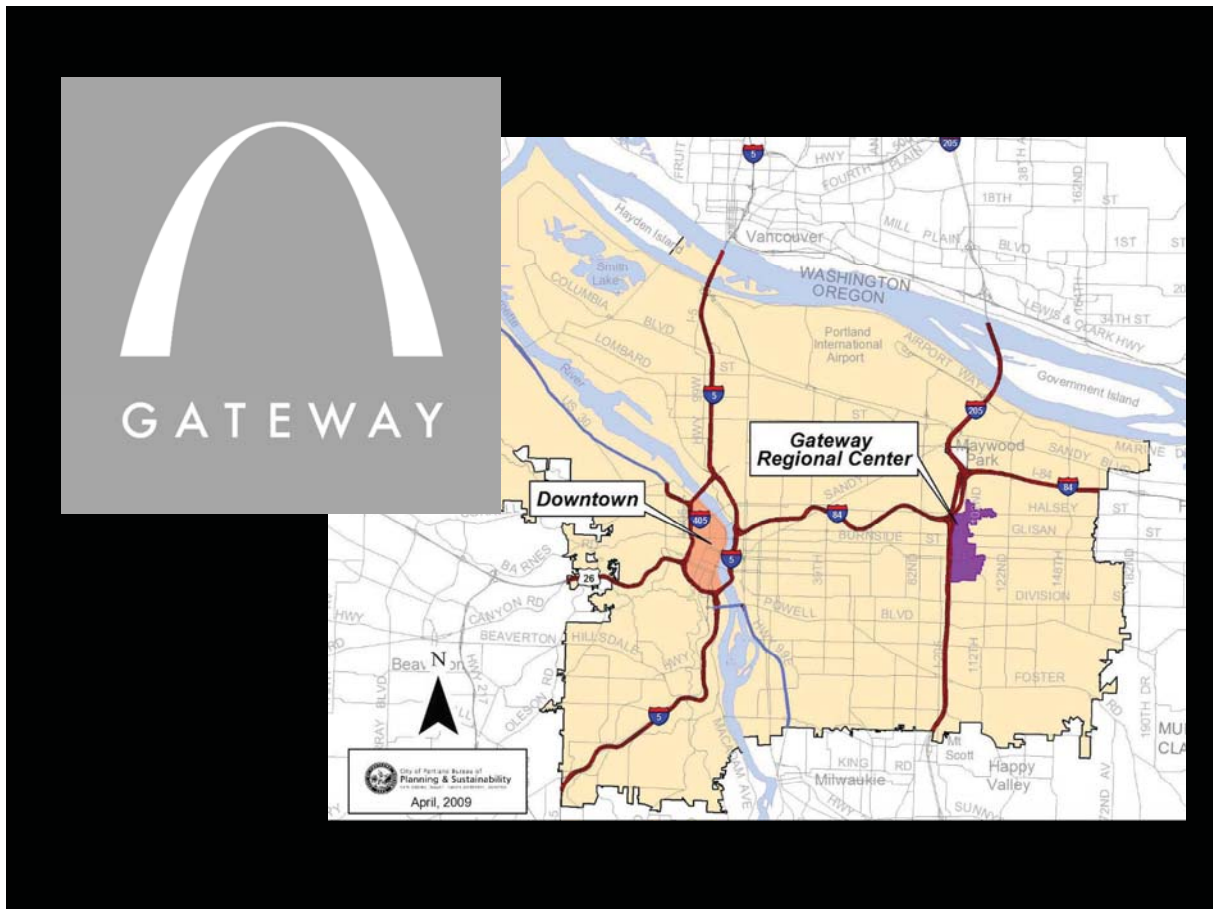
Apr-09

City of Tigard Growth Aspirations

6

# Mayor Adams

City of Portland



# Gateway Aspirations

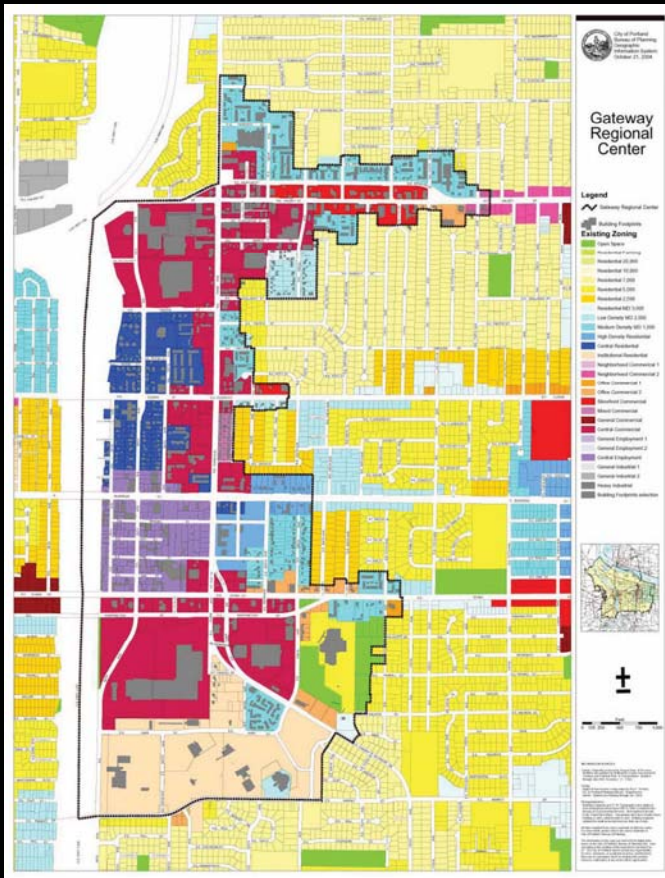
- Vibrant urban center
- Employment, retail, housing, and civic uses
- Plaza / public space



# Gateway Aspirations

- Significant jobs center
- Intensity in new development
- High-density housing





# Development Aspirations

- High Density Commercial, Employment and Residential zoning
- Generous FAR and height limits
- High-quality building design desired
- Emphasis on “Green and Sustainable” development

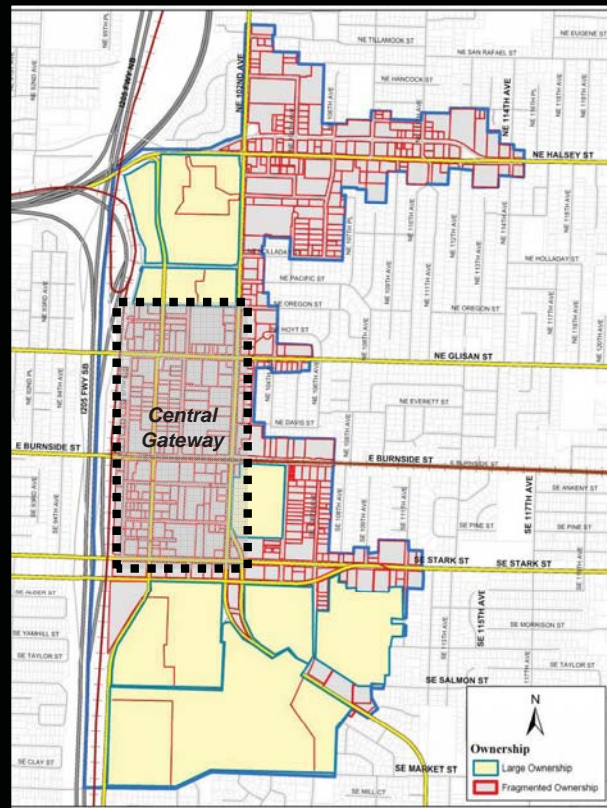
# Gateway Assets

- Transportation / Accessibility
- Proximity to PDX
- Community Facilities
- Urban renewal area



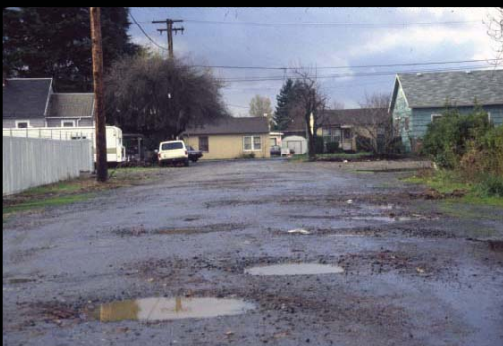
# Gateway Challenges

- Lacks “Sense of Place”
- Perception as suburban shopping center
- Parcelization and property ownership patterns



# Gateway Challenges

- Market – lagging rent levels for office and residential
- Need for street improvements and connectivity
- Lack of developed parks



Gateway street network



# Recent Development



Oregon Clinic at MAX



Russellville



Community Center

# Recent Public Improvements



99<sup>th</sup> Avenue Re-Alignment



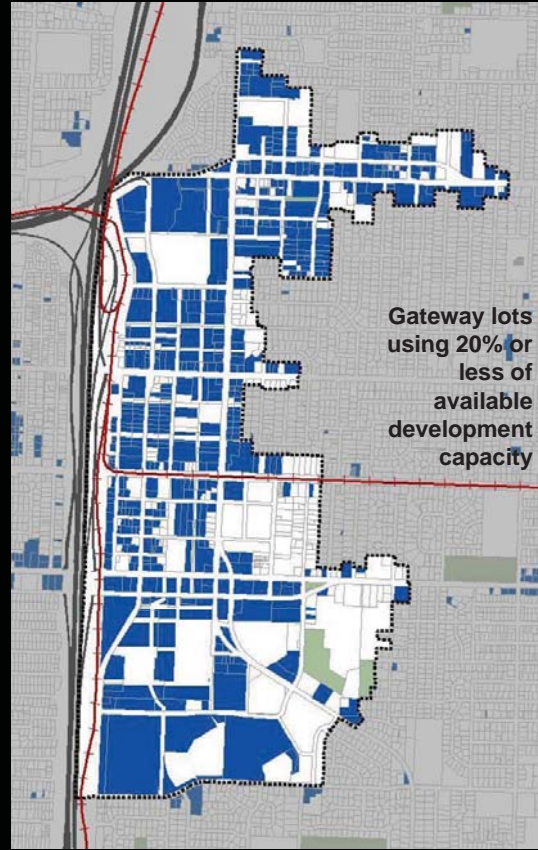
102<sup>nd</sup> "Boulevard"



WindScape Sculpture

## Next Steps

- Significant development opportunity remains for 20+ year horizon
- “Brownfield” clean-up underway
- Parks improvements on NE Halsey
- Revise master street plan and explore funding mechanisms



# TANASBOURNE | AMBERGLEN

A Vibrant, Transit-Supported, Regional-Scale Center

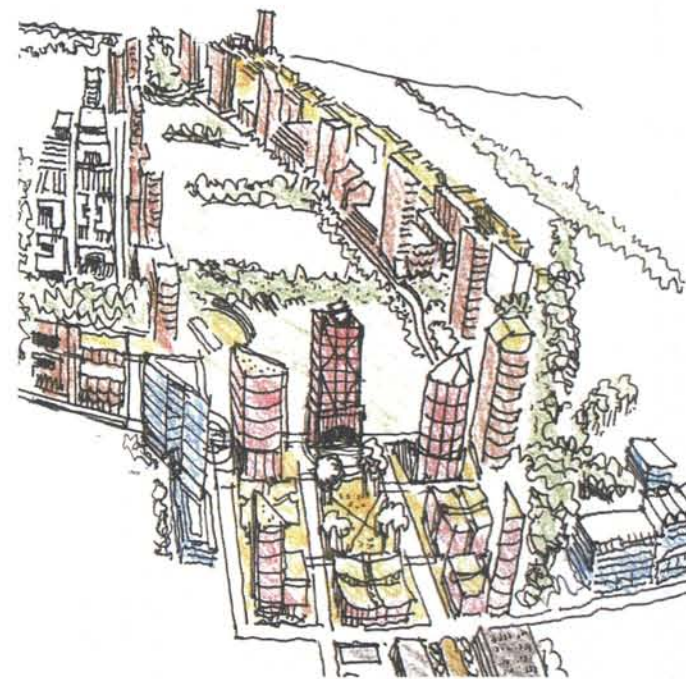


## FOCUS | An intense mix of housing, shopping, employment and transit



### The Aspiration...

Approximately 24,000 people live in this district and 14,000 work here.



TANASBOURNE | AMBERGLEN is an ideal urban location for more intensive mixed-use development close to major employers, the dynamic Tanasbourne Town Center, and major transportation facilities including the Westside Light Rail line and Highway 26.

#### Area Vision

- Park and ponds redesigned to provide open space focal point and open space amenity.
- High-density residential towers and neighborhood-serving commercial uses.
- Buildings oriented for solar exposure and views of the Tualatin Valley.
- Sidewalk cafés and a variety of passive and active park areas within a centralized location.
- Density tapers off towards adjacent medium density townhouse developments.

#### Multi-modal Transit Service

- Light rail extends through Tanasbourne/Amberglen from Quatama Station, past the Streets at Tanasbourne on NW 194th Terrace, and links to the Kaiser Permanente Westside Medical Center and corporate centers at NW Evergreen Pkwy.
- Pedestrian qualities enhanced by urban park along potential light rail alignment.

#### Retail/Shopping/Dining

- Shopping and dining district established at Streets at Tanasbourne extended across NW Cornell Road to augment office uses with additional major retail, restaurants, a boutique hotel and civic square.

#### Environmental/Recreational Amenities & Access

- Bronson Creek, Rock Creek and Beaverton Creek enhanced to provide passive recreation and wildlife viewing.
- Extensive trail system skirts the edges of wetlands and streams. The connected system of parks, trails and natural areas provides access for people interested in nature and maintaining a healthy lifestyle.

#### Existing Amenities

Bakery	1
Bar	0
Bike Shop	0
Book Store	1
Brew Pub	0
Child Care	1
Cinema	1
Clothing Store	19
Coffee Shop	6
Deli	0
Dry Cleaner	2
Fast Food Restaurant	6
Fitness Gym	0
Full Service Restaurant	24
Garden Store	0
Grocery Store	4
Ltd Service Restaurant	1
Music Store	0
Wine Bar/Sales	1



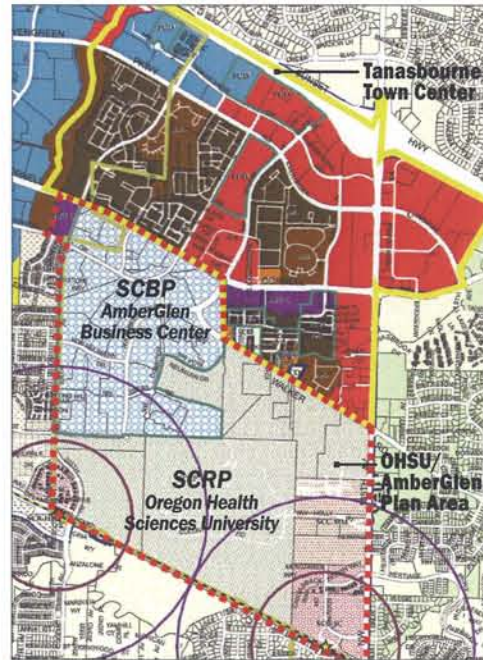
[Source: Metro's Jan '09 State of the Centers report]

# TANASBOURNE | AMBERGLEN

## Area Planning Timeline



Tanasbourne/AmberGlen Planning Areas Aerial Photo, 2005



Current Plans/Zoning: Tanasbourne Town Center, Station Community Campus Areas (OHSU/AmberGlen)



Land Use Development Plan OHSU AmberGlen Concept Plan, 2007

### PLAN IMPLEMENTATION NEXT STEPS

The Concept Plan is the product of the initial phase of planning, intended to establish the vision to compel and guide the project through the Implementation Process...

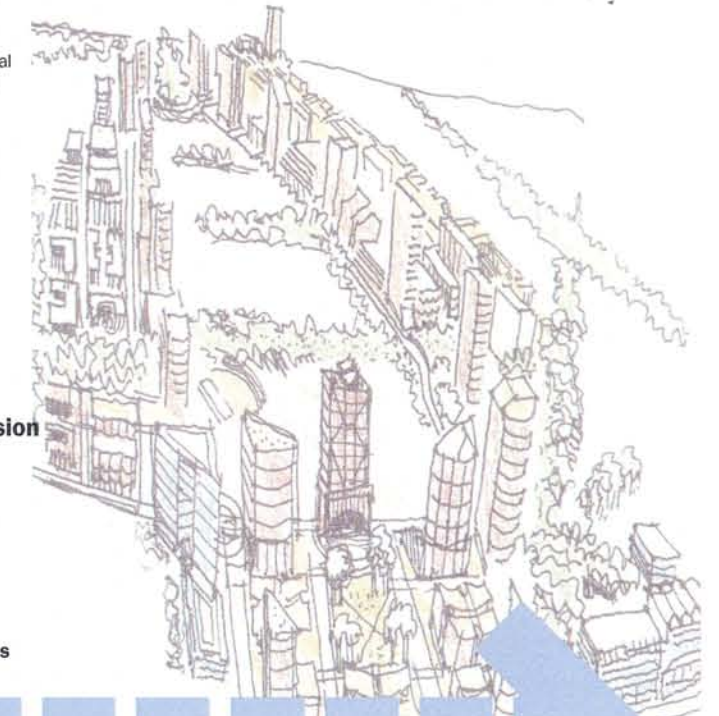


#### AmberGlen Community Plan

The following implementation tasks will be addressed in following months during the AmberGlen Community Plan process:

- Assess Market Feasibility
- Establish Phasing Strategy
- Refine Development Plan
- Analyze Transportation System; Identify projects/funding
- Create Memorandum of Understanding
- Analyze feasibility of Urban Renewal District
- Develop AmberGlen Community Plan
- Adopt AmberGlen Community Plan as part of the Comprehensive Plan

Refinement of the Development Plan concept was initiated by motivated property owners to compare the physical Concept Plan against existing property holdings. Additional refinement to address public and private objectives will be accomplished during the Community Plan process.



The City of Hillsboro in partnership with stakeholders is preparing an AmberGlen Community Plan for inclusion in the City's Comprehensive Plan. Adoption of the area plan establishes the regulatory framework required to:

- Amend land use regulations for higher intensity uses and densities
- Implement capital improvement projects
- Pursue funding mechanisms (tax increment financing, SDC's, & others)

**Early 1980's**  
Standard Insurance creates "Tanasbourne"  
Standard Insurance begins development of 850 acres, the initial phase of the masterplan for "Tanasbourne." It was to become one of the region's largest, horizontal mixed-use developments.

**1996**  
City adopts Station Community Plans and Campus Zones for OHSU/AmberGlen  
Zoning supports existing "campus" uses and is intended to foster transit-oriented, pedestrian-sensitive, and auto-accommodating development. AmberGlen Business Center is designation: Station Community Business Park (SCBP). Oregon Health Sciences University designation: Station Community Research Park (SCR).

**2006 / 2007**  
City completes Concept Plan for OHSU/AmberGlen area  
The City of Hillsboro initiated the OHSU/AmberGlen Concept Plan in 2006 to achieve higher levels of density close to major employers; provide high quality amenities & a pedestrian oriented, urban environment; support regional transportation infrastructure; and to transform all of Tanasbourne to a major regional activity center. Completed in 2007, the Concept Plan was a collaborative effort between property owners, Tanasbourne area stakeholders and City, County, Metro and State officials.

The Concept Plan identifies a vision, guiding principles, development program and implementation tools for creating a vibrant, intensive mixed-use development. The center is close to major employers, the dynamic Tanasbourne Town Center, and regional transportation including Highway 26 and the Westside Light Rail. The complete, urban community is envisioned to be a regional landmark and model of urban sustainability.

**Feb 17, 2009**  
City Council/Planning Commission Work Session  
**Fall 2009**  
Adopt Community Plan  
**2010**  
Adopt Zoning/Development Standards  
**2010 - 2011**  
Establish Public Funding Mechanisms

**1991**  
Birchier Real Estate Group AmberGlen Business Center breaks ground  
Birchier Development & Investments and State Farm Insurance, in a development agreement with Amberjack, break ground on the AmberGlen Business Center. The master plan identifies a multi-tenant, 26 building, 1.25 million square-foot research and development facility on 217 acres adjacent to OHSU.

**1998**  
City initiates Parks & Open Space Investments  
Rock Creek Trail construction in 1998 begins the City's ongoing investment in parks and open spaces. With additional funds from Metro, 1.5 miles of paved nature trail connects residential, commercial and industrial neighborhoods.

**1999 / 2004**  
City adopts Tanasbourne Town Center Plan & Zones  
City of Hillsboro adopts Tanasbourne Town Center Plan (1999) and designates Mixed Use Commercial zones (2004) to direct new mixed-use growth in support of Metro 2040 Growth Concept goals and allocations for housing and jobs.



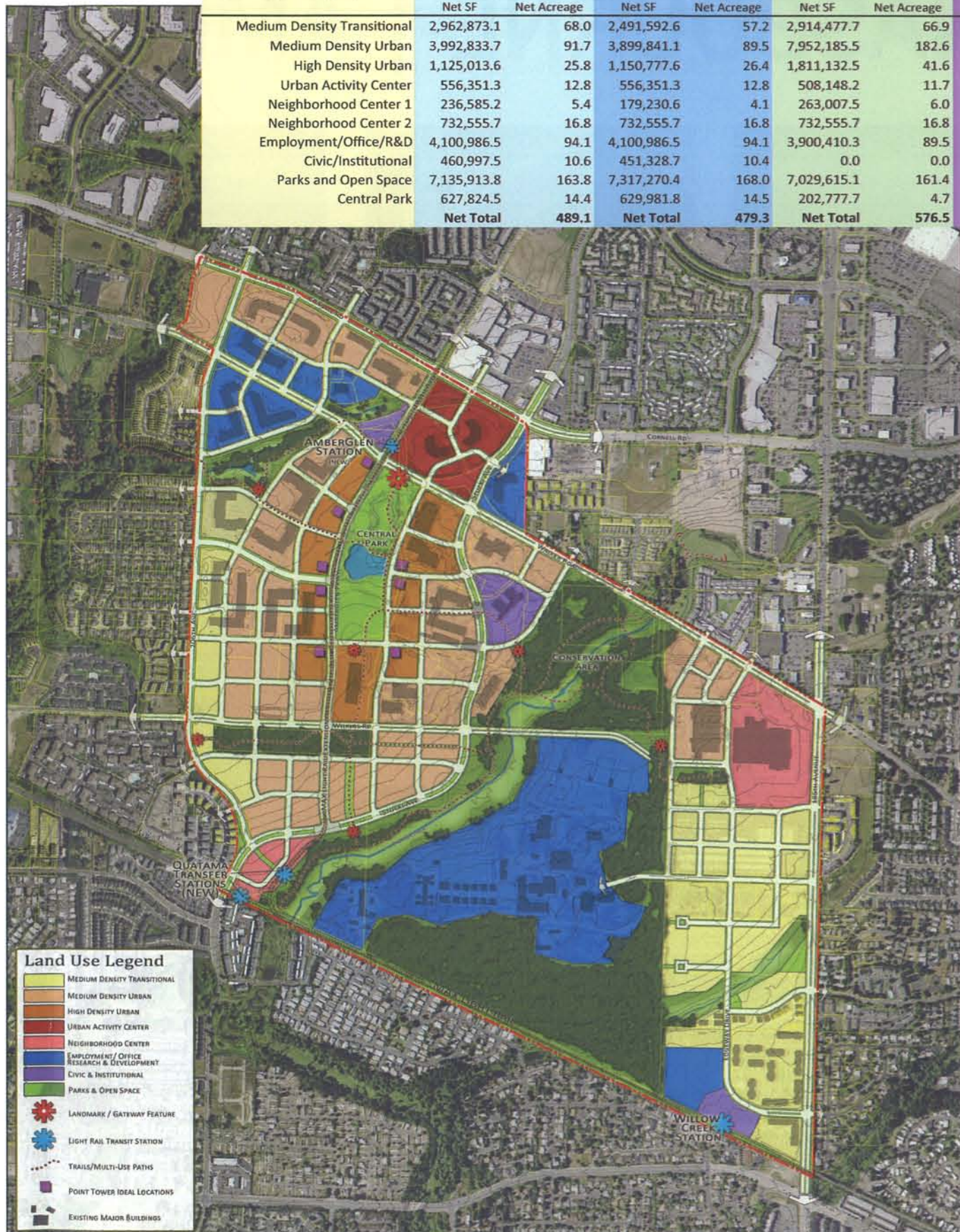
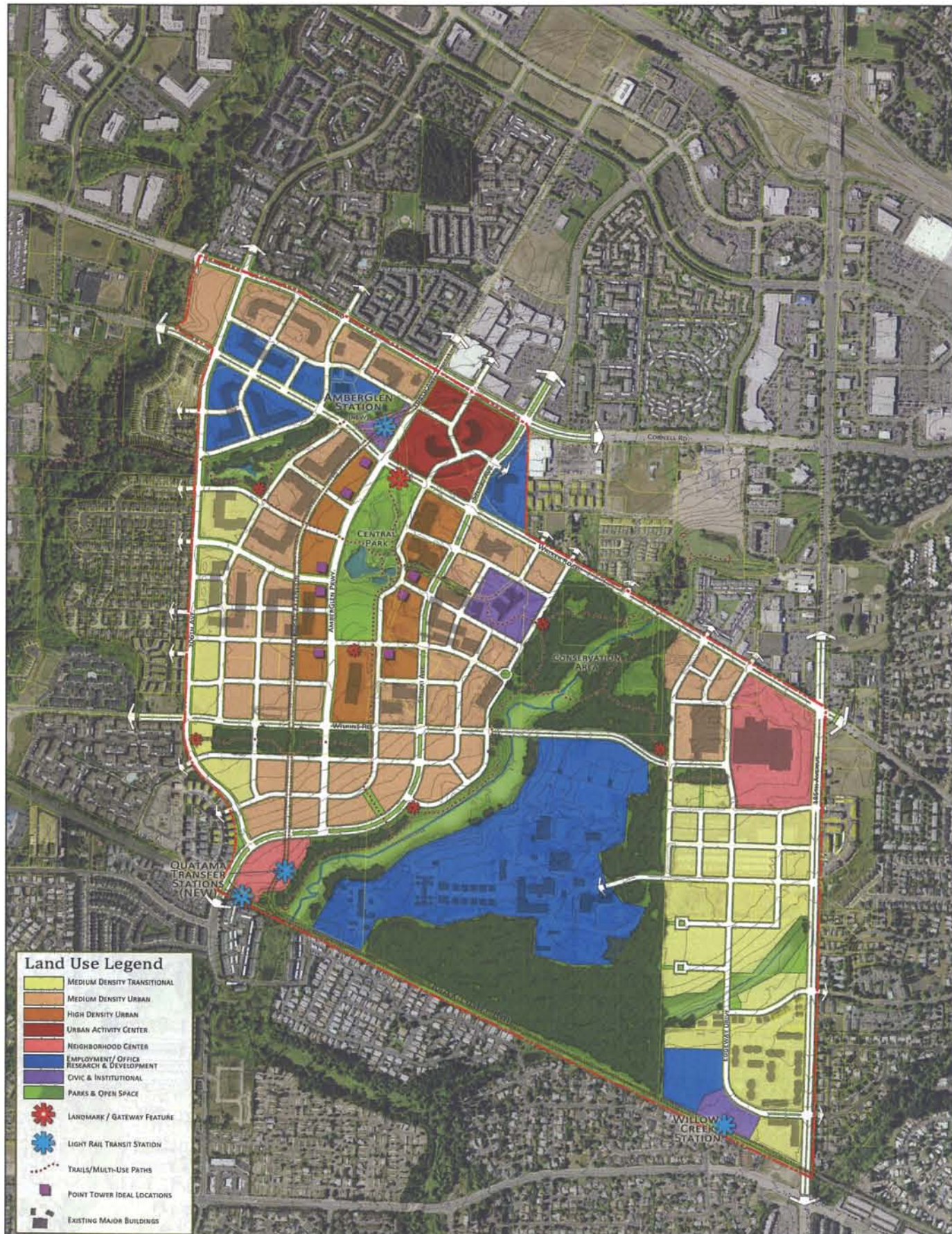
**1995**  
Metro adopts 2040 Growth Concept  
The Metro 2040 Growth Concept was adopted in the Region 2040 planning and public involvement process in December 1995. The Growth Concept defines the form of regional growth and development for the Portland metropolitan region. The concept is intended to provide long-term management of the region.

**1998**  
MAX Westside Light Rail Opens  
Planning for a light rail system on Portland's west side began in 1979. In 1989, the local jurisdictions asked to add an extension to the Westside project to extend the line to Hillsboro due to rapid development. Environmental studies for this 6.2-mile addition, mostly located on an abandoned rail right-of-way, progressed rapidly, and in 1994, Hillsboro became the western terminus of the Westside project. The Westside MAX line connecting Hillsboro to Portland opened in September, 1998.



**Potential Metro 2040 Regional Center designation for Tanasbourne/AmberGlen**

**Potential extension of a High Capacity Transit Line along NW 194th Avenue with service to Tanasbourne/AmberGlen**



Development Types/Uses	Schematic Concept A		Schematic Concept B		Stakeholders Plan		Concept Plan (original)	
	Net SF	Net Acreage	Net SF	Net Acreage	Net SF	Net Acreage	Net SF	Net Acreage
Medium Density Transitional	2,962,873.1	68.0	2,491,592.6	57.2	2,914,477.7	66.9		0.0
Medium Density Urban	3,992,833.7	91.7	3,899,841.1	89.5	7,952,185.5	182.6		
High Density Urban	1,125,013.6	25.8	1,150,777.6	26.4	1,811,132.5	41.6		
Urban Activity Center	556,351.3	12.8	556,351.3	12.8	508,148.2	11.7		
Neighborhood Center 1	236,585.2	5.4	179,230.6	4.1	263,007.5	6.0		
Neighborhood Center 2	732,555.7	16.8	732,555.7	16.8	732,555.7	16.8		
Employment/Office/R&D	4,100,986.5	94.1	4,100,986.5	94.1	3,900,410.3	89.5		
Civic/Institutional	460,997.5	10.6	451,328.7	10.4	0.0	0.0		
Parks and Open Space	7,135,913.8	163.8	7,317,270.4	168.0	7,029,615.1	161.4		
Central Park	627,824.5	14.4	629,981.8	14.5	202,777.7	4.7	1,503,966.5	34.5
<b>Net Total</b>		<b>489.1</b>	<b>Net Total</b>	<b>479.3</b>	<b>Net Total</b>	<b>576.5</b>		

AmberGlen Community Plan  
Schematic Concept - A

AmberGlen Community Plan  
Schematic Concept - B



# Local Aspirations

**M**aking a vision a reality is not a simple task. Often when people are asked to describe what they want their community to be like in the future they use descriptions of how it should look and function. They describe the businesses that would anchor the community, the elements of established neighborhoods that would remain a constant presence, the number of people coming and going on main street, and the nature of employment districts.

**Metro's Local Aspirations process seeks to help each community establish its own voice as the region prepares for regional growth management decisions in 2009 and 2010.** Within the next year, major decisions will be made about investments that can have a profound impact on achieving these local aspirations. These decisions will revolve around investments in transportation systems and projects that support the development of great communities. These decisions involve the identification of priorities for new high capacity transit investments. These decisions will also address how best to accommodate the next 20 to 50 years of population and employment growth in this region. Over the long term, the aspirations of local communities to accommodate that growth will inform the deployment of Metro's technical and financial assistance to support communities in implementation of the 2040 Growth Concept, the region's blueprint for managing growth.

To inform these decisions and use regional investments wisely, Metro is committed to understanding the aspirations of each unique community and is engaged in an ongoing dialogue with local partners to document these aspirations. Staff has requested planning directors in each of the communities to describe their communities' aspirations and values for growth, the investments that are needed to support those aspirations, and any proposed policy changes that may be necessary to achieve their aspirations.

**Stated Aspirations for Growth** – Where and how much does a community wish to grow? What key locations are targeted for new growth, what locations should preserve existing character? Are there any significant redevelopment opportunities?

**Stated Values** – What are the overall values that guide growth in the community? Is it a modern high rise or historic town center? Is it active 24 hours a day or 12?

**Investments Needed** – What investments will communities require to help them meet their stated aspirations? What transportation investments will be needed? Are there infrastructure needs that cannot be met with existing funding tools? Are policy changes needed? Are other financial incentives needed to enable desired development?

**Policies Proposed** – What tools are communities currently considering (or willing to consider) to achieve these aspirations? What kind of public process would be helpful? Would such things as a financing strategy, parking management program or zoning code changes be helpful?



# A Definition of a Successful Region



Only by framing our future choices and stated aspirations together can the region consider how to target investments to create a successful region. The following definition of a successful region has been approved by the Metro Policy Advisory Committee and adopted by the Metro Council:


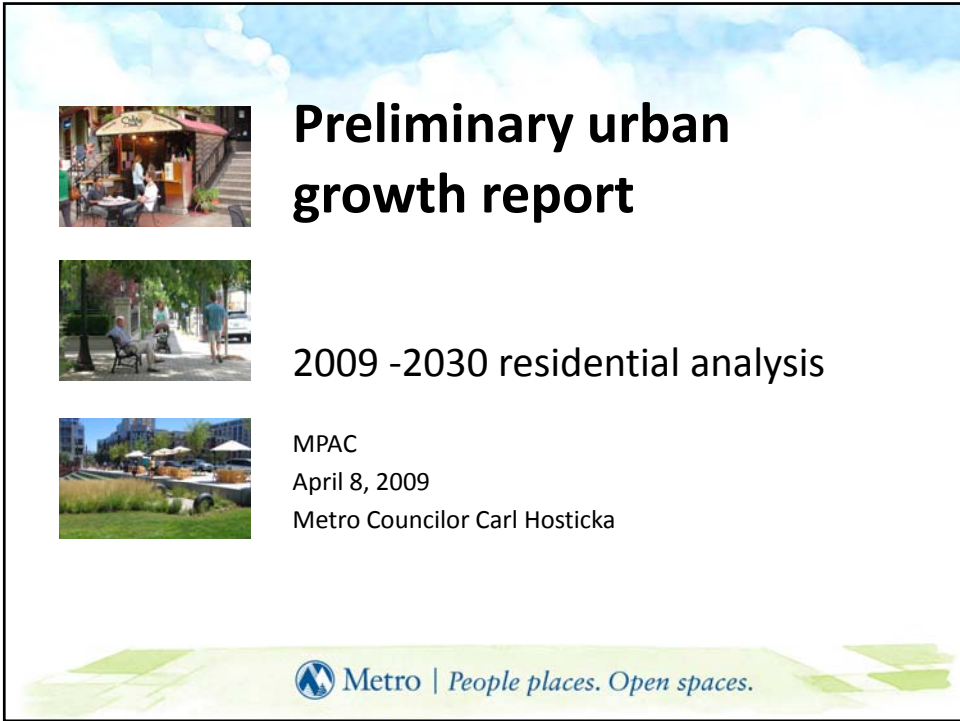
1. **People live and work in vibrant communities where they can choose to walk for pleasure and to meet their everyday needs.**
2. **Current and future residents benefit from the region's sustained economic competitiveness and prosperity.**
3. **People have safe and reliable transportation choices that enhance their quality of life.**
4. **The region is a leader in minimizing contributions to global warming.**
5. **Current and future generations enjoy clean air, clean water and healthy ecosystems.**
6. **The benefits and burdens of growth and change are distributed equitably.**

## Local Aspiration Milestones


**Framing —October 2008- February 2009** – Local aspirations defined at the community level

**Assessing – March – Sept 2009** – Local aspirations considered in developing investment priorities.


**Committing – Sept 2009 – Dec 2010** – Confirming investment priorities and targeting technical assistance and financial resources to support implementation.




# Preliminary urban growth report



## 2009 -2030 residential analysis



MPAC  
April 8, 2009  
Metro Councilor Carl Hosticka



# Pressing challenges



- Population growth
- Changing demographics
- Traffic congestion
- Climate change
- An economy in flux
- Rising energy costs
- Funding shortfalls

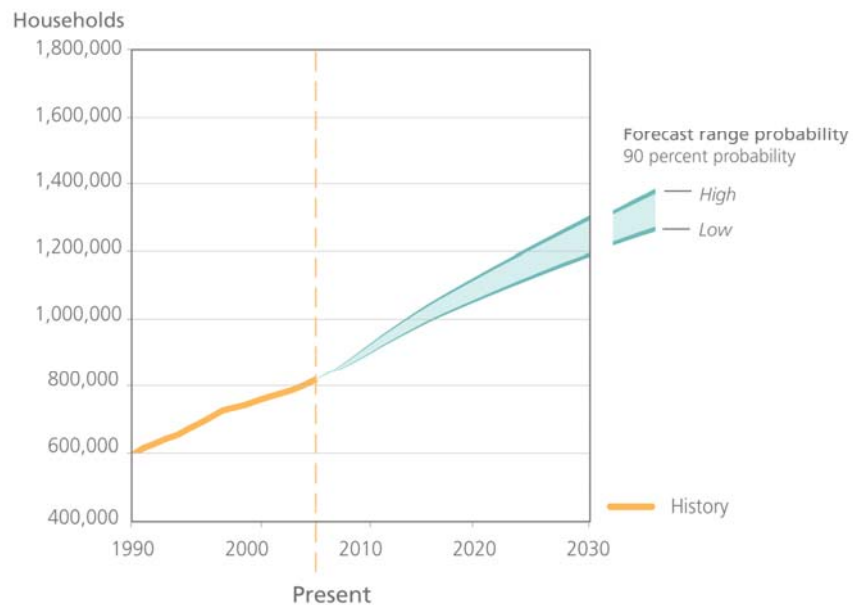




## Past performance

- 28,000 acres added to UGB since 1979
  - About 11% of total area of current UGB
  - About 22,500 acres added from 1998 onward
- Permitted residential units (1998 -2008)
  - 95% inside the original 1979 UGB
  - About 1/3 in the central city, centers, and corridors
- Residential land consumption:
  - 1990s: about 1,400 acres per year
  - Since 2000: about 700 acres per year
- Since 2000, local zoning actions created capacity for 18,000 more dwelling units in mixed-use residential

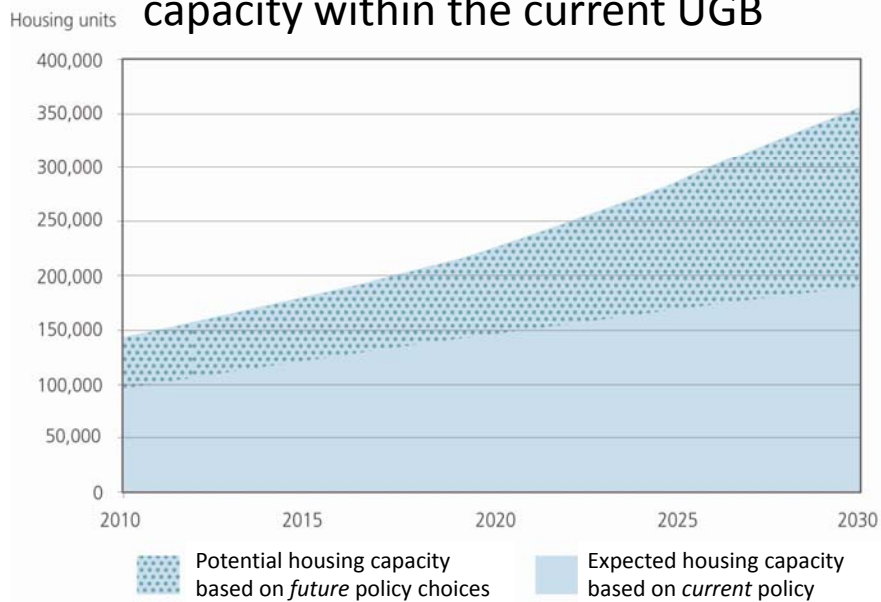
## Household forecast for 7-county region



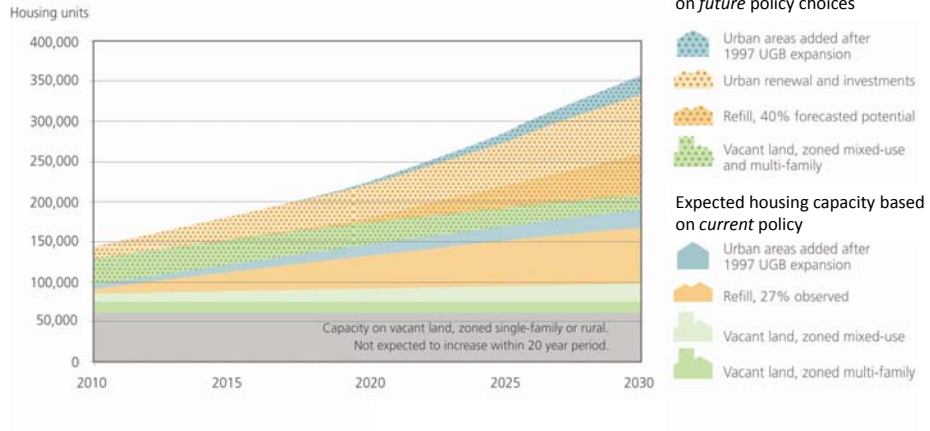
### Need to plan for 224,000 to 301,500 new households in the metro region by the year 2030



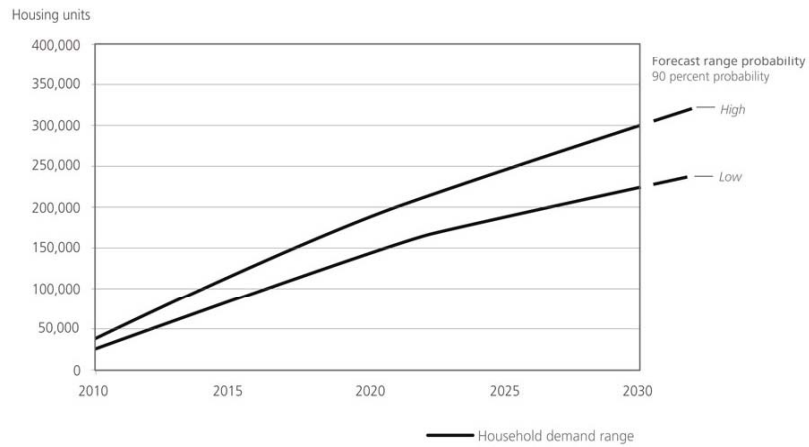
### Two primary types of unused residential capacity within the current UGB



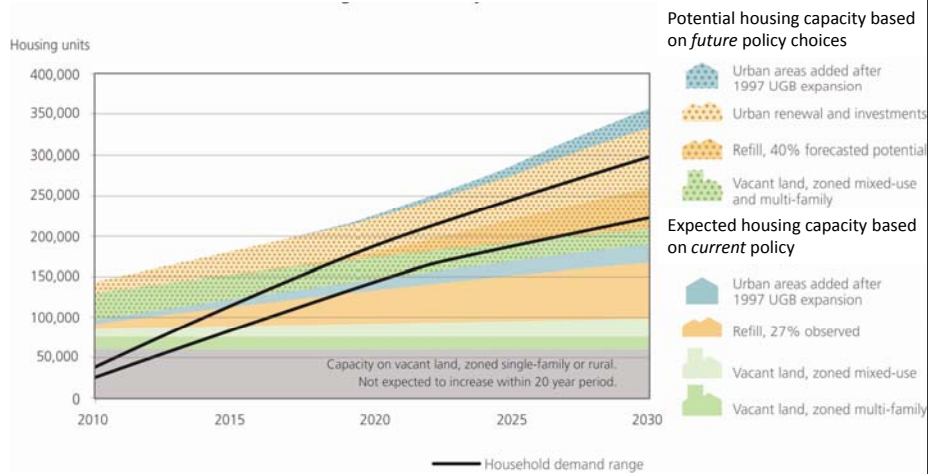
## Sources of unused residential capacity inside the UGB



## Forecast for new households in Metro region by the year 2030



## Household demand forecast and unused sources of residential capacity within current UGB



## Making the Greatest Place Choices for the Future

**Urban Form** – local aspirations, urban & rural reserves

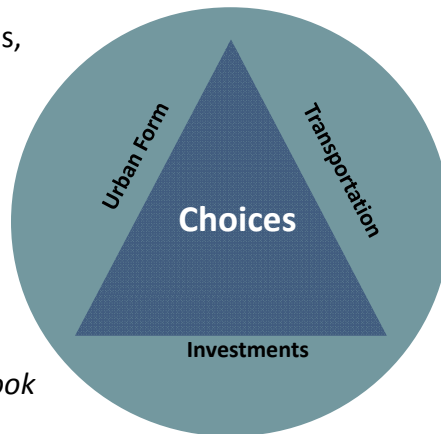
*Where do we grow?*

**Transportation** - RTP

*How do we travel?*

**Investments** - infrastructure

*What do our communities look like?*



## What does a successful future look like?

- Vibrant, walkable communities
- Sustained economic competitiveness and prosperity
- Safe and reliable transportation choices
- Minimal contributions to global warming
- Clean air, clean water, healthy ecosystems
- Benefits and burdens of growth shared throughout the region



## Policy questions:

- Should we focus our collective investments in centers, corridors and main streets?
- If we do make UGB expansions, how might they help to achieve the region's six desired outcomes?

## Timeline

March 2009:	preliminary residential UGR
April 2009:	preliminary employment UGR
September 2009:	draft residential and employment UGR
December 2009:	final UGR
2010:	Continued local implementation
December 2010:	Identify at least 50% of any needed capacity through efficiency measures or expansion
2011:	UGB expansion considered, if needed

## It's about choices

- Preliminary UGR sets stage for discussion about how we want to grow
- Changing circumstances require new ways of thinking
- We can accommodate the next 20 years' worth of growth if we act wisely and invest strategically



## Investing in a transportation system for the 21st Century

The Regional Transportation Plan (RTP) is a long-range blueprint to guide how we plan for and invest in the transportation system in the Portland metropolitan region. The RTP directly reflects the public's values by prioritizing which transportation investments will build sustainable communities through multi-modal choices, a vital economy and a healthy environment. It also will be key in implementing the region's desire to guide growth into existing urban communities and preserve natural areas. This current update will be completed by June 2010.

### LIVING IN INTERESTING TIMES

The last time the region came to agreement on a Regional Transportation Plan, the work and the assumptions we used were based on challenges and needs of the previous century. The times now demand that we come to a new agreement based on today's needs and challenges.

### A LOT HAS CHANGED SINCE 2000

Accelerating global climate change (and transportation's contribution to the situation), long-term population growth, demographic shifts (an aging population), the continuing decline of federal and state funding, and unpredictable energy prices and supply make for a vastly different environment.

### EXPECTATIONS ARE HIGH

In the context of these challenges, the public's expectations – for quality of life, walkable communities, increased safety and environmental stewardship – create the demand for more sustainable transportation practices, and efficient urban form that reduces the overall need to travel as far or as frequently. In addition, our region's business and economic sectors expect an affordable and reliable transportation system to move goods and services.

### VALUES SHAPE 21ST CENTURY SYSTEM

Metro began this work by conducting public opinion research and focus groups with public and private sector leaders, community groups, business and freight interests, and individual residents of the region. What we heard was that people strongly supported using transportation investments and improvements to support their core community values, such as equity and access to multi modal choices for everyone, environmental stewardship, freight mobility, improved public health, and financial responsibility to prioritize what projects we can fund.



### For more information

Visit [www.oregonmetro.gov](http://www.oregonmetro.gov)/ RTP and click on "2035 RTP Update"

Send e-mail to [rtp@oregonmetro.gov](mailto:rtp@oregonmetro.gov)

Attend ongoing Metro Advisory Committee meetings



[CLICK HERE FOR REPORT](#)

The Portland metro region

# Our Place in the World

Global challenges  
Regional strategies  
Homegrown solutions







# Save the Date

**May 1, 2009**

Building University-Community Partnerships  
for a Sustainable Regional Economy

Join Portland State University President Wim Wiewel, Portland Mayor Sam Adams and other regional leaders to discuss how to create the most sustainable regional economy in the U.S.

Hear from experts on how universities contribute to sustainability and help develop a collaborative model to reach shared goals.

**Cost: \$25**

Register at [www.extended.pdx.edu/sustainability/](http://www.extended.pdx.edu/sustainability/)

Sponsored by:

 LINCOLN INSTITUTE  
OF LAND POLICY



 Portland State  
UNIVERSITY