

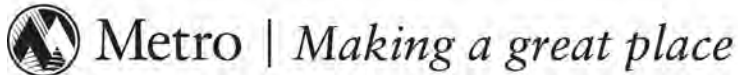
Metro | Agenda

Meeting: Metro Policy Advisory Committee (MPAC)
Date: Wednesday, Dec. 14, 2011
Time: 5 to 7 p.m.
Place: Council Chambers

- | | | | |
|----------------|------------|---|---|
| 5 PM | 1. | <u>CALL TO ORDER</u> | Charlotte Lehan, Chair |
| 5:02 PM | 2. | <u>SELF INTRODUCTIONS & COMMUNICATIONS</u> | Charlotte Lehan, Chair |
| 5:05 PM | 3. | <u>CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS</u> | |
| 5:10 PM | 4. | <u>COUNCIL UPDATE</u> | |
| 5:15 PM | 5. | * <u>CONSIDERATION OF THE NOV. 9, 2011 MINUTES</u> | |
| | 6. | <u>ACTION ITEMS</u> | |
| 5:20 PM | 6.1 | 2012 MPAC Officer Nominations – <u>INFORMATION</u> <ul style="list-style-type: none">• <i>Outcome:</i> MPAC approval of 2012 MPAC officer nominations. | Jack Hoffman, City of Lake Oswego
Pete Truax, City of Forest Grove
Annette Mattson,
Governing Body of School Districts |
| | 7. | * <u>INFORMATION/DISCUSSION ITEMS</u> | |
| 5:35 PM | 7.1 | * Climate Smart Communities Scenarios Project – Roll-out of draft Phase 1 Findings Report – <u>INFORMATION/DISCUSSION</u> <ul style="list-style-type: none">• <i>Outcome:</i> Review draft Findings Report. MPAC will be asked to accept the Findings Report in January. | Kim Ellis
Mike Hoglund |
| 6:15 PM | 7.2 | * Sustainable City Year Program – <u>INFORMATION</u> <ul style="list-style-type: none">• <i>Outcome:</i> Information on the 2012 Sustainable Cities process. | Linda Norris, City of Salem
Robert Liberty,
Sustainable Cities Initiative |
| 6:55 PM | 8. | <u>MPAC MEMBER COMMUNICATION</u> | |
| 7 PM | 9. | <u>ADJOURN</u> | Charlotte Lehan, Chair |

* Material included in the packet.

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



2011 MPAC Tentative Agendas

Tentative as of Dec. 7, 2011

<u>MPAC Meeting</u> December 14 <ul style="list-style-type: none">• Climate Smart Communities• Sustainable City Year Program (Robert Liberty)	<u>MPAC Meeting</u> December 28 (Cancelled)
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2012 MPAC Tentative Agendas

Tentative as of Dec. 7, 2011

<u>MPAC Meeting</u> January 11 <ul style="list-style-type: none">• Climate Smart Communities (endorse Briefing Book and transmittal letter)• Industrial Site Readiness	<u>MPAC Meeting</u> January 25 <ul style="list-style-type: none">• Southwest Corridor Project Update and Land Use Work• Population and Employment Forecast and Growth Distribution• Greater Portland Pulse
<u>MPAC Meeting</u> February 8	<u>MPAC Meeting</u> February 22
<u>MPAC Meeting</u> March 14	<u>MPAC Meeting</u> March 28
<u>MPAC Meeting</u> April 11	<u>MPAC Meeting</u> April 25
<u>MPAC Meeting</u> May 9	<u>MPAC Meeting</u> May 23
<u>MPAC Meeting</u> June 13	<u>MPAC Meeting</u> June 27
<u>MPAC Meeting</u> July 11	<u>MPAC Meeting</u> July 25

<u>MPAC Meeting</u> August 8	<u>MPAC Meeting</u> August 22
<u>MPAC Meeting</u> September 12	<u>MPAC Meeting</u> September 19
<u>MPAC Meeting</u> October 10	<u>MPAC Meeting</u> October 24
<u>MPAC Meeting</u> November 14	<u>MPAC Meeting</u> November 28
<u>MPAC Meeting</u> December 12	<u>MPAC Meeting</u> December 19

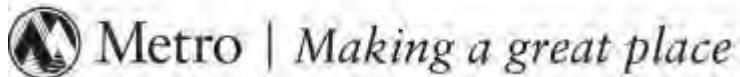
Projects to be scheduled:

- East Metro Connections Plan
- Community Investment Initiative
- Industrial and employment areas for development-ready land for job creation
- Affordable housing/housing equity
- Downtowns, main streets, station communities development implementation
- Solid Waste Road Map

Parking lot:

- * Planning areas adjacent to UGB
(e.g., hamlet in undesignated areas)
- * Invasive species management

Note: Items listed in *italic* are tentative agenda items.



METRO POLICY ADVISORY COMMITTEE

November 9, 2011

Metro Regional Center, Council Chambers

MEMBERS PRESENT

Matt Berkow
Jody Carson
Steve Clark
Nathalie Darcy
Kathryn Harrington
Carl Hosticka
Annette Mattson
Wilda Parks
William Wild
Jerry Willey, Vice Chair

AFFILIATION

Multnomah County Citizen
City of West Linn, representing Clackamas Co. Other Cities
Trimet Board of Directors
Washington County Citizen
Metro Council
Metro Council
Governing Body of School Districts
Clackamas County Citizen
Clackamas County Special Districts
City of Hillsboro, representing Washington County Largest City

MEMBERS EXCUSED

Sam Adams
Ken Allen
Shane Bemis
Pat Campbell
Michael Demagalski
Dennis Doyle
Andy Duyck
Amanda Fritz
Jack Hoffman
Charlotte Lehan, Chair
Keith Mays
Marilyn McWilliams
Doug Neeley
Barbara Roberts
Jim Rue
Loretta Smith, 2nd Vice Chair
Steve Stuart
Norm Thomas

AFFILIATION

City of Portland Council
Oregon AFSCME Council 75
City of Gresham, representing Multnomah Co. 2nd Largest City
City of Vancouver
City of North Plains, representing Washington Co. outside UGB
City of Beaverton, representing Washington Co. 2nd Largest City
Washington County Commission
City of Portland Council
City of Lake Oswego, representing Clackamas Co. Largest City
Clackamas County Commission
City of Sherwood, representing Washington Co. Other Cities
Washington County Special Districts
City of Oregon City, representing Clackamas Co. 2nd Largest City
Metro Council
Oregon Dept. of Land Conservation & Development
Multnomah County Commission
Clark County, Washington Commission
City of Troutdale, representing other cities in Multnomah Co.

ALTERNATES PRESENT

Clark Balfour
Stanley Dirks
Karylenn Echols
Donna Jordan
Peter Truax
Kathy Roth

AFFILIATION

Washington County Special Districts
City of Wood Village, representing other cities in Multnomah Co.
City of Gresham, representing Multnomah Co. 2nd Largest City
City of Lake Oswego, representing Clackamas Co. Largest City
City of Forest Grove, representing Washington Co. Other Cities
City of Oregon City, representing Clackamas Co. 2nd Largest City

STAFF:

Jessica Atwater, Aaron Brown, Andy Cotugno, Kim Ellis, Metro Council President Hughes, Tom Kloster, Kelsey Newell, Ken Ray, Dylan Rivera, Sherry Oeser.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Vice Chair Jerry Willey declared a quorum and called the meeting to order at 5:09 p.m.

2. SELF INTRODUCTIONS AND COMMUNICATIONS

All attendees introduced themselves.

Vice Chair Jerry Willey circulated a card for 2nd Vice Chair Loretta Smith.

Vice Chair Willey asked for volunteers for the MPAC Chair nominating committee, explaining that the traditional practice of nominating chairs ensures all three counties are represented. Mayor Truax volunteered for the committee for Washington County, Ms. Annette Mattson volunteered for Multnomah County, and Mayor Jack Hoffman was nominated by his alternate, Ms. Donna Jordan, for Clackamas County. Mr. Andy Cotugno of Metro emphasized that Chair nominations should be made by the first week of December in order to facilitate a smooth transition in 2012.

The December 2nd joint meeting with JPACT has been postponed to February 2012. The December 14th MPAC meeting will remain as scheduled. The November 23rd and December 28th MPAC meetings are canceled.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were none.

4. COUNCIL UPDATE

Councilor Hosticka updated the group on the following points:

The Metro Council recently adopted a 20-year master plan for the Oregon Zoo. Most of these projects will be paid for through the Oregon Zoo Bond Measure. The new veterinary hospital will be completed by the end of 2011. Other projects, such as a new penguin habitat filtration system, and improved habitats for elephants, rhinos, primates, polar bears, are also underway.

The annual Oregon Zoo event, Zoo Lights, will run from Friday, November 25th through New Year's day, opening at 5 p.m. daily. Admission is \$9.00 for adults or \$7.50 for seniors and children.

5. CONSIDERATION OF THE MPAC MINUTES FOR OCTOBER 26, 2011

Mayor Peter Truax requested that the October 26, 2011 minutes be revised to include language on the importance of reading proficiency in the group discussion of section 6.1, the Greater Portland Pulse Project.

MOTION: Mayor Peter Truax moved, Ms. Wilda Parks seconded to adopt the October 26, 2011 MPAC minutes with revisions.

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

6.0 PRESENTATION ON SUSTAINABLE URBAN DEVELOPMENT AND PARKS AND OPEN SPACE DESIGN IN CHINA

Metro Council President Tom Hughes introduced the topic of current development in China, introduced former-Metro Councilor Robert Liberty to give two brief video presentations of development in China, and introduced Professor Jie Hu of Qinghua University, Beijing, China.

China is developing extremely quickly. The Chinese population is fast moving from rural areas into urban cities, causing the government to adjust its policies around urban development. As the Metro region is considering how to welcome another 750,000 people, China's cities are considering how to welcome another New York. Professor Liberty showed two video clips to illustrate the huge scale of development in China.

Professor Hu teaches at the prestigious Qinghua University. He came to the U.S. to visit universities because the ideas in urban design being developed here may not be tested here for a long time, however, they could probably be applied in China much sooner. China is growing fast, and there is a lot of opportunity for partnership in the evaluation of the performance and customer satisfaction with these new progressive designs. His presentation focused on just a few of his projects, emphasizing some innovations in sustainability. Professor Hu presented on his projects 'Beijing Olympic park,' the Olympic Green,' the City of Tieling Fanhe's landscape architecture, and Tangshan Nanhu Eco-city's transformation from brownfield to green space. All of these projects focus on bringing nature back into urban spaces, which is beginning to happen earlier on in the construction of new cities, during the master-plan stage. This provides more open space for people, plants, and animals, and highlights the importance of preserving nature. Each project utilizes modern technologies to provide space for people and nature. For example, there is a manmade wetland in Beijing Olympic Park that also serves as a water treatment plant and source for the park. Most of these very large-scale projects were completed in only three years. Professor Hu hopes that urban and landscape design in China can be sustainable for the future.

Group discussion included:

Members commented that the parks Professor Hu shared are beautiful, and the scale is impressive.

President Hughes commented on the importance of parks in Chinese culture. In addition for use during holidays, many, many people gather in parks daily for different activities.

Some members asked if Beijing receives comparable rain fall to the Metro region. Beijing is very dry, and the ground water is now further from the surface, so water is very precious. The government is building more sewage and gray water treatment plants.

Professor Liberty commented that the Oregon Zoo may be a good place to test human waste recycling as modeled in China.

7.0 COMMENTS ON DRAFT AMENDMENTS TO THE OREGON TRANSPORTATION PLANNING RULE (TPR) AND OREGON HIGHWAY PLAN (OHP)

Mr. Tom Kloster of Metro presented on the draft amendments to the Oregon Transportation Planning Rule and Oregon Highway Plan. Core TPR and OHP amendments include:

- exemption to zone changes under TPR 0060
- allowance for partial-mitigation when adding employment
- exemption for centers from the Section 0060 trigger
- shifting language from 'standards' to 'targets'
- reconciliation of Centers and their special transportation areas (STAs) in OHP implementing documents

These amendments must be resolved by January 1, 2012.

Mr. Kloster presented a letter to MPAC endorsing the draft amendments to be signed by Vice Chair Mayor Willey, as well as Councilor Collette, chair of JPACT, and Metro Council President Hughes. In the letter are broader comments supporting the TPR amendments and OHP amendments. It was noted that of these comments, the TPR piece on partial mitigation when adding industrial or non-retail employment did not have consensus at MTAC and TPAC.

The OHP amendments will be heard in Silverton, OR on November 16, 2011. The TPR amendments and adoption will be heard on December 8, 9, 2011 in The Dalles, OR. This letter will go to those hearings, supporting these amendments. Local jurisdictions are encouraged to send letters as well. Councilor Harrington reported that at the Local Official Advisory Committee (LOAC) to the Oregon Land Conservation and Development Commission (LCDC) meeting, LCDC expressed that testifying in person at the December 8th meeting will be especially meaningful and encouraged members to do so.

Group discussion included:

Some members commented that a plan for notification for jurisdictions making plans under the new rules has not been adequately addressed. Mr. Kloster commented that there will be an adjustment period, but that notification can certainly occur regionally, and at MPAC. This will be a process of a few years. Mr. Kloster clarified that when jurisdictions make changes to highway interchanges, they will be required to work with ODOT. Ms. Lainie Smith of the ODOT clarified that on the issue of interchanges, jurisdictions are not required to receive notification, and Metro may need to assume that role.

Some members commented that having a check-in in a couple of years would be a good way to track the success of the new process, in addition to a notification process. In particular, some members tracking how these changes impact freight mobility.

MOTION: Mayor Peter Truax moved, Ms. Nathalie Darcy seconded to approve the draft letter commenting on the Oregon Highway Plan and Transportation Planning Rule amendments to be sent to both the Oregon Transportation Commission and the Oregon Land Conservation and Development Commission.

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

8.0 CLIMATE SMART COMMUNITIES SCENARIOS—REPORT ON PRELIMINARY FINDINGS AND NEXT STEPS

Ms. Kim Ellis of Metro presented to MPAC the preliminary results of the Climate Smart Communities Scenarios (CSCS) project. She first clarified that the Dec. 2nd MPAC and JPACT meeting has been postponed in order to work more closely with both groups for a longer period of time prior to having a large, joint session. Planning is also underway for a JPACT/MPAC/Council work session in Winter 2012 to more formally kick-off Phase 2 of the process and discuss the next steps in CSCS project.

Ms. Ellis stated the project is nearing the end of the first of three phases, 'understanding choices.' Staff will present a draft findings report at the December 14, 2011 meeting. In 2012, the project will begin phase two, which will focus on development of a preferred scenario. Phase three is slated for 2013-14, during which time the Metro region is obligated to adopt a strategy that meets the legislature's goals. The LCDC target-setting process assumed changes to fleet and technology would reduce 2005 emissions levels from 4.05 to 1.51 MT CO₂e per capita by 2035 through improvements to fuel economy, fleet mix and vehicle technology. The target for the Portland region calls for an additional 20 percent GHG emissions reduction below 2005 levels by 2035. This is an additional reduction to what can reasonably be anticipated from fleet and technology. ODOT is also expected to release a draft statewide transportation strategy, which will include policies that may assist the Metro region in meeting its target.

During Phase 1, more than 140 regional scenarios were tested to learn the GHG emissions reduction potential of current plans and policies. The analysis was also intended to highlight which combinations of land use and transportation strategies (grouped in six policy areas) are needed to meet the state GHG targets. The project is not currently trying to select a preferred alternative, but to understand what alternatives are available. The project does its work in the context of Metro's six desired outcomes, and all resulting strategies will be evaluated accordingly.

The region's current plans and policies do make significant progress toward the state target. The project is working from 2005 levels because the state has directed the selection of a midpoint between the original benchmark, 1990, and 2050. The region's target is for light-vehicle GHG emissions to be at 1.2 metric tons of CO₂e per capita by 2035 to be on track to meet the 2050 goal adopted by the Legislature in 2007.

To achieve these goals, new policies and actions will need to be implemented. The policy levers examined were community design, pricing, marketing, roads, and fleet & vehicle technology. There are 144 scenarios based on these policy areas and the level of ambition they represent, of which 93 meet or exceed the GHG reduction target.

The key preliminary findings include:

1. Current local and regional plans and policies are ambitious and provide a strong foundation
2. Targets are achievable but will take additional effort and action
3. The best approach is a mix of policies and strategies
4. Partnerships and collaboration are keys to success

MPAC, as well as JPACT and the Metro Council, will be asked to accept the Phase 1 findings report in January 2012. This report will be submitted to ODOT and the Department of Land Conservation and

Development, which will then present it as a progress report to the state legislature. Moving into Phase 2, MPAC, along with the Metro Council and JPACT, will be asked to give direction to the project. In January, MPAC will be requested to accept the findings report, marking the end of Phase 1, and beginning the project's transition to Phase 2. Release of the findings also provides a vehicle for engaging other stakeholders in the process during Phase 2.

Mr. Cotugno clarified that these strategies emphasize actions, and that MPAC should be thinking about which types of actions to focus on. Phase 2 will involve much more detailed application, selecting areas, being 'on the map.'

Group discussion included:

Some members inquired into whether or not electric vehicles growing to 4% is significant. Ms Ellis responded that that particular assumption is a moderate level of ambition, less than the state's estimate of 8% growth.

Some members commented that aspirations are very important in 'setting the bar,' and inquired at what point certain areas the region will be prioritized and how projects will be funded. Ms. Ellis responded that this will be incorporated into the whole process, with a specific focus on a finance plan.

7. ADJOURN

Vice Chair Willey adjourned the meeting at 6:48p.m.

Respectfully submitted,



Jessica Atwater
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR 11/09/11:

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
4.0	Flyer	11/09/11	Zoo Lights	110911m-01
6.0	Presentation	11/09/11	Sustainable Urban Development and Parks and Open Space Design in China	110911m-02
7.0	Presentation	11/09/11	Transportation Planning Rule and the Oregon Highway Plan Amendments	110911m-03
8.0	Presentation	11/09/11	Climate Smart Communities Scenarios Preliminary Findings and Next Steps	110911m-04
8.0	Handout	11/03/11	Climate Smart Communities Scenarios Project-- High Level Inputs	110911m-05

MPAC Worksheet

Agenda Item Title: Climate Smart Communities Scenarios Project – Roll-out of draft Phase 1 Findings Report

Presenter(s): Kim Ellis and Mike Hoglund

Contact for this worksheet/presentation: Kim Ellis

Date of MPAC Meeting: December 14, 2011

Purpose/Objective

Staff will present an update of the Climate Smart Communities Scenarios Project (Scenarios Project) and share the draft Phase 1 Findings Report. The report summarizes the key findings from the research and analysis conducted to date, and implications for Phase 2.

MPAC and the Joint Policy Committee on Transportation (JPACT) will be asked to accept the Phase 1 Findings Report in January. The region's decision-makers will use this information to engage other partners and stakeholders, and direct development of a preferred strategy in Phase 2.

Action Requested/Outcome

- What additional information does MPAC need to accept the Phase 1 findings in January?
- Does MPAC have suggestions or considerations for staff as the process moves forward?

How does this issue affect local governments or citizens in the region?

The goal of the Scenarios Project is to collaborate across different levels of government and public and private sectors to find the right combination of actions that will help the region build healthy, prosperous, equitable and environmentally-sound communities that advance local aspirations and meet state climate goals.

While reducing greenhouse gas (GHG) emissions is important to the health of the region and the planet, the Scenarios Project will demonstrate that the region can progress toward the GHG reduction goals set by the state within the context of achieving outcomes of equal importance to communities, businesses and residents: a healthy economy; clean air and water; and access to good jobs, affordable housing, transportation options, nature, trails and recreational opportunities.

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

- Key findings from the research conducted to date have been summarized in a draft Phase 1 Findings Report, in consultation with the technical work group and Metro technical advisory committees.
- On December 1, Metro staff briefed the Washington County Planning Directors on the findings.
- On December 6, the Metro Council discussed the draft report, supported the report being used to engage other partners and stakeholders in Phase 2 and agreed to consider endorsement of the final Phase 1 Findings in January to recognize the work completed to date, key findings and conclusion of Phase 1.
- On December 7, MTAC discussed and provided input on the draft report.

A summary of upcoming discussions and milestones is provided for reference:

Dec. 6	Council discussion of the draft Phase 1 findings
Dec. 7	MTAC discussion of the draft Phase 1 findings
Dec. 8	JPACT discussion of the draft Phase 1 findings
Dec. 14	MPAC discussion of the draft Phase 1 findings
<i>Dec. 20</i>	<i>Work Group – if needed</i>
Jan. 4	MTAC recommendation to MPAC on acceptance of the Phase 1 findings
Jan. 6	TPAC recommendation to JPACT on acceptance of the Phase 1 findings
Jan. 11	MPAC considers acceptance of the Phase 1 findings
Jan. 12	JPACT considers acceptance of the Phase 1 findings
Jan. 12	Metro Council considers endorsement of the Phase 1 findings

Staff will continue to finalize the Phase 1 Findings Report with the technical committees for consideration by decision-makers in January. In January, MPAC and JPACT will be asked to accept the final Phase 1 Findings. MPAC and JPACT acceptance of the Phase 1 findings report would acknowledge the key findings and work completed to date.

Metro Council action to endorse the findings would more formally recognize the key findings and work completed to date – and direct staff to submit the Phase 1 Findings Report to the Oregon Department of Transportation (ODOT) and the Department of Land Conservation and Development (DLCD) in January for inclusion in their joint progress report to the 2012 Legislature.

Future Metro Council, MPAC and JPACT discussions will focus on the Phase 1 findings and policy choices presented by the research. Planning is underway for a JPACT/MPAC/Council work session in Winter 2012 to more formally kick-off Phase 2 of the process. In Winter 2012, staff will continue to work with Metro’s advisory committees to finalize the Phase 2 work plan, building on the Strategy Toolbox research and the Phase 1 Findings Report and addressing the input provided throughout Fall 2011 and Winter 2012.

The Scenarios Project will also use the information to engage other partners and stakeholders in Phase 2.

What packet material do you plan to include?

- **Draft Phase 1 Findings Report** (December 2011)

Click Here to View the Full Report



Climate Smart Communities Scenarios

Understanding Our Choices

DRAFT PHASE 1 FINDINGS | DECEMBER 2011



Metro | *Making a great place*



UNIVERSITY OF OREGON

TO: MPAC Members
FROM: Robert Liberty, Sustainable Cities Initiative
DATE: December 7, 2011
RE: Sustainable City Year Program

The University of Oregon's Sustainable City Year Program focuses the energy and expertise of 500 students and about 25 faculty members into advancing the sustainability projects of a single city, over the course of one year. The city benefits from 50,000 to 80,000 hours of student time and experiences a surge of interest and enthusiasm. The background and application materials follow this memo and you can find more information at <http://sci.uoregon.edu/content/scy>. At your meeting next week I will be presenting information about the program. In the meantime I thought you might be interested in the following excerpts from newspaper articles about this effort.



“The Sustainable Cities Initiative is perhaps the most comprehensive effort by a U.S. university to infuse sustainability into its curricula and community outreach.” Michael Burnham, August 23, 2010

Statesman Journal **Student Ideas Taking Hold;**
Collaborative project between city, UO, pushes for a
sustainable future Beth Casper, September 18, 2011

The more than 500 University of Oregon students who tramped around Salem re-envisioning the city for months left behind more than stacks of architectural renderings and how-to reports.

City staff and officials, Salem residents and university professors said the students participating in the Sustainable City Year program gave Salem energy, enthusiasm and a community dialogue about how the city should grow and develop in the future.

[City Manager Linda] Norris noted that the projects that the students worked on were not projects initiated by the university — they were priorities of the Salem City Council..... "This program brought tremendous research and planning and design expertise to us that really supplemented city staff... Some of these projects we might not have gotten to in the next five years. We got three to five years closer."

Salem city staff already has begun work on the suggestions by students in several of the Sustainable City Year projects.



When Springfield officials asked Salem's mayor how much of the students' work provided to be of use, the answer was unequivocal: "Every bit of it."
Eugene Register Guard Editorial August 26, 2011

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Salem Business Journal

SERVING THE MID-WILLAMETTE VALLEY

January 2011 Front Page Articles

Graduate Students Nurture Salem's Sustainable Future

There are some shrewd, forward-thinking people working for the City of Salem. Here's the deal they brokered with the University of Oregon and Portland State: We'll invest just over \$300,000 to support a one year research and design project that will leave Salem \$12 million richer!

No kidding. In September, more than 600 students began a year of academic coursework, building upon Salem City Council's priorities for increasing livability, sustainability, traffic

navigability, cultural excitement, citizen participation and economic vitality. Before wrapping the project next June, graduate students from schools of: business, architecture, law, transportation engineering, public policy, journalism, arts and humanities, etc. will expend more than 80,000 hours into Salem's Sustainable Cities Initiative package. Consider the "normal" cost for that kind of consulting and you see how quickly the value mounts into the millions of dollars.

The choice of Salem was made based on two things. First, the winning proposal submitted to the U of O's Sustainable Cities Initiative by City Urban Development staff. The second reason was the spectrum of challenging projects Salem has in mind, which proved irresistible to the Sustainable Cities Initiative judges. After all, challenge drives creativity and university professors are looking for suitable laboratories in which to immerse their students. It's a rare win-win opportunity. City Manager Linda Norris said: "The City's participation in the program allows us to leverage existing limited resources to move projects forward much faster than would otherwise be possible." Project manager Courtney Knox estimates the initiative output to get us two or three years closer to the goal than otherwise.

The comprehensive design project will look at the city as a whole, through 18 individual projects. The Economic Prosperity Strategic Action Plan, for example, will combine analysis of existing industry assets with plans for improving those sectors. Ramping up Salem's competitive advantage will be part of the plan, looking at industries such as renewable energy product manufacturing, food processing and metal fabrication. Tory Banford is the city staff member heading up that effort.

Another key element of the work is a traffic circulation project, aimed largely at the downtown core. Because downtown vibrancy is a large part of a city's appeal, planners are keen to make traffic flow more smoothly through the core while simultaneously providing ample parking for business owners, employees, shoppers and visitors.

With a state highway and railroad dissecting easy access to Salem's revitalized riverfront, the plan will also look at alternatives to improve pedestrian and bicycle access on various east-west corridors from downtown.

Sustainable...Continued from page 1 But perhaps the most complex of the projects involves the redevelopment of North Downtown Waterfront. "Because of some business closures along the waterfront, and other large parcels nearby owned by one entity, there is an opportunity to look seriously at a gradual transition from industrial into something more active and profitable, Knox said.



Photo by Ron Cooper

Students, faculty, staff, and community members tour Salem's North Downtown Waterfront Development (specifically, that's Glenn Gross, Urban Planning Administrator, in the forefront. Rebekah Engle, Chair of CAN-DO (Central Area Neighborhood Development Organization) at the far left. UO faculty member Robert Young is in the center (orange jacket).

Alex Rhoten, principal broker for Coldwell Banker Commercial Real Estate, has his headquarters smack dab in the middle of that area. He has referred to the potential of the area as “Salem’s answer to The Pearl District in Portland.”

“Five different college courses will be collaborating on this piece of the strategy,” Knox said. By early spring, work on concept alternatives will be complete, meetings with various downtown stakeholder groups will be complete, and a presentation of preferred design changes and action steps will be presented to the Downtown Advisory Board, Vision 2020 and the City Council. Sheri Wahrgren, another City staffer, is the contact for this part of the project. Knox said that plans call for exhibiting many of the new design concepts at various public gallery spaces throughout the city, to encourage the public to review what may come next.

Another notable project includes the design for a new police department building to replace the cramped and structurally vulnerable location underneath the Civic Center. Other projects include a multifamily housing complex at Orchard Village in north Salem, and creating stress-relief designs to buffer busy residential areas in the South Mission part of the city from the urban streets feeding downtown.

Connecting parks in downtown to Wallace Marine and Minto-Brown is also in the works, part of the effort to create more of a magnet for visitors and residents alike. “This project is all about ‘value-added,’” Knox continued. The Sustainable Cities Initiative is adding tremendous value to efforts begun by City Council, city planners and the Urban Renewal Agency. Once projects are initiated, once some of the “barriers” to better traffic flow and better business opportunities are removed, we’ll see even further value added to Salem’s attractiveness, economic health and sustainability, she added.

“One of the Council’s priorities is also to increase the involvement of residents in the process,” Knox continued. There are numerous ways, but neighborhood associations are a great way to leverage your voice; they are our traditional method for public outreach in this city, she said, “and this project may give them an opportunity to rebrand themselves.” She also mentioned eagerness to work more effectively with various media organizations as well as organizations representing distinct ethnic groups in the city.

For more information about the Sustainable Cities Initiative or any of the specific projects, check out the City of Salem website: <http://www.cityofsalem.net>. On the homepage, you’ll see a link to the Sustainable Cities Initiative on the right, under City Highlights.

Sustainable City Year Program and Application Information for the 2012-13 Academic Year

Summary

The University of Oregon Sustainable Cities Initiative is now accepting proposals from cities and urban counties to be the partner for the Sustainable City Year Program for July 1, 2012 to June 30, 2012. The successful applicant city will benefit from between 60,000 and 80,000 hours of work by University students and University faculty members, from many different disciplines, working to advance the city's sustainability projects. Current and prior partner cities are Gresham, Salem, and Springfield. The partner city must support the effort through staff time and the payment of a fee. The selection process is competitive. The deadline for applications is **January 31, 2012**.

Overview of Program

The Sustainable City Year Program (SCYP) is a year-long partnership between the University of Oregon's Sustainable Cities Initiative (SCI) and one city in Oregon, in which students and faculty in courses from across the university collaborate with the partner city on sustainability and livability projects. The Sustainable City Year faculty and students work in collaboration with staff from the partner city through a variety of studio projects and service learning courses to provide students with real-world projects to investigate. Students bring energy, enthusiasm, and innovative approaches to difficult, persistent problems. SCYP's primary value derives from collaborations resulting in on-the-ground impact and forward movement for a community ready to transition to a more sustainable and livable future.

The question of sustainability applies not only to cities of all sizes, but also to a broad spectrum of disciplines. SCYP has included courses in Architecture; Arts and Administration; Business Administration; Business Management; Economics; Interior Architecture; Journalism; Landscape Architecture; Law; Planning, Public Policy, and Management; Product Design; and Civil Engineering (at Portland State University). Additional disciplines may be added in 2012-13, depending on faculty interest and project needs expressed by the partner city. Many of this year's SCYP projects combine multiple disciplines to address problems from diverse perspectives.

The 2012-13 academic year will be the fourth year of SCYP. Our first three SCYP partner cities were Gresham, Salem, and Springfield. Projects in those cities have aligned with a wide array of City Council goals, and have included:

- Designs for a K-8 school, a public safety facility, a city hall, and a public library;
- Recommendations for improving civic engagement with neighborhood groups and Latino residents;
- Transportation safety, bicycle planning, and recommendations for street-scale transportation improvements;
- A greenhouse gas inventory and a climate preparedness plan;
- And much more.



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This information packet contains complete project lists for each city; these lists, along with summary reports of completed projects, are also available on the SCI web site.

SCYP is funded by a fee paid by the partner city.

Benefits of the Sustainable City Year Program

SCYP provides numerous benefits for the partner city. The partner city can expect:

- Concept plans and designs that can energize city staff and community members around projects tied to city goals. Students can explore and innovate in directions that are sometimes unavailable to city staff or consultants due to constrained project budgets.
- A high rate of return on investment, with 60,000 – 80,000 hours of student work on projects.
- Increased energy and enthusiasm among residents and city staff, and greater support from residents for proposed solutions, through student outreach in the city.
- Robust proposals that can spark community and staff discussions, increase the breadth of conversations around projects, and get “stuck” projects moving.
- Increased publicity in local, state, regional, and national publications (see examples on SCI’s web site), and an improved reputation as a forward-thinking, sustainable city. SCYP project results can help the city clarify, understand, and apply sustainability and livability principles.
- An interdisciplinary group of faculty experts with first-hand knowledge of innovative research and practices.
- Interested students, with on-the-ground knowledge of the city, who may serve as candidates for future internships and staff positions. Students often turn out to be informal ambassadors for the partner city, describing their successful collaborations with the partner city in presentations, community meetings, future academic courses, and job interviews.
- A one-day visit with city staff by a national expert in transportation or another sustainability field, arranged through SCI’s Experts-in-Residence program. Recent Experts-in-Residence have been Gabe Klein, Transportation Commissioner for the City of Chicago and previous Director of the Washington, D.C. Department of Transportation; and Jonathan Levine, Professor and Chair of the Urban and Regional Planning program in the Taubman College of Architecture and Urban Planning at the University of Michigan.



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City Selection

An SCYP partner city should have the staff and funding capacity to support 10-15 sustainability-related projects. For their SCYP application, cities may want to develop and propose a list of 15-20 projects, since not all projects will be suitable for matching with university courses.

At present, SCI limits the SCYP partner city to the State of Oregon. Cities may collaborate with other local entities (e.g. other cities, counties, watershed



councils, transit districts, school districts, non-profit organizations, business or professional organizations, or research or educational institutions) to formulate projects. Oregon counties with urban areas are also encouraged to apply, either on their own or in partnership with individual cities and small communities.

(Note: Throughout this application, the word “city” is used to indicate the SCYP partner government, which may be a city, county, county/city partnership, or multi-city partnership. The phrase “city manager” is used to indicate the person, regardless of his or her actual job title, who is responsible for directing the activity of the partner city’s staff.)

Identifying Projects

Cities are encouraged to contact SCI’s Program Manager during preparation of their application to discuss their proposed sustainability projects. As with much of SCYP, successful development of a project list is a dialogue that includes: (1) the city proposes a list of projects; (2) SCI and the city discuss modifications to the proposed projects in order to match the projects’ scope and scale with availability and interest of University of Oregon courses and faculty; and (3) SCI suggests additional projects, based on the university’s capacity, that could meet the city’s sustainability and livability goals. SCI’s experience has been that conversations between SCI and cities are helpful in generating project lists that match SCI’s capacity with cities’ sustainability goals.

SCI will identify and match university faculty and courses with proposed projects as part of its review of each city’s application. Courses largely fall within the disciplines mentioned above. Project timelines should not exceed nine months, and should ideally be compatible with the University of Oregon’s 11-week academic terms. Academic terms for 2012-13 are fall (September-November), winter (January-March), and spring (April-June). The UO Law School operates on a semester schedule; fall runs from August to November, and spring is January to May.

This information packet contains a list of projects that have been part of the first three Sustainable City Year Programs. Those project descriptions should provide a good idea of the range of projects that students can address. Projects that we would like to add in future years include:

- **Land use analysis:** Students in landscape architecture and geography classes can provide large-scale land use analysis that can inform sustainable transportation and land use planning.
- **Law:** Students in the University of Oregon’s School of Law can provide analysis of issues related to land use law, local government law, transportation, and city codes that relate to sustainability.

Timeline for city selection

- **November 2011:** SCI opens competition for next year’s partner city and begins accepting applications from potential partner cities.
- **November 2011 – January 2012:** SCI Program Manager will be available for phone conferences and in-person meetings at the UO to discuss potential projects with cities. SCI strongly suggests that cities interested in applying for SCYP schedule a phone conference or visit with SCYP staff and faculty.



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- **January 31, 2012:** Applications are due to SCI.
- **February 2012:** SCI will identify and notify its top choice for the 2012-13 partner city. SCI and the partner city will match proposed city projects with University of Oregon academic courses and faculty.
- **March 2012:** Complete final draft of SCYP project list.
- **April 2012:** SCI and the partner city will coordinate media to announce the selection of the 2012-13 SCYP partner city.

Sustainable City Year Program Timeline

- **Spring 2012:** Partner city identified. SCI and the partner city match proposed city projects with academic courses and faculty. SCI and partner city develop and sign contract.
- **May 2012:** SCYP 2011-2012 wrap-up celebration with City of Springfield and hand-off to 2012-2013 partner city.
- **Summer 2012:** SCI and partner city develop scope of work documents for each project and course. SCI staff and faculty meet with city staff and local professionals. City staff provide background information and documents for projects.
- **Fall 2012:** SCYP kick-off event. Fall term classes work on SCYP projects.
- **Winter 2013:** Winter term classes work on SCYP projects. Fall term written reports delivered to city.
- **Spring 2013:** Spring term classes work on SCYP projects. Winter term written reports delivered to city.
- **May 2013:** SCYP 2012-2013 wrap-up celebration and hand-off to 2013-2014 partner city.
- **Summer 2013:** Spring term written reports delivered to city.

Expected City Financial Support and Staff Resources

The cost of SCYP will vary based on the number of projects, number of academic courses, and level of student activity in each course. The partner city should expect to pay between \$250,000 and \$350,000 to the University of Oregon to coordinate a year-long program including between 10-15 projects. We recognize that city budgets are tight; SCI is exploring ways to provide financial support to partner cities. In the past, partner cities have funded SCYP through a collaboration with other groups, including school and park districts, private developers, business partners, and chambers of commerce.

SCI services covered by the SCYP fee include coordination support from SCI staff; student and faculty site visits to the city; compilation, printing, and distribution of high-quality final reports; publicity and hosting of events; student-created materials for display in the partner city; coordination of contact with media; and electronic versions of coursework produced by students. SCI coordinates closely with UO Media Relations and UO Libraries to coordinate publicity and the network of resources available to students and the partner city.

A key element of a successful SCYP program is city staff involvement. The city must have one or more staff champions for SCYP, preferably a city manager or another person within the city who has the ability to direct and motivate staff to participate in the partnership. SCYP projects will be successful only with staff



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participation. The city will identify specific city staff to serve as points of contact and to collaborate on each project with SCYP faculty and students. Our city partners report that for each project, one to three city staff spent about one full day every two weeks (about 0.1 to 0.3 FTE for each term that the project is in progress) preparing background materials, accompanying students on site visits, and participating in reviews and presentations of student work. Before the start of the academic year, the city will compile and provide documents, including but not limited to: prior concept plans, vision documents, architectural renderings, computer-aided drawings, GIS maps and layers, community datasets, and aerial photographs.

The city must also identify a city staff person who will be the primary program coordinator, serving as a liaison between the city and SCI. This coordinator should be involved enough in each project to know the staff and faculty involved and to understand the project's scope and current status. For 2010-2011, the City of Salem estimated that their project coordinator averaged 15-20 hours per week for about 15 months to coordinate 30 courses working on 15 projects. The coordinator's time commitment may vary based upon the number of projects and the coordinator's level of involvement with each project. If you are applying to SCYP as a multi-city or county/city partnership, each government entity will need to designate a coordinator for all projects involving that government.

Upon selection of the SCYP city, SCI and the partner city will develop a scope of work for each project, detailing the problem statement, potential directions for student exploration, expected outcomes, deliverables, activities, and the city's estimated financial contribution.

Partner City Application Components

Your city's SCYP application should include the following components:

- **City Information.** Provide the city name, city manager's name, and the name and contact information (e-mail, phone, mailing address, city department, and staff role) of the primary contact person for your application. Also list identified or proposed partner organizations and briefly describe their roles in SCYP.
- **Project List.** Provide a summary listing of your city's proposed projects. This summary should briefly describe each project, including the project's sustainability impacts and the designated city staff lead for the project. The project list should be no more than two pages. We encourage cities to contact Chris Jones, the SCYP Project Manager (contact information is below) in developing their project list.
Example project summary: Plan and design environmentally friendly re-use and redevelopment of a public housing site in a way that integrates an adjacent affordable housing complex, a sustainable stormwater management system, infill development, and the community at large. Sustainability impact: economic development, active transportation, water quality. Staff contact: Jane Doe, Economic Development Department.
- **Details of each Project:** Following the project summary listing, provide details for each project. We suggest including a map showing the project site (if applicable), information about the city staff involved in the project, potential funding sources, and the role of potential partner organizations.



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Also include a narrative description of the project's goals, sustainability issues addressed by the project, specific problems that students may be able to address, and suggested deliverables from the SCYP courses. It may help to refer to the previous partner cities' SCYP applications, which are available on the SCI web site. (Note that application instructions and criteria for 2012-2013 may be different from those in previous years.)

- **Letters of Support.** Include letters of support from the city manager, the city's elected governing body, identified or proposed partner organizations, and identified or proposed funding entities, where applicable. If your city has a sustainability action plan, strategic plan, or other adopted document showing the city's commitment to sustainability, you may want to include or reference this document in your application.

Application Evaluation Criteria

SCI will evaluate SCYP applications based on the following criteria:

1. Top-Level Support: City Manager and elected officials indicate willingness to direct city staff to provide resources, devote time, and participate in SCYP courses.

2. Sustainability: Projects include specific sustainability goals, which may include reducing greenhouse gas emissions, fostering active transportation, improving social equity, increasing housing density/mix, improving urban form, reducing energy use, or redeveloping existing structures.

3. Financially Supported: The city partner's cost for SCYP will range from \$250,000 to \$350,000 to support 10 to 15 projects. While we do not ask for a formal commitment of funds at this time, it would be helpful to include a statement in your application indicating expected sources of funding.

4. Real Impact: Projects directly relate to city's goals and will have a measurable positive impact on the community. Describe how you will measure the success of SCYP projects and monitor progress after the year ends.

5. Academic Calendar and Logistics: Projects are compatible with UO academic calendar of three 11-week terms. Some projects may be complex enough to involve multiple courses over two or three terms. For cities more than two hours' travel time from Eugene, describe any special arrangements to address issues of collaboration and coordination.

6. Faculty Match: Projects must be within the capability of SCYP faculty and students. SCI will identify faculty who are able and willing to carry out projects based on curricular and research needs and interests. Coordinating with SCI as cities develop their project list will help ensure a strong faculty match.

7. External Organization Support: Projects that involve other organizations, such as transportation districts, school districts, non-profit organizations, business or professional organizations, or research or educational institutions, should indicate how these partnerships would function.



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Additional Information

For additional information about SCI, SCYP, and this application process, please refer to SCI's web site, at:

<http://sci.uoregon.edu/SCY-Application>

Sustainable City Year Program Manager Chris Jones is available to answer any questions about the program. Contact information is below.

Contact Information for Gresham, Salem, and Springfield:

The Sustainable City Year Program coordinators for the Cities of Gresham, Salem, and Springfield have generously offered to answer questions about their experience with the Sustainable City Year Program.

Stephanie Betteridge, Senior Manager, City of Gresham
stephanie.betteridge@greshamoregon.gov
503-618-2255

Courtney Knox, Project Manager, City of Salem
cknox@cityofsalem.net
503-588-6178 x7516

Courtney Griesel, Management Analyst, City of Springfield
cgriesel@springfield-or.gov
541-736-7132

Please e-mail your completed application, in PDF format, to:

Chris Jones
Sustainable Cities Initiative Program Manager
jonesey@uoregon.edu
541-346-6395

Applications are due no later than January 31, 2012.



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Materials following this page were distributed at the meeting.

www.oregonmetro.gov/climatescenarios



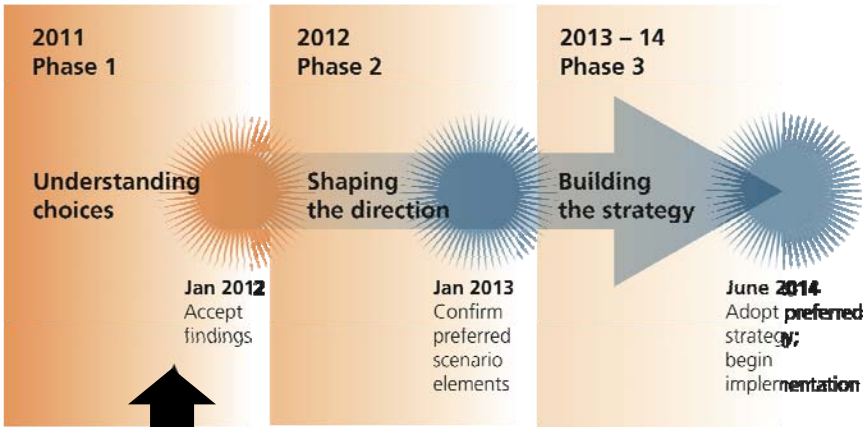
Climate Smart Communities Scenarios Project

Metro Policy Advisory Committee
December 14, 2011




1

Scenarios Project timeline



Year	Phase	Activity	Key Milestone
2011	Phase 1	Understanding choices	Jan 2012 Accept findings
2012	Phase 2	Shaping the direction	Jan 2013 Confirm preferred scenario elements
2013 - 14	Phase 3	Building the strategy	June 2014 Adopt preferred strategy; begin implementation

We are here.



2

Phase 1 purpose

- How far do current plans and policies get us?
- What is the relative GHG emissions reduction potential of different policies?



Understand choices, not to choose a preferred alternative



3

Two-Part Discussion

Today – Report

- Questions?
- Suggestions?
- Comments?

January 11 - Action

- Accept Phase 1 Findings Report

Next steps

Oct. – Nov.	Technical committees review findings and frame choices
Nov. – Dec.	Report back to JPACT and MPAC
Jan. 2012	Request JPACT, MPAC and Metro Council action on Phase 1 findings ODOT and DLCDC submit progress report to Legislature
Early 2012	Begin Phase 2 and share findings with stakeholders Request Metro Council, JPACT and MPAC direction on Phase 2 work plan

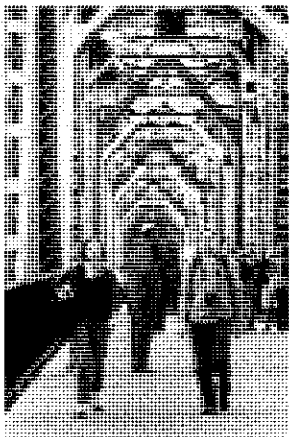
The Sustainable City Year Program

The New York Times
Expect the World®

What is the Sustainable City Year Program?

On August 23, 2010, the New York Times published an in-depth article on the Sustainable City Year Program, calling the program “perhaps the most comprehensive effort by a U.S. university to infuse sustainability into its curricula and community outreach.”

The Sustainable City Year Program (SCYP) is a simple and yet radical re-conceptualization of the public research university as catalyst for sustainable community change. Through our innovative service-learning model, SCYP helps small and medium-sized cities transition to more sustainable frameworks. This is much more than technical assistance; it is direct engagement, knowledge transfer, and visioning. SCYP is unique among service-learning programs around the country. The model combines faculty expertise and research with student enthusiasm to offer cities a vision for the future. Cities gain the knowledge and inspiration they need to transform their communities.



How it Works

SCYP directs existing classes from across a dozen academic departments toward the service of a single city over an entire academic year. Most cities and public agencies severely lack the capacity – both in expertise and personnel – to meet the new demands of livability and sustainability. Communities suffer from outdated problem framing and a shortage of professionals with livability knowledge. As a result, the public is unable to envision what may be possible within their communities.

SCYP addresses this gap through a multi-disciplinary effort to assist each partner city with its sustainability-oriented goals and projects. Students and professors work on topics developed jointly by instructors and city staff, ensuring that student ideas are relevant to communities. This partnership gives students the opportunity to investigate and apply their training to a variety of real-world projects and provides cities with service and movement to foster a transition to a more sustainable, livable future.

In our first two years, SCYP partnered with Gresham (2009-10) and Salem (2010-2011); this year we are partnering with the city of Springfield. SCYP coursework spans multiple departments, schools, and universities in Oregon and **has included courses in architecture, landscape architecture, product design, interior architecture, planning and public policy, journalism, law, arts administration, civil engineering, business, historic preservation, and economics.**

Over the course of three years, SCYP has involved:

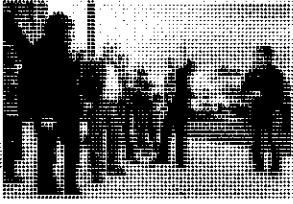
- 3 Cities
- 2 Universities
- 13 Departments
- 40 Projects
- 75 Courses
- 1,300 Students
- 200,000 Hours of Student Work

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The impacts are enormous and significant. We are responding to critical needs.



Benefits

Students: SCYP does more than simply put students in the field – it engages them with real municipal projects, city staff, and local residents. Students hunger for coursework that combines the theoretical with the applied; they desperately want to contribute their work toward sustainability goals. Connecting their regular coursework to municipal projects is incredibly motivating and satisfying.

Faculty: Many faculty engage in community work, but such work is often isolated. SCYP helps faculty engage with city staff who are truly invested in project success, and with colleagues from across campus through coordinated, integrated, cross-disciplinary projects. SCYP creates synergies that are difficult for faculty to achieve on their own.

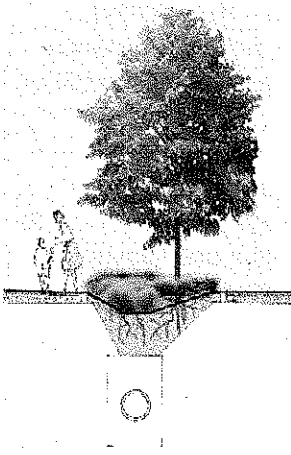
Cities: Most cities severely lack the capacity to meet the new demands of sustainability. Ideas and human capacity abound within universities, but such knowledge typically has, at best, an indirect path to community use. Our partner cities benefit directly from bold ideas that propel fresh thinking, improve livability for residents, and invigorate city staff.

Universities: Universities routinely express a desire to be both interdisciplinary and relevant. SCYP presents a new model to meet these needs. For the University of Oregon, SCYP attracts high-quality faculty and students, and embodies the University's mission of serving the public good in its position as a public institution of higher education.

A National Model for Replication

The Sustainable City Year program is leading the way as a model for how universities can advance the sustainability and livability agendas of the nation. We believe the SCYP model is readily replicable to other universities across the nation and world. Direct investment in university-based service-learning efforts at the scale of SCYP is an effective means to accelerate the successful application of existing research about sustainable and livable communities.

The Sustainable Cities Initiative is developing a “starter kit” to help other universities create their own versions of SCYP. Products we are developing include a comprehensive guidebook that covers all aspects of developing SCYP, a replication workshop, and a full range of consulting services.



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What people are saying about the Sustainable City Year Program

"It has really been successful — beyond my wildest dreams," said Salem City Manager Linda Norris. **"I know we will be using this work for years and years to come; we are going to make as many of these projects reality as we can."**

"Students design Salem-based river research facility", Statesman Journal, April 2011

"When Springfield officials asked Salem's mayor how much of the students' work proved to be of use, the answer was unequivocal: 'Every bit of it.'"

"Editorial: City Becomes a Classroom", Register-Guard, August 2011

"The opportunity to work with the University of Oregon Sustainable Cities Initiative this past year has allowed Salem the chance to 'open our eyes widely' to concepts and ideas that will shape the city's future. SCI's efforts will culminate in the development and implementation of specific planning and development strategies that move our community closer to our goals of a safe and livable community, a vibrant economy, and a healthy environment for all Salem residents. It has truly been one of the most energizing projects I have had the privilege to be involved in during my 40 years of government service."

Rick Scott, City of Salem Director of Urban Development, January 2011

"The students involved in SCI projects have really become ambassadors for our community. In many cases, they've been out interviewing residents, business owners, and people on the street. They've made a great impression in our community and created an emerging enthusiasm for Salem that we've been able to, as a community, harness into continued creative thinking about some perennial and difficult issues."

Courtney Knox, City of Salem Urban Development Department and SCY Coordinator, January 2011

"If you hadn't known they were students, well, you wouldn't have known they were students," says Lori Stegmann, a local insurance agent and a member of the [Gresham] redevelopment commission's advisory committee. **"I was really amazed by their work."**

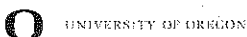
"Green Briefs", *The Portland Tribune*, January 14, 2010

"Erik Kvarsten, Gresham city manager, welcomes the interest. 'I think it's a unique opportunity to bring the eclectic talents of the faculty and students of the University of Oregon to bear on the breadth of issues Gresham confronts,' Kvarsten said. 'It gives an opportunity for students to be involved in government in a realistic context.'"

"Gresham 101: A series of UO classes targets city's growth", *The Oregonian*, November 13, 2009

"Students can stretch, be creative and generate ideas we might not think of to get the discussion going," said Brian Martin, an associate planner for the city of Gresham. **"We want to take advantage of that brainpower."**

"Student program revitalizes Gresham", *Oregon Daily Emerald*, November 5, 2009



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Sustainable Cities Initiative

What people are saying about the Sustainable City Year Program

“‘Mission accomplished,’ said Richard Strathern, a Gresham redevelopment commissioner, city councilor and liaison to the redevelopment commission’s advisory board. ‘I was just impressed how they came back with so much,’ he said. ‘You just saw so many possibilities, your brain was spinning. From a citizen engagement point of view, it’s the best thing I’ve seen in the three years I’ve been on the City Council.’”

“Students wow Rockwood with ideas”, *Gresham Outlook*, December 29, 2009

“SCY opened up new lines of thought for our Civic Center/Police Facility and provided an overall boost in the momentum of the project. The energy and enthusiasm of the students and faculty carried over to the rest of the project team.”

Allen Dannen, City of Salem Engineering Program Manager, January 2011

“The City’s participation in the program allows us to address several City Council goals and leverage existing limited resources to move projects forward much faster than would otherwise be possible. As a result of this work, we will have well-researched designs and plans to present to the community and the City Council. We think this program is a great model for encouraging additional future collaboration between Oregon universities and Oregon cities.”

Linda Norris, City of Salem City Manager, June 2010

“‘We needed people who could dream. We needed dreamers with ideas that were totally out of the box,’ [Salem City Councilor Laura] Tesler said. ‘It’s OK to dream big. Some of those dreams will become reality.’”

“Students’ work on city celebrated”, *Statesman Journal*, May 2011

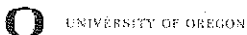
“There are some shrewd, forward-thinking people working for the City of Salem. Here’s the deal they brokered with the University of Oregon and Portland State: We’ll invest just over \$300,000 to support a one year research and design project that will leave Salem \$12 million richer!

“No kidding. In September, more than 600 students began a year of academic coursework, building upon Salem City Council’s priorities for increasing livability, sustainability, traffic navigability, cultural excitement, citizen participation and economic vitality. Before wrapping the project next June, graduate students from schools of: business, architecture, law, transportation engineering, public policy, journalism, arts and humanities, etc. will expend more than 80,000 hours into Salem’s Sustainable Cities Initiative package. Consider the ‘normal’ cost for that kind of consulting and you see how quickly the value mounts into the millions of dollars.”

“Graduate Students Nurture Salem’s Sustainable Future”, *Salem Business Journal*, January 2011

“The Sustainable Cities Initiative is perhaps the most comprehensive effort by a U.S. university to infuse sustainability into its curricula and community outreach.”

“In Oregon, Students Seek Key to a Sustainable City”, *New York Times*, August 23, 2010



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Sustainable Cities Initiative

Find more links to news articles about SCYP at <http://sci.uoregon.edu/press>

The Sustainable Cities Year Initiative was a ground-breaking collaboration between the City of Gresham and University of Oregon (UO) that provided students with real-world experience to apply their training through studio projects and service learning.

In 2010 Gresham was the first city selected by the by the UO for its established sustainability efforts and its situation as a city in transition from a commuter suburb to a city developing its own identity. Almost 100,000 hours of student work was applied to projects throughout the city. Starting with only six courses, it expanded to 21 by the end of the school year, across five academic departments. The completed work will contribute to future planning for Gresham.

Projects and Reports:

- Green Cities: Sustainable Development in Springwater
- Sustainable Suburbs: Rockwood Town Center Redevelopment Design
- Sustainability-Focused Data Analysis: Do walkability, crime and neighborhood predict housing prices?
- City of Gresham: Program for a New City Hall
- Shaping Light: Sunshade Studies for Gresham City Hall and Rockwood/Civic Drive Light Rail Station Designs
- Transit-Oriented Development at Gresham Crossings: Integrating Ecology and Mixed-Use Transit-Oriented Development
- Rockwood Sustainable Development Concept Plan
- Rockwood Cultural Asset Mapping: Rockwood Cultural Asset Mapping: Building Community and Engaging Residents
- Water, Microecologies and Density: Transit-Oriented Development at Gresham Crossings

Each of these projects and reports provided the City with valuable information and perspectives on issues the City had been struggling with or hadn't had resources to devote to analyzing. They will continue to be an excellent resource as the City pursues many of these initiatives in the years ahead.

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