

A G E N D A

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METRO

Agenda

MEETING: METRO COUNCIL WORK SESSION MEETING
DATE: January 22, 2004
DAY: Thursday
TIME: 2:00 PM
PLACE: Urban Center, Portland State University
506 SW Mill, Room 710

CALL TO ORDER AND ROLL CALL

1. **FUTURE VISION PROJECT** Benner
2. **CITIZEN COMMUNICATIONS**
3. **CHIEF OPERATING OFFICER COMMUNICATION**
4. **COUNCILOR COMMUNICATION**

ADJOURN

Metro Council “Big Look” Agenda

January 22, 2004

1. Opening (Bragdon) 2:00 PM

2. Context (Benner) 2:05 PM

How are we doing? Is the region becoming the place we set out to create? Based on current trends, where are we headed? Where do we stand in creating the vision laid out in the 2040 plan?

3. Discussion (Wetter) 2:25

Discussion of identified issues, or others raised by the context presentation. Two “rules:” 1) discussion stays high level, big picture; 2) discussion covers a spectrum of issues / questions; it does not get bogged down in a single issue area.

4. Where to go from here? (Jordan) 4:40

What follow up should be taken in response to today’s discussion? What are the next steps?

5. Close (Bragdon) 4:55

Metro Council “Big Look” Discussion Questions

January 22, 2004

1. What are our core values and are we meeting them?

2. How can Metro cause greater development in 2040 mixed use areas?

Many studies indicate that continued outward expansion of urban development is more expensive than infill and redevelopment of existing urban areas. The Growth Concept calls for Centers and other mixed-use areas to absorb a large portion of new housing and employment. Yet, for a number of reasons, the market does not communicate the full public and private costs of continued outward expansion, making infill and redevelopment more difficult than development at the fringe. What more can Metro and other governments do (for example with fiscal, investment, or taxation) to encourage the development envisioned in the Growth Concept for mixed-use areas?

3. How can Metro accommodate demand for new housing and employment and retain a compact urban form?

State law pushes Metro UGB expansions into “exception areas” in order to avoid urbanizing farm and forest resource land. Yet exception areas have high wildlife habitat values, low urbanization efficiencies, and don’t necessarily occur in places that contribute to a compact urban form. What can Metro do to reconcile state requirements with Metro policies that tend to push in opposite directions?

4. How can Metro reconcile continued growth of the metropolitan area with its efforts – and the desires of its neighbors – to protect the identities of neighboring cities and their abilities to choose their own futures?

The 2040 Growth Concept reflects the desires of Neighbor Cities to prevent urbanization of the metropolitan area from overwhelming them. Yet each outward expansion of the UGB brings urbanization closer to these cities. Even without outward expansion, growth of the metropolitan area is likely to make more difficult the maintenance of some balance in the economies and cultures of Neighbor Cities. What can Metro do to protect the integrity of these cities in the face of continued growth in the metropolitan area?

5. How can urbanization be balanced with protection of agricultural land and wildlife habitat?

The statewide planning program and Metro policies call for protection of agricultural land and wildlife habitat, but both also allow UGB expansion if land is needed for urban expansion. Now that Metro has included in the UGB most of the "exception land" that can practicably be urbanized, how can the metropolitan area accommodate continued growth without expanding onto farmland and diminishing the agricultural industry of the north Willamette Valley, or onto forested hills without irreversible harm to wildlife habitat?

6. How can Metro encourage better urban design, specifically with regard to mixed use and high-density housing?

Can or should Metro influence the quality (not just the quantity or location) of urban design for mixed use and high density?

7. How does Metro plan for future changes in the modes of transportation used by residents?

Do potential future large-scale changes in the modes of transportation used by residents have implications for how we plan and invest in the transportation system now? What are those implications?

I. Vision/Core Values

1. Future Vision (1995; Ex A in RFP)

Non-regulatory

Standard against which to measure progress toward retaining livability

Region goes beyond Metro boundary

Statement of Values:

Purposeful action

Liberty with shared commitment

Regional identity/sense of place

Vibrant cities

Healthy economy/family-wage jobs – depends on sustainable natl ecosys

Conservation of natural and cultural landscape

Close to nature

Nature for own sake

Grass-roots involvement/participatory decision-making

Culture of opportunity

Vision:

Welfare of children among highest priorities

Commitment to education

Active participation by citizens

Vital communities

Personal safety

Dynamic and diverse economy

Rich civic life

Diversity

Roots

Place – natural landscape

AQ/WQ

Biodiversity

Views of mtns

Greenspaces within walking distance

Close natural-cultural relationship

Restored ecosystems

Rural landscape-separation/viable farms woodlots

Downtowns – renewal/focus of investments

Variety in communities/neighborhoods; public spaces for dialog

Walking

Linkages for easy movem't of goods, materials, info
Social equity
Growth mgmt: separ; carry capacity; growth/liv bal

2. 2040 Fundamentals

Encourage strong economy
Encourage efficient use of land
Protect and restore natural environment
Provide balanced transportation system
Maintain separation between Metro and Neighbor cities
Encourage communities to maintain their "sense of place"
Encourage the availability of diverse housing options
Encourage a vibrant place to live and work

II. 2040 Growth Concept (integrated set of concepts)

- Concept: Contain growth
Implementation – Regulation: UGB

- Concept: Use land efficiently
Implementation – Regulation: UGMFP Titles 1, 2, 4, 6; RTP
Investment and siting: Centers Strategy; MTIP
- Concept: Preserve access to nature
Implementation – Regulation: UGMFP Title 3
Investment and siting: Reg'l Parks and Greensp program
- Concept: Build better communities
Implementation – Regulations: UGMFP Titles 1 through 12; RTP
Investments and siting: Centers Strategy; MTIP
- Concept: Mixed-use urban centers
Implementation – Regulation: UGMFP Titles 1, 6; RTP
Investments: Centers Strategy; MTIP
- Concept: Multi-modal transportation system
Implementation – Regulation: RTP; UGMFP Titles 1, 2, 6, 11
Investment: MTIP
- Concept: Clear distinction between urban and rural lands
Implementation – Regulation: UGB
Coop agreem'ts: Rural Reserves; Green Corridors
- Concept: Jobs/housing balance
Implementation – Regulation: Design Types; Titles 1, 6
Investment and siting: MTIP

Coop agreem'ts: Bi-State Committee

- Concept: Support (transportation) and protect Industrial and Employment Areas
Implementation – Regulation: Title 4
Investment: MTIP
- Concept: designate Urban Reserves
Implementation: Regulation: Growth Concept map; state law
- Concept: Make land use transportation connection
Implementation: Regulation: RTP; UGMFP

HOW ARE WE DOING?

Check against Future Vision...
Check against Fundamental ...
Check against Performance Measures
Check against other measures

Doing well (well enough??)

Containment: Base Case v. actual UGB expansions

Efficiency

Oregonian: "soft landing"

Cortright: 30% more retail sales/capita with 30% less retail space/capita

Industrial Area – no new big boxes

Affordable housing – increase in opports/types/densities

Access to nature: bond measure – 8,000 acres; trails, etc

Multi-modal transportation system: DVMT/capita region, from 20.0 in '01 to 19.8 in '02; Portland only, from 19.8 to 19.5

Disappointing

Sense of place/separation – UGB expansions??

Vibrant cities – centers slow to grow into Growth Concept roles

Close to nature – parts of region fall short of parks and greenspaces

Nature for its own sake - listing of salmon/steelhead

Healthy economy

Affordable housing – affordability/ home ownership is shrinking

WHY ARE WE NOT DOING BETTER IN AREAS OF DISAPPOINTING PERFORMANCE?

- Haven't implemented in some areas
 - Fish and Wildlife habitat – we're trying!!
 - Parks and Greenspaces criteria for levels of service
 - Role of Employment Areas: Bridgeport Village [other large concentrations of retail commercial are Regional Centers]
 - Urban Reserves
- Implementation has yielded disappointing results
 - UGB – lower than expected efficiencies; state law seems to frustrate urban form policies (separ; landsc/except areas)
 - Centers
 - Industrial lands – slow to adjust to rapidly changing needs; uncertainty
 - Affordable housing

WHAT TO DO (IF ANYTHING)?

Implement parts of vision not yet implemented...
Find new tools to implement...
"Extend" the vision (Neighbor Cities)...

But first: still want to implement vision?

Growth Concept roles for design types still make sense?

The 2040 Fundamental Values

012204c-04

Fundamental 1: Encourage a strong local economy by providing an orderly and efficient use of land, balancing economic growth around the region and supporting high quality education.

Fundamental 2: Encourage the efficient use of land within the UGB including buildable industrial and commercial land and focus development in 2040 mixed use centers and corridors.

Fundamental 3: Protect and restore the natural environment including fish and wildlife habitat, streams and wetlands, surface and ground water quality and quantity, and air quality.

Fundamental 4: Provide a balanced transportation system including safe, attractive facilities for bicycling, walking and transit as well as for motor vehicles and freight.

Fundamental 5: Maintain separation between the Metro UGB and neighboring cities by working actively with these cities and their respective counties.

Fundamental 6: Enable communities inside the Metro UGB to enhance their physical sense of place by using among other tools, greenways, natural areas, and built environment elements.

Fundamental 7: Enable communities to provide diverse housing options for all residents by providing a mix of housing types as well as affordable homes in every jurisdiction.

Fundamental 8: Create a vibrant place to live and work by providing sufficient and accessible parks and natural areas, improving access to community resources such as schools, community centers and libraries as well as by balancing the distribution of high quality jobs throughout the region, and providing attractive facilities for cultural and artistic performances and supporting arts and cultural organizations.

Mike Wetter - Re: Agenda and Questions for "Big Look"

012204c-05

From: Rex Burkholder <burkholderr@metro.dst.or.us>
To: Mike Wetter <Wetterm@metro.dst.or.us>, Council Council
<Council@metro.dst.or.us>
Date: 1/22/2004 12:26 PM
Subject: Re: Agenda and Questions for "Big Look"
CC: Richard Benner <Bennerr@metro.dst.or.us>, Andy Cotugno
<cotugnoa@metro.dst.or.us>, Lydia Neill <neill@metro.dst.or.us>,
Mary Weber <weberm@metro.dst.or.us>

Unfortunately I won't be joining you this afternoon. I trust this is the beginning of an ongoing discussion.

I want to add just a few words regarding number 7, Transportation, to set the stage.

When we project current trends out 50 years I think we would all agree that the current method of moving people around is unsustainable. The public and private costs of a private automobile based system are already too great for the system to bear and will only become more so. I believe we have a vision of (mostly) self-sufficient centers linked by transit where the majority of people's need can be met within walking and biking distance. This vision includes clean air and water, safe streets for children and adults and less family money sunk into depreciating, underutilized machines.

How will we get there from here? Despite this region's leadership and history, we are still putting hundreds of millions of dollars into perpetuating the unsustainable path (billions if you include private expenditures) while squeezing out funds for sustainable actions (both land use and transportation).

I would like us to be debating, in preparation for the upcoming major update of the RTP, in the context of 2060, what steps do we take NOW to prepare the way for a more sustainable path.

Enjoy your afternoon. I will say hello for you to our visitors at the conference.

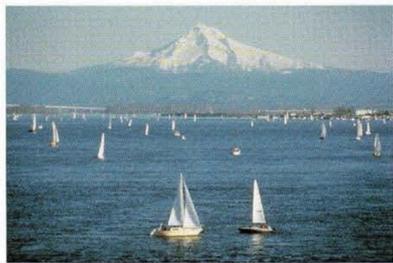
Rex

On 1/22/04 9:18 AM, "Mike Wetter" <Wetterm@metro.dst.or.us> wrote:

Here are the final questions and agenda for the "Big Look" today. This is FYI; no action is required prior to our discussion this afternoon.

Michael

012204c - de.



courtesy of Portland General Electric

Regional Landmarks

Our place sits at the confluence of great rivers – the Columbia, Lewis, Sandy and the Willamette and its tributaries – that dominate the landscape. This is a region of water, volcanic buttes and forest-clad mountains and hills. The metropolitan region is a unique ecosystem, one which encompasses urban, rural and wild within a common landscape.



Heidi Ellis

Regional Trails

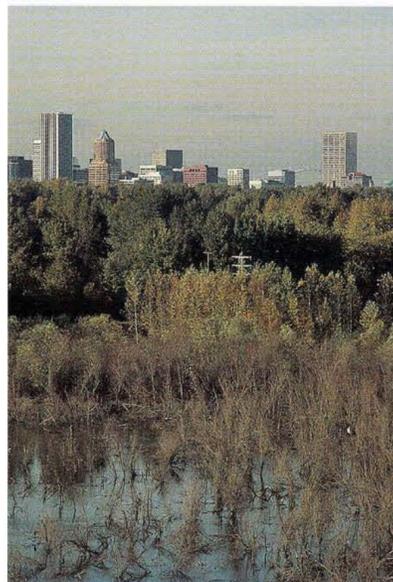
Residents of this region can shop, play and socialize by walking or biking within their neighborhoods. Walking, biking or using transit are attractive alternatives for a wide range of trips within neighborhoods, between important regional centers and outside of the urban area. This region is known for the utility of its non-auto transportation alternatives.



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Access to Nature

Our history serves us well, with lessons of the past remembered and incorporated in our strategies for the future. Our fellow citizens know our cultural history well. This knowledge helps them ground social and public policy in the natural heritage we value so dearly.



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Downtowns

In 2045, downtown Portland continues to serve an important, defining role for the entire metropolitan region. In addition, reinvestment, both public and private, has been focused in historic urban centers such as Ridgefield, Camas, Vancouver, Gresham, St. Helens, Beaverton, Hillsboro, Molalla, Woodburn and others throughout our bi-state region. This pattern of reinvestment and renewal continues to be the center piece of our strategy for building and maintaining healthy communities.



L E G E N D			
Urban Lands	Wetlands	Planned Light Rail	
Agricultural Land	Parks and Open Space	Potential Light Rail	
Coniferous Forest	Freeways	Urban Growth Boundary	
Mixed Forest	Arterials		



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Resource Lands

Rural lands shape our sense of place by keeping our cities separate from one another, supporting viable farm and forest resource enterprises, and keeping our citizens close to nature, farms, forests and other resource lands and activities.



Heidi Ellis

Transportation and Distribution

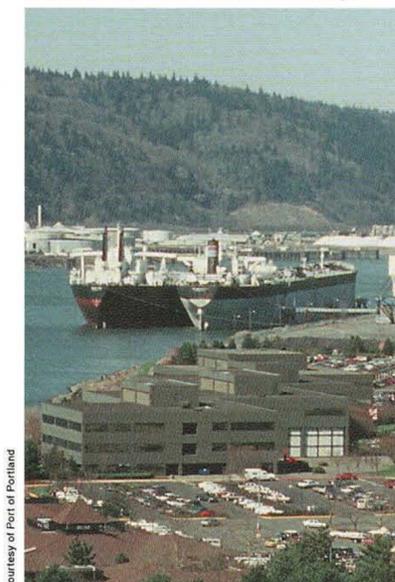
Goods, materials and information move easily throughout the bi-state region. Manufacturing, distribution and office employment centers are linked to the transportation and communication systems in a comprehensive and coordinated manner.



Cathy Thomas

Neighborhoods and Communities

Our region is composed of numerous, distinct communities, open to all, which together provide a wide variety of healthy, appealing and affordable housing and neighborhood choices. They are physically compact and have distinct identities and boundaries. Truly public space exists in every community and serves as the stage for a rich and productive dialogue.



courtesy of Port of Portland

Commerce and Industry

In 2045, our bi-state, regional economy is diverse, with urban and rural economies linked in a common frame. Planning and governmental action have created conditions that support the development of family wage jobs in centers in the region.