

A G E N D A

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METRO

MEETING: METRO TECHNICAL ADVISORY COMMITTEE
DATE: August 19, 2009
DAY: Wednesday
TIME: 10:00 – 11:00 a.m.*
PLACE: Room 370A&B

TIME	AGENDA ITEM	ACTION REQUESTED	PRESENTER(S)
10:00 a.m.	CALL TO ORDER AND INTRODUCTIONS		
1. 60 min.	Local Aspirations: Investment Matrix <i>Objectives:</i> <ul style="list-style-type: none">• Review aspirations and the needs identified to support them• Discuss barriers faced and the percentage completed toward meeting those needs	Discussion	Chris Deffebach
11 a.m.	ADJOURN		

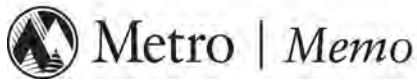
***PLEASE NOTE SHORTER MEETING TIME**

Next regularly scheduled meeting (MTAC meets the 1st & 3rd Wednesday of the month): September 2, 2009

For further information or to get on this mailing list, contact Paulette Copperstone @ paulette.copperstone@oregonmetro.gov or 503-797-1562

Metro's TDD Number – 503-797-1804

Need more information about Metro? Go to www.oregonmetro.gov



To: MTAC

From: Chris Deffebach

Subject: Investment Matrix for Local Aspirations

Date: August 14, 2009

Over the past year, the Making the Greatest Place effort has emphasized local communities' aspirations for growth as a fundamental part of framing the upcoming decisions related to public investment priorities and the capacity of the existing Urban Growth Boundary to meet the demands of the next 20 years' worth of population and employment growth. The aspirations were identified with the input of staff and elected officials across the region and submitted to Metro. They have been used to evaluate high capacity transit priorities, consider projects for the Regional Transportation plan, assess potential for meeting the 20-year and longer-term growth needs and help identify financial or technical gaps that we can attempt to address at the regional level to support the implementation of these aspirations. The State of the Centers report presented information about the size and characteristics of the region's regional and town centers. The activity spectrum, included in the report, highlighted the link between the kind of places and level of activity that communities desire and the level of development, measured as people, jobs or dwelling units per acre and the number and type of businesses, necessary to support a successful center. In response to questions about the kind of investments that have been used to develop these centers and those that are needed to support local aspirations, we asked staff from local governments that submitted aspirations to identify the existing and proposed investment actions for their aspirations.

The result of this effort is an Investment Matrix (attached) that provides a snapshot of the region's centers, corridors and employment areas and a picture of the recent investments that have been made or are being considered to support these aspirations. The descriptions of the local aspirations are on Metro's website at www.oregonmetro.gov/localaspirations.

At upcoming policy and technical committee meetings, we intend to distribute the Investment Matrix in order to review the aspirations and the investments needed to support them. The Matrix is intended to inform discussions about the barriers and progress to achieving the fulfillment of the various local aspirations. The intended results are better understandings of the potential capacity of the region to accommodate growth and the opportunities that exist to leverage investments and define investment priorities in our centers, corridors and employment areas. These will assist the Metro Council in assessing the capacity of the UGB to accommodate the next 20 years' worth of growth, as required by state law and inform other investment decisions.

INVESTMENT MATRIX FOR LOCAL ASPIRATIONS

August 14, 2009

Page 2

At the MTAC meeting on August 19, we request your participation in a discussion to:

- Review the state of the investments in the region and the opportunities to leverage regional, shared, local and private actions.
- Describe the most important regional and shared investments that you have identified. For example, what type of transportation investment or infrastructure investments do you need and how close are you to meeting these needs?
- Identify examples of where you need help with local investments and the type of assistance you need.
- Share your experience with using private actions, in public/private collaboration, to achieve your aspirations and what additional private partnerships you believe would be useful.
-

The results of this discussion will inform our approach to framing the issues for consideration at MPAC. Our schedule calls for:

- Review the Investment Matrix with MTAC on August 19th, TPAC on August 28th, MPAC on September 9 and JPACT on September 10 and release as part of the recommendations for Making the Greatest Place in mid-September, 2009.

As with the local aspiration submissions, this Investment Matrix reflects a snapshot in time. It is not our intent to continually update this information, but rather to use it to focus assistance to local governments to implement their aspirations and to demonstrate the importance of leveraging both regional and local and private sector engagements. We will make corrections to this draft that may be needed.

Making the Greatest Place

Investing in Great Places matrix | August 2009

Achieving local aspirations through strategic regional and local investments to support them

Investing in Great Places matrix | August 2009

Achieving local aspirations through strategic regional and local investments to support them



Translating a vision into a reality is not a simple task. Often when people are asked to describe what they want their communities to be like in the future they use descriptions of how it should look and function. They describe the vibrant environment of people coming and going on the street, the inviting streetscapes of established neighborhoods and prosperous businesses that would anchor the community.



In 1995, with the support of the public and elected officials of the region, Metro adopted the 2040 Growth Concept as a vision to guide growth and development throughout the region over the coming decades. Since then local governments have updated their zoning, targeted their investments and taken other steps to implement this vision. Though Metro works closely with cities and counties to track employment, zoning, household size and other data that indicate the potential for growth, it is a local government's investment in time, leadership and incentives that make a difference in how that community grows.



Through its comprehensive Making the Greatest Place effort, Metro has embarked on an integrated policy and investment program aimed at implementing the 2040 Growth Concept by focusing more growth and investment in the central city, town and regional centers, transportation corridors and employment areas while protecting valuable farm and forest land. This effort seeks to integrate long-term land use plans with public investments to achieve six outcomes that define a successful region:



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 aspirations and the Investment Matrix

In an effort to better understand how and where local communities intend to grow and how the region can support them, Metro recently asked officials from local cities and counties to summarize their aspirations for how their communities will develop and function over the next few decades. The aspirations reflect the communities' priorities for redevelopment, the values that guide their decisions and the challenges and barriers they anticipate to achieving these aspirations.

Achieving these aspirations require different types and amounts of investments by local governments, Metro and the private sector in order to achieve on-the-ground results. To better understand what is needed to fulfill these aspirations, Metro developed a series of matrices that illustrate 16 different types of investments in five community design types described in the 2040 Growth Concept: central city (Downtown Portland), corridors, employment areas (including industrial areas), town centers and regional centers. These matrices, described collectively as the Investment Matrix, will help inform local and regional policy and investment decisions between now and the end of 2010 to achieve local communities' aspirations for growth. They will also inform longer term efforts to refine tools that assist with the achievement of these aspirations.

The Investment Matrix allows the region to take a look at its proposed investments and the subsequent impact of those investments on its centers, corridors, and employment areas. Having a clear picture of the impacts of public investments on local development enables the region to make informed decisions about the best use of limited dollars available to support different types of development. These public funds can then be used to leverage the private investment needed to support the creation and enhancement of vibrant urban communities.

The Investment Matrix highlights those areas in the region that are the focus of future employment and residential development. The Investment Matrix includes four distinct sections: regional investments, local investments, shared responsibilities and private actions. Each icon represents some form of investment with darker-shaded icons representing existing investments and lighter-shaded icons representing proposed investments. Proposed investments refer to those public policies, actions and investments that are either under consideration or in the process of being adopted.

Information presented on the Investment Matrix reflects the stated aspirations of local cities and counties for where and how they desire to grow. In cases where a local government specified goals of certain numbers of new households or jobs desired, those numbers are indicated. In most cases, the local aspirations were described in more qualitative terms, often referring to the level of activity desired: active 18 hours per day, for example, or the look of a place, similar to Sellwood or Hillsdale. These references were included in the matrix when the information was available. The investments that are highlighted are those that the cities themselves identified as necessary to achieving the stated aspiration.

How the Investment Matrix informs policy decisions about the UGB

By the end of 2009, the Metro Council is required by Oregon law to complete an analysis of the capacity of the existing urban growth boundary (UGB) to accommodate the population and employment growth that is projected over the next 20 years. If the analysis indicates that additional capacity is needed to accommodate the projected growth, the Metro Council and local governments have until the end of 2010 to determine how best to add capacity to the UGB without considering its expansion.

The policy and investment commitments required to achieve the stated aspirations of local communities will largely determine the capacity of the existing UGB to accommodate the next 20 years' worth of growth. These aspirations have longer implications beyond 20 years as well. The Metro Council will be working closely with local governments throughout 2010 to take measures to achieve the most efficient use of existing resources to meet the forecast demand for new housing and jobs without expanding the UGB. The aspirations of local governments for managing growth in a way that enhances their centers, corridors and employment areas will have a tremendous impact on how best to focus regional policies and investments.

If, by the end of 2010, the actions and commitments of Metro and local governments to focus growth within centers, corridors and employment areas are insufficient to meet forecast demand for new housing and employment land, the Metro Council will consider an expansion of the UGB to meet the additional demand.

The Investment Matrix and urban reserves

By the end of 2009, the Metro Council and the boards of commissioners of Clackamas, Multnomah and Washington counties will reach agreements to set aside areas outside of the current UGB as urban reserves and rural reserves. Urban reserves will be those areas that are suitable for accommodating urban development over the next 40 to 50 years. Rural reserves will be areas such as those with high-value working farms and forests or areas that have important natural features that will be excluded from urban development for the same period of time. Formal designations of urban and rural reserves will come through land use actions taken in 2010.

Following criteria established in state law, urban reserves will be designated in a manner that supports development in existing centers, corridors and employment centers already inside the UGB. Understanding the aspirations for these areas and the investments needed to sustain successful communities inside the UGB is necessary to the creation of urban reserves that will complement the growth in those communities. While designating urban reserves, the Metro Council will continue to focus its efforts on investing in communities inside the UGB to get the most efficient use of land and public resources. Urban reserves, once they are brought into the UGB, will need the same types of investments to support vibrant new centers, corridors and employment that can sustain a diverse mix of housing and jobs while reducing global warming and protecting our clean air, clean water and healthy ecosystems. This Investment Matrix will inform the policy discussions around the designation of urban reserves in order to achieve these objectives.

Investing in Great Places matrix | Definitions

Local aspiration profile	Regional investment actions	Shared responsibilities	Local actions	Private actions
<p>The Matrix includes only those areas that local governments identified as areas with aspirations in the profile.</p> <p>2040 Design: Existing design type defined in the 2040 Growth Concept (central city, corridor, employment area, regional center, town center).</p> <p>Activity level goal: The level of activity identified by a local government in its local aspiration submission, using the activity spectrum included in Metro’s State of the Centers Report. This level of activity indicates the hours of activity desired or the type of community that a local government seeks to emulate. The Matrix includes numerical targets if identified by the local aspiration.</p> <p>Current development: This is defined in the State of the Centers Report using 2007 data from Environmental Systems Research Institute (ESRI) and InfoUSA.</p>	<p>Existing or proposed investments largely using regional funds</p> <p>Bus Transit: Bus and frequent bus services.</p> <p>High-capacity transit: Light rail, rapid bus service, streetcar or other high capacity service, or other related facilities including park and ride lots and transit centers.</p> <p>Highways and arterials: New road capacity or new access points to existing roads, including interchange access and safety improvements</p> <p>Transportation system management and operations: Technological enhancements such as traffic signal optimization, access management, or other efforts that serve to increase the capacity of the existing transportation system. Also includes Transportation Management Associations, targeted marketing and other efforts that serve to reduce demand for trips made by single-occupant vehicles.</p> <p>Transit-oriented Development: Investments by Metro in mixed-use development projects (commercial and residential) near light rail and frequent bus service</p> <p>Grants: Grant funds administered by Metro to encourage redevelopment of existing communities, including brownfield assessment grants, Nature in Neighborhood grants, planning grants funded through the regional Construction Excise Tax, and other regional grant programs</p> <p>Regional Greenspaces: Regional parks, natural areas and trails funded through regional bond measures or other regional funds.</p>	<p>Those investments that require funding from local and regional sources and other partnerships)</p> <p>Enhanced pedestrian, bicycle and trail environment: Landscaping, median or curb extensions, sidewalks, bikeways, boulevard retrofits, trails</p> <p>Other infrastructure: Includes sewer, water and stormwater pipes and facilities as well as civic infrastructure including schools, libraries and other public buildings.</p>	<p>Existing or proposed actions largely requiring investments by local governments)</p> <p>Local streets and connectors: New street connections, new local road capacity, realignments of existing residential streets and arterials</p> <p>Supportive code: Mixed-use zoning or multi-family development zoning in centers, streamlined processes or other efficiencies in development permitting and inspections, bonuses or incentives that are included in code.</p> <p>Parking strategies: Shared parking, changing minimum (or maximum) parking requirements for certain developments, providing structured or metered parking</p> <p>Financial incentives: Urban renewal, local improvement districts, business improvement districts, enterprise zones, main street programs, system development charge credits, variable system development charges, tax credits to support vertical housing development, other incentives financed by local general funds set in policy.</p> <p>Direct project investments: Land acquisition, joint development agreements, storefront improvement grants, marketing directed toward specific projects</p> <p>Local greenspaces: Local parks, trails and natural areas</p>	<p>Collaboration: Active partnerships between property owners and the public sector, establishment of public/private partnerships to engage development</p> <p>Proposed : This category refers to policies/investments/actions that are either: a) under consideration b) in process of being adopted.</p>

Investing in Great Places matrix | Central City

Achieving local aspirations through strategic regional and local investments

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Proposed

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Existing

Local aspiration profile ^(1,2)	Regional investment actions							Shared responsibilities	Local actions							Private actions
Current: 17,800 DU (2005), 150,500 jobs (2005) Goal: 50,000 to 60,000 additional DU; 75,000 additional jobs	Bus	High capacity transit	Highways and arterials	Transportation system management and operations	Transit oriented development	Grants	Regional greenspaces	Enhanced pedestrian, bike and trail environment	Utilities and civic infrastructure	Local streets and connectors	Supportive code	Parking strategies	Financial incentives	Direct project incentives	Local greenspaces	Collaboration
South Waterfront High density, mixed use, future OHSU campus expansion																
University District PSU expansion; ECO District																
Goose Hollow Mixed-use community																
River District Mixed-use community																
Downtown Financial and regional retail center																
Lower Albina Industrial district																
Lloyd District Mixed use with emphasis on regional attractions; eco district																
Central Eastside Industrial with incubator and emerging creative sector emphasis																

1. Current development source: 2007 Environmental Systems Research Institute and InfoUSA

2. Development goal source: Local aspirations submitted to Metro

Investing in Great Places matrix | Regional Centers

Achieving local aspirations through strategic regional and local investments

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Proposed

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Existing

Local aspiration profile ^(1,2)		Regional investment actions							Shared responsibilities	Local actions							Private actions
	Development Current/Goal	Bus	High capacity transit	Highways and arterials	Transportation system management and operations	Transit oriented development	Grants	Regional greenspaces	Enhanced pedestrian, bike and trail environment	Utilities and civic infrastructure	Local streets and connectors	Supportive code	Parking strategies	Financial incentives	Direct project incentives	Local greenspaces	Collaboration
Beaverton Downtown	Current: 1,170 DU / 7,420 EMP																
Washington Square Tigard	Current: 1,270 DU / 13,770 EMP Goal: 50 DU/acre 2.0 FAR or greater																
Washington Square Beaverton																	
Hillsboro Downtown 18 hour activity	Current: 3,600 DU / 12,850 EMP 3,000 DU / 3,000 EMP																
Clackamas Town Center	Current: 2,680 DU / 4,140 EMP																
Oregon City Downtown	Current: 150 DU / 3,260 EMP																
Gresham Civic neighborhood,	Current: 440 DU / 1,070 EMP Goal: Total of 2,000 DU / 2,000 EMP																
Gresham Downtown	Current: 440 DU / 1,070 EMP Goal: Total of 2,000 DU / 2,000 EMP																
Gateway (Portland)	Current: 3,500 DU / 7,190 EMP																

1. Current development source: 2007 Environmental Systems Research Institute and InfoUSA

2. Development goal source: Local aspirations submitted to Metro

Investing in Great Places matrix | Town Centers























Achieving local aspirations through strategic regional and local investments

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Proposed

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Existing

Local aspiration profile ^(1,2)		Regional investment actions							Shared responsibilities		Local actions							Private actions
	Development Current/Goal	Bus	High capacity transit	Highways and arterials	Transportation system management and operations	Transit oriented development	Grants	Regional greenspaces	Enhanced pedestrian, bike and trail environment	Utilities and civic infrastructure	Local streets and connectors	Supportive code	Parking strategies	Financial incentives	Direct project incentives	Local greenspaces	Collaboration	
Aloha	Current: 2,150 DU / 1,130 EMP	No information available																
Bethany	Current: 950 DU / 510 EMP	No information available																
Cedar Mill	Current:1,530 DU / 1,710 EMP	No information available																
Cornelius	Current: 3,240 DU / 2,270 jobs Aspire to be a Town Center Goal: 2,800 DU and 7,100 jobs on an additional 640 acres by 2030																	
Damascus	Current: 90 DU / 550 EMP																	
Forest Grove	Current: 180 DU / 800 EMP Goal: Double residential density (20 DU)																	
Gladstone	Current: 270 DU / 310 EMP																	
Happy Valley	Existing Town Center 14 hour activity																	

1. Current development source: 2007 Environmental Systems Research Institute and InfoUSA

2. Development goal source: Local aspirations submitted to Metro

Investing in Great Places matrix | Town Centers

































































Achieving local aspirations through strategic regional and local investments

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Proposed

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Existing

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Hillsdale-Portland	Current: 980 DU / 1,050 EMP 18 hour activity																	
Hollywood-Portland	Current: 800 DU / 4,200 EMP																	
King City	Current: 410 DU / 720 EMP	No information available																
Lake Grove	Current: 200 DU / 2,840 EMP																	
Lake Oswego	Current: 1,160 DU / 2,830 EMP																	
Lents-Portland	Current: 590 DU / 320 EMP																	
Milwaukie	Current: 1,950 DU / 3,750 EMP																	
Murray/Scholls	Current: 1,980 DU / 10 EMP																	

1. Current development source: 2007 Environmental Systems Research Institute and InfoUSA

2. Development goal source: Local aspirations submitted to Metro

Investing in Great Places matrix | Town Centers








































Achieving local aspirations through strategic regional and local investments

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Proposed

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Existing

Local aspiration profile ^(1,2)		Regional investment actions							Shared responsibilities		Local actions							Private actions
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Orenco	Current: 1,590 DU / 790 EMP	No information available																
Pleasant Valley	Current: 20 DU / 10 EMP																	
Raleigh Hills	Current: 870 DU / 1,600 EMP	No information available																
Rockwood	Current: 4,360 DU / 1,990 EMP Goal: 7,000 DU / 3,500 EMP																	
Sherwood	Current: 110 DU / 570 EMP																	
St. Johns-Portland	Current: 290 DU / 1,009 EMP																	
Sunset Transit Center	Current: 160 DU / 1,760 EMP																	
Tanasbourne/ AmberGlen 18 hour activity	Current: 3,820 DU / 4,680 EMP Goal: Additional 6,800 DU / 6,580 jobs																	

1. Current development source: 2007 Environmental Systems Research Institute and InfoUSA

2. Development goal source: Local aspirations submitted to Metro

Investing in Great Places matrix | Town Centers


















































































Achieving local aspirations through strategic regional and local investments

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Tigard Downtown	Current: 560 DU / 2,310 EMP Goal: 2,500 DU; 1.9 million sq. ft. employment/office/commercial																
Troutdale 18 hour activity	Current: 970 DU Goal: Additional 530 DU																
Tualatin 18 hour activity	Current: 2,390 residents / 3,860 jobs Goal: 2,500-3,400 residents / 6,700-8,400 jobs																
West Linn Bolton	Current: 1,820 EMP																
West Linn Willamette																	
West Portland Hillsdale typology	Current: 1,530 DU/1,670 EMP																
Wilsonville	Current: 400 DU / 1,850 EMP																
Wood Village/ Fairview	Current: 760 DU / 960 EMP																
Wood Village/ Fairview																	

1. Current development source: 2007 Environmental Systems Research Institute and InfoUSA

2. Development goal source: Local aspirations submitted to Metro

Investing in Great Places matrix | Corridors







































Achieving local aspirations through strategic regional and local investments

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Local aspiration profile ^(1,2)		Regional investment actions							Shared responsibilities		Local actions						Private actions
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Beaverton	Goal: Wish to explore options, current zoning: 750 DU / 3,080 EMP by 2020																
Beaverton	Goal: Wish to explore options, current zoning: 290 DU / 3,390 EMP by 2020																
Fairview	Current: 91 acres of vacant and redevelopable land																
Forest Grove	Hwy 8, Commercial																
Milwaukie	King Rd. to Harrison																
Sherwood	Pacific Highway																
Sherwood	Sherwood Blvd																
Sherwood	Oregon St.																

1. Current development source: 2007 Environmental Systems Research Institute and InfoUSA

2. Development goal source: Local aspirations submitted to Metro

Investing in Great Places matrix | Corridors

Achieving local aspirations through strategic regional and local investments

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Proposed

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Local aspiration profile ^(1,2)		Regional investment actions							Shared responsibilities		Local actions						Private actions
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Sunnyside																	
Happy Valley																	
Sunnyside																	
Clackamas Co.																	
Tigard	Goal: 40 - 50 DU / 20 - 40 EMP; 2.0 FAR																
Hwy 99																	
Wood Village																	
Sandy Blvd																	
Wood Village																	
Halsey St																	
Gresham																	
162nd																	
Gresham																	
181st																	
Gresham																	
Eastman/223rd																	

1. Current development source: 2007 Environmental Systems Research Institute and InfoUSA

2. Development goal source: Local aspirations submitted to Metro

Investing in Great Places matrix | Corridors

























Achieving local aspirations through strategic regional and local investments

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Gresham	257th/Kane																	
Gresham	Sandy																	
Gresham	Halsey																	
Gresham	Glisan																	
Gresham	Stark																	
Gresham	Burnside																	
Gresham	Division																	
Gresham	Powell																	

1. Current development source: 2007 Environmental Systems Research Institute and InfoUSA

2. Development goal source: Local aspirations submitted to Metro

Investing in Great Places matrix | Corridors






























Achieving local aspirations through strategic regional and local investments

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Portland	Goal: 3,250 DU / 1,220 jobs from 2005-2030																	
Interstate Avenue																		
Portland	82nd Avenue																	
Portland	Sandy Boulevard																	
Portland	Martin Luther King Jr. Boulevard																	
Portland	Cully Boulevard																	
Portland	NE Killingsworth Street																	
Portland	Powell Boulevard																	
Portland	102 Ave.																	

1. Current development source: 2007 Environmental Systems Research Institute and InfoUSA

2. Development goal source: Local aspirations submitted to Metro

Investing in Great Places matrix | Corridors






















Achieving local aspirations through strategic regional and local investments

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	Development Current/Goal	Bus	High capacity transit	Highways and arterials	Transportation system management and operations	Transit oriented development	Grants	Regional greenspaces	Enhanced pedestrian, bike and trail environment	Utilities and civic infrastructure	Local streets and connectors	Supportive code	Parking strategies	Financial incentives	Direct project incentives	Local greenspaces	Collaboration	
Portland Foster Road																		
Portland SE Belmont																		
Portland SE Hawthorne																		
Portland SE Division																		
Portland Kenton/Denver																		
Portland Milwaukie Avenue																		
Portland Tacoma Street																		
Portland 122nd Avenue																		

1. Current development source: 2007 Environmental Systems Research Institute and InfoUSA

2. Development goal source: Local aspirations submitted to Metro

Investing in Great Places matrix | Employment






















Achieving local aspirations through strategic regional and local investments

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Proposed

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Existing

Local aspiration profile ^(1,2)		Regional investment actions							Shared responsibilities		Local actions						Private actions
	Development Current/Goal	Bus	High capacity transit	Highways and arterials	Transportation system management and operations	Transit oriented development	Grants	Regional greenspaces	Enhanced pedestrian, bike and trail environment	Utilities and civic infrastructure	Local streets and connectors	Supportive code	Parking strategies	Financial incentives	Direct project incentives	Local greenspaces	Collaboration
Beaverton 217 East	Goal: Wish to explore options, current zoning: 3,7540 jobs projected by 2020										 						
Beaverton 217 West	Goal: Wish to explore options, current zoning: 1,510 jobs projected by 2020										 						
Beaverton Arctic and Western	Goal: Wish to explore options, current zoning: 270 jobs projected by 2020																
Beaverton Millikan	Goal: Wish to explore options, current zoning: 1,410 jobs projected 2020																
Beaverton Cornell Corridor	Goal: Wish to explore options, current zoning: 3,690 jobs projected by 2020																
Beaverton Cornell Oaks	Goal: Wish to explore options, current zoning: 4,400 jobs projected by 2020																
Forest Grove	Goal: Additional 6,000 jobs		 									  				 	

1. Current development source: 2007 Environmental Systems Research Institute and InfoUSA

2. Development goal source: Local aspirations submitted to Metro

Investing in Great Places matrix | Employment
































Achieving local aspirations through strategic regional and local investments

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Local aspiration profile ^(1,2)		Regional investment actions							Shared responsibilities		Local actions							Private actions
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Gresham																		
Rockwood																		
Gresham																		
Springwater																		
Gresham																		
Southshore																		
Gresham																		
Whole city																		
Happy Valley																		
Rock Creek Employment Center																		
Hillsboro																		
Evergreen Employment area																		

1. Current development source: 2007 Environmental Systems Research Institute and InfoUSA

2. Development goal source: Local aspirations submitted to Metro

Investing in Great Places matrix | Employment

Achieving local aspirations through strategic regional and local investments

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Proposed

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Existing

Local aspiration profile ^(1,2)		Regional investment actions							Shared responsibilities		Local actions						Private actions
	Development Current/Goal	Bus	High capacity transit	Highways and arterials	Transportation system management and operations	Transit oriented development	Grants	Regional greenspaces	Enhanced pedestrian, bike and trail environment	Utilities and civic infrastructure	Local streets and connectors	Supportive code	Parking strategies	Financial incentives	Direct project incentives	Local greenspaces	Collaboration
Milwaukie North Industrial Area																	
Milwaukie Johnson Creek Blvd.																	
Milwaukie International Way																	
Oregon City Beavercreek Rd																	
Portland Harborfront																	
Portland Columbia Southshore Swan Island NW Industrial																	

1. Current development source: 2007 Environmental Systems Research Institute and InfoUSA

2. Development goal source: Local aspirations submitted to Metro

Investing in Great Places matrix | Employment











































Achieving local aspirations through strategic regional and local investments

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Proposed

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Existing

Local aspiration profile ^(1,2)		Regional investment actions							Shared responsibilities		Local actions						Private actions
	Development Current/Goal	Bus	High capacity transit	Highways and arterials	Transportation system management and operations	Transit oriented development	Grants	Regional greenspaces	Enhanced pedestrian, bike and trail environment	Utilities and civic infrastructure	Local streets and connectors	Supportive code	Parking strategies	Financial incentives	Direct project incentives	Local greenspaces	Collaboration
Sherwood																	
Pacific Highway and Tualatin-Sherwood Rd																	
Tigard																	
Employment lands 14 hour																	
Tigard																	
Tigard Triangle																	
Tualatin																	
areas outside of existing city Southwest Concept Plan South Tualatin																	
Tualatin																	
Existing Industrial/ Employment Lands																	
Wilsonville																	
Coffee Creek Industrial Area																	
Columbia Cascade River District																	
Troutdale Wood Village Gresham Fairview																	

1. Current development source: 2007 Environmental Systems Research Institute and InfoUSA

2. Development goal source: Local aspirations submitted to Metro

Tentative MTAC Agendas Fall 2009

August 13, 2009 Draft

<u>MTAC Meeting</u> September 2, 2009 <ul style="list-style-type: none">• Climate Prosperity Strategy	<u>MTAC Meeting</u> September 16, 2009 <ul style="list-style-type: none">• Overview of Chief Operating Officer (COO) Making the Greatest Place recommendations
<u>MTAC Meeting</u> October 7, 2009 <ul style="list-style-type: none">• Urban Growth Report, forecast, and performance measures framework (discussion)	<u>MTAC Meeting</u> October 21, 2009 <ul style="list-style-type: none">• Urban Growth Report, forecast, and performance measures framework (discussion and possible recommendation to MPAC)• Regional Transportation Plan adoption package (discussion)
<u>MTAC Meeting</u> November 4, 2009 <ul style="list-style-type: none">• Urban Growth Report, forecast, and performance measures framework (if needed) (discussion and recommendation to MPAC)• Regional Transportation Plan adoption package (discussion and recommendation to MPAC)	<u>MTAC Meeting</u> November 18, 2009 <ul style="list-style-type: none">• Urban and rural reserves (discussion)
<u>MTAC Meeting</u> December 2, 2009 <ul style="list-style-type: none">• Urban and rural reserves (discussion and recommendation to MPAC)	<u>MTAC Meeting</u> December 16, 2009