

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF DESIGNATING THE)	RESOLUTION NO. 92-1712C
REGIONAL GROWTH CONCEPTS TO BE)	
EVALUATED IN PHASE II OF THE)	Introduced by Rena Cusma,
REGION 2040 PROJECT)	Executive Officer

WHEREAS, The Metro Council adopted the Regional Urban Growth Goals and Objectives in order to ensure the region's livability is protected as growth occurs; and

WHEREAS, It is necessary to consider alternative urban forms to implement the Regional Urban Growth Goals and Objectives; and

WHEREAS, The citizens of the region approved on November 3, 1992, Measure Number 26-3, granting a Charter to Metro which made growth management a primary function; and

WHEREAS, The Region 2040 project has been undertaken to guide Metro in the management of the Portland metropolitan area urban growth boundary, future amendment to the Regional Transportation plan and to help ensure that transportation and land use are coordinated; and

WHEREAS, The Region 2040 project is intended to address the concerns of the region about the long-term aspects of growth in the region; and

WHEREAS, The approved work program for Region 2040 Phase I calls for Metro to determine a reasonable range of alternatives for accommodating growth to be evaluated in Phase II; and

WHEREAS, The Region 2040 project has completed a telephone survey of over 400 randomly selected citizens of the region about their concerns and values about growth; and

WHEREAS, Two series of workshops with the elected and appointed officials of the cities and counties of the region have been conducted in the spring and fall of this year concerning growth in the region; and

WHEREAS, Interviews with 52 representatives of public and private agencies and organizations from throughout the region have been conducted gathering their thoughts about growth in the region; and

WHEREAS, Two series of public workshops and open houses were advertised in the newspaper of general circulation as well as community newspapers and were held during the spring and fall of this year gathering public values and concerns about growth in the region; and

WHEREAS, 20,000 copies of a 12-page publication were prepared and distributed this fall which provided background on possible growth choices and provided the opportunity for citizens of the region to add or amend growth concepts; and

WHEREAS, RTAC and TPAC, RPAC and JPACT have reviewed, revised and recommend the evaluation of these regional growth concepts; and,

WHEREAS, growth choices depicted in the publication intend to show broad policy options and not to specify land use

designations, transportation facilities or employment centers; now, therefore

BE IT RESOLVED,

1. That the Metro Council directs staff to begin evaluation of growth concepts as follows:

- Concept "A" continuing with current policies accommodating forecasted growth to the year 2045 through currently adopted comprehensive plans and continued expansion of the urban growth boundary;
- Concept "B" growing inside the urban growth boundary accommodating forecasted growth to the year 2045 by not enlarging the present urban growth boundary and increasing development intensities focused on transit inside the current boundary; and
- Concept "C" satellite communities growing at the edge accommodating forecasted growth to the year 2045 through some increases in intensities of use inside the current urban growth boundary and by some growth occurring in areas of concentrated urban development outside the current urban growth boundary.

2. That all of the above concepts will strive to be workable models and will endeavor to meet the intent of newly adopted policies and requirements including Metro's Regional Urban Growth Goals and Objectives and the State of Oregon's Transportation Rule and Urban Reserve Rule and the Clean Air Act of 1990.

3. That a base case for comparison purposes will be developed to provide an examination of the implications of implementing existing plans and policies not including new provisions of the State's Transportation Rule and Urban Reserve Rule, the Regional Urban Growth Goals and Objectives or the Clean Air Act of 1990 . That detailed base data and assumptions will be provided for timely review to all TPAC and RPAC jurisdictions.

4. That each growth concept will include the full tri-county area and take into consideration effect on growth in Clark, Columbia, Yamhill and Marion Counties .

5. That a study of growth pressures will be completed in two parts. The first part will identify and analyze factors, both internal and external, which influence growth and describe how the growth options respond. The second part of the study will identify possible actions which may be taken to discourage or encourage growth and the feasibility of application.

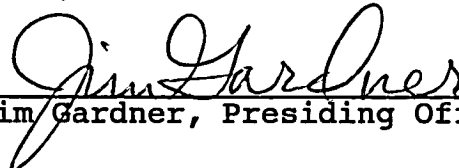
6. That the concepts described above could be designed in a myriad of ways and are subject to further technical definition, but that Exhibit "A" outlines the minimum set of variations for each concept that will be examined further. However, during Phase II of the project, other variations may be developed or proposed and Exhibit "A" is not intended to limit the possibility of other variations being evaluated .

7. That each concept will incorporate an element related to the Greenspaces Master Plan.

8. That for each of the regional growth concepts, Region 2040 shall develop a further level of detail which facilitates evaluation in terms of livability, density, economic, governmental and social costs, benefits and impacts, including the evaluation of public and private costs. That for each concept, Region 2040 shall develop a comparative analysis of public infrastructure and services. Several variations to each concept may be considered. It is Metro's intention for the process of refinement and evaluation to be as inclusive as possible to encourage participation and ultimate consensus on alternatives.

9. That the Region 2040 project shall be amended to 2045 to ensure requirements of the Metro Charter related to development of a "Future Vision" are addressed including establishment of a "Future Vision Commission" and development of a regional framework plan.

ADOPTED by the Council of the Metropolitan Service District this 22rd day of December, 1992.



Jim Gardner, Presiding Officer

Possible Refinements to Designated Regional Growth Concepts

For each concept there will be developed a further definition of detail sufficient to allow evaluation of impacts on liveability and economic vitality. Numerous variations of each concept are possible. The following are a minimum set that will be developed. During the development and further definition of the variations, it may be concluded that additional variations should be added. The following list is therefore a minimum that will be pursued, but is not intended to be an exclusive list which cannot be amended as deemed appropriate.

Concept "A" Continuing with Current Policies

The basic framework for Concept "A" is existing comprehensive land use plans and current urban growth boundary policies.

1. Concept "A" will be refined to determine the location for expansion of the urban growth boundary considering the following factors: a) contiguity with the existing boundary; b) a balanced consideration of factors 1 through 7 of Goal 14 and RUGGO, including accessibility of expansion areas to the jobs of the region, the ease of providing sanitary sewers and avoidance, where possible, of rural resource lands; and c) no expansion into floodplains or the Columbia Gorge Scenic area.
2. Two variations of the highway system would include: a) the Sunrise Corridor, Mt. Hood Parkway and Western Bypass as freeway/expressway level facilities; and b) the Sunrise Corridor, Mt. Hood and the Western Bypass as arterial, non-freeway improvements.
3. The Transit assumptions will include a basic radial transit system in which: a) the east-west light rail line from Gresham to Hillsboro will exist; b) there will be north-south light rail service connecting Milwaukie, Clackamas Town Center, Vancouver and Portland International Airport; c) there will be an additional radial light rail line to the southwest quadrant of the region; and d) the light rail and bus transit service level will be that described in the existing Regional Transportation Plan. A basic level of bicycle and pedestrian improvements would be included in this option.

Concept "B" Growing Inside the Urban Growth Boundary

A basic assumption of Concept "B" is that the current urban growth boundary would not be expanded.

1. Concept "B" will include accommodating the forecast growth for population and employment to the year 2045 inside the current urban growth boundary by a more intensive use of land focused on transit. LUTRAQ and the Livable City projects would provide more specific local models for how land use intensification could occur in this concept focused along high capacity transit lines and transit "Main Streets."
2. Transit would be assumed to: a) have the most extensive transit level of service of any concept; b) consist of a radial high capacity transit system with an east-west component from Forest Grove to Gresham and north-south lines which connect areas north of Vancouver, Washington, Portland International Airport, Clackamas Town Center, Milwaukie and Oregon City; c) include an additional radial light rail line to the southwest quadrant of the region; d) include a circumferential high capacity transit system on the southern end of the region; and e) have a level of transit service consistent with that described in Tri-Met's proposed Strategic Plan. The highest level of bicycle and pedestrian improvements would be reflected in this option.
3. Two variations of the highway system would include: a) the Sunrise Corridor, Mt. Hood Parkway and Western Bypass as freeway/expressway level facilities; and b) the Sunrise Corridor, Mt. Hood and the Western Bypass as arterial, non-freeway improvements.

Concept "C" Communities Growing at the Edge

A basic assumption of Concept "C" is that the current urban growth boundary would not be expanded in a contiguous manner. Rather, three satellite centers would be added as places to accommodate growth. An initial definition of satellite centers includes centers sized to accommodate 40-60,000 people, with alternative locations considered primarily on flatter, non-rural resource lands.

1. Approximately two-thirds of the forecast growth would be accommodated within the current urban growth boundary and the balance in satellite centers outside the current urban growth boundary as guided by forecasts of demand.
2. High capacity transit would be assumed to include both radial and circumferential lines, with service including: a) east-west from Forest Grove to Gresham, north-south from areas north of Vancouver Washington, to Portland International Airport, Clackamas Town Center, Milwaukie and Oregon City; b) a southern circumferential line; and c) an additional radial light rail line to the southwest quadrant of the region. Satellite centers would be provided high capacity transit service. The level of transit service would be less than that recommended in the Tri-Met proposed Strategic Plan, but higher than the current Regional Transportation Plan. A

moderate level of bicycle and pedestrian improvements would be included in this concept.

3. Two variations of the highway system would include: a) the Sunrise Corridor, Mt. Hood Parkway and Western Bypass as freeway/expressway level facilities; and b) the Sunrise Corridor, Mt. Hood and the Western Bypass as arterial, non-freeway improvements.

Base Case

This base case will reflect past practices. Recently adopted but not yet implemented policies such as the Transportation Rule, Clean Air Act or the Regional Urban Growth Goals and Objectives will not be included. The light rail system will be limited to an east-west line from Gresham to Hillsboro with a modest level of transit service. Investment in transportation expansion will continue to lag behind growth. The base case will also assume that underbuilding, or development at less than the maximum densities allowed by existing comprehensive plans, will occur consistent with historical experience. In addition, the base case will assume that infill and redevelopment will continue to occur at existing rates.

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2. Two variations of the highway system would include: a) the Sunrise Corridor, Mt. Hood Parkway and Western Bypass as freeway/expressway level facilities; and b) the Sunrise Corridor, Mt. Hood and the Western Bypass as arterial, non-freeway improvements.
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1. Concept "B" will include accommodating the forecast growth for population and employment to the year 2040 inside the current urban growth boundary by a more intensive use of land

focused on transit. LUTRAQ and the Livable City projects would provide more specific local models for how land use intensification could occur in this concept focused on high capacity transit line intersections and transit "Main Streets."

2. Transit would be assumed to: a) have the most extensive transit level of service of any concept; b) consist of a radial high capacity transit system with an east-west component from Forest Grove to Gresham and north-south lines which connect areas north of Vancouver, Washington, Portland International Airport, Clackamas Town Center, Milwaukie and Oregon City; c) include an additional radial light rail line to the southwest quadrant of the region; d) include a circumferential high capacity transit system on the southern end of the region; and e) have a level of transit service consistent with that described in Tri-Met's proposed Strategic Plan. The highest level of bicycle and pedestrian improvements would be reflected in this option.
3. ~~The Highway system would: a) continue with the radial system currently in use, with expansions as necessary; b) include the arterial alternatives for the Western Bypass, Sunrise Corridor or Mt. Hood Parkway.~~ Two variations of the highway system would include: a) the Sunrise Corridor, Mt. Hood Parkway and Western Bypass as freeway/expressway level facilities; and b) the Sunrise Corridor, Mt. Hood and the Western Bypass as arterial, non-freeway improvements.

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2. High capacity transit would be assumed to include both radial and circumferential lines, with service including: a) east-west from Forest Grove to Gresham, north-south from areas north of Vancouver Washington, to Portland International Airport, Clackamas Town Center, Milwaukie and Oregon City; b) a southern circumferential line; and c) an additional radial light rail line to the southwest quadrant of the region. Satellite centers would be provided high capacity transit service. The level of transit service would be less than that recommended in the Tri-Met proposed Strategic Plan, but higher than the current Regional Transportation Plan. A moderate level of bicycle and pedestrian improvements would be included in this concept.
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Base Case

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Attachment "2"

~~Options for Addressing Slow or No Growth Concerns~~

~~There are three options¹ to choose how to address the Slow or No Growth Concerns. They are:~~

- ~~1. Include as a growth concept "D", a slow growth option.~~
- ~~2. Complete a study of growth pressures, describing the benefits and costs of growth, no growth and negative growth; identifying present actions that encourage growth and possible actions which could discourage growth; and evaluating urban form options in terms of their adaptability to different growth rates. Analysis of the top 4 or 5 forces that affect growth and would be affected by a change in growth policies should be emphasized.~~
- ~~3. Develop a policy process which provides a method of making policy choices including a range of concepts from encouraging growth to no growth to negative growth.~~

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~~_____1 All options should include consideration of the economic and environmental quality of life issues that would be affected by a slow growth approach.~~

TRANSPORTATION AND PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 92-1712, DESIGNATING THE REGIONAL GROWTH CONCEPTS TO BE EVALUATED IN PHASE II OF THE REGION 2040 PROJECT

Date: December 23, 1992

Presented by: Councilor McLain

Committee Recommendation: At the December 14 meeting, the Transportation and Planning Committee voted unanimously to recommend Council adoption of Resolution No. 92-1712B. Voting in favor: Councilors McLain, Buchanan, Moore and Washington. Excused: Councilor Devlin.

Committee Issues/Discussion: Andy Cotugno, Planning Director, presented the staff report. He explained the newest December 10, 1992 version of the resolution by reviewing the changes suggested. Changes in the Resolve section include:

1. Identifies three concepts from which to begin evaluation.
2. Provides that the three concepts will endeavor to meet the Clean Air Act, the State of Oregon's Transportation Rule, the Urban Reserve Rule, and the RUGGO's.
3. Provides for timely review by TPAC and RPAC of base data and assumptions.
4. Includes all of the tri-county area but considers the effect on growth in Clark, Columbia, Yamhill and Marion Counties.
5. Provides that the evaluation will not include the originally discussed Options E and F, but will study growth pressures in two parts. The first identifies and analyzes internal and external factors influencing growth rates and will describe how each concept responds. The second to identify actions to be taken to discourage or encourage growth and the feasibility of application.
6. Outlines variations of each concepts in Exhibit A. Allows for further amendment of Exhibit A.
7. Provides each concept will incorporate the Greenspaces Master Plan.
8. Adds "density" to the level of detail, includes public and private costs, and requires development of comparative analysis of public infrastructure and services.

9. Renames the project "2045" to have the span of years coincide with the Future Vision and Regional Framework Plan prescribed in the 1992 Metro Charter.

Councilor Moore asked about the variations of the highway system, referenced in Exhibit A. Mr. Cotugno explained that the various components provide for a multi-modal system to be provided, not just a single system. While each concept would be designed for freeway v. non-freeway, as well as facilities, there may be other things we may need to do in order to comply with each referenced component. We also need to know the effect of accessibility on the ability to incur development. He clarified the use of the terms "arterial" and "non-freeway".

Councilor Gardner suggested clarifying wording in Resolve 5 as follows: "The first part will identify and analyze factors, both internal and external which influence growth rates and [which describes] will describe how the growth [options] concepts respond". The committee and staff agreed.

Councilor Gardner also questioned the different descriptions of highway systems within each concept description. Mr. Cotugno explained that there is no definition for highway system by this resolution. Some highway minimums are defined (i.e. freeway v. non-freeway). This will provide us with information that will help us ultimately make those highway decisions. Councilor Gardner questioned the implication that all three corridors referenced would exist either as a freeway or as an arterial under all three concepts.

Councilor Moore asked for the meaning of the term "basic". Committee and staff discussion resolved the question to identify that the term meant no less than what state law required.

STAFF REPORT

RESOLUTION 92-1712, FOR THE PURPOSE OF DESIGNATING THE REGIONAL GROWTH CONCEPTS TO BE EVALUATED IN PHASE II OF THE REGION 2040 PROJECT

November 9, 1992

By: Andrew Cotugno

BACKGROUND

The Region 2040 project has developed three regional growth concepts. These are the result of public involvement efforts and initial technical analysis of possible choices for the region. Concept "A" accommodates expected regional growth by assuming the continuation of current policies through the implementation of currently adopted comprehensive plans and continued expansion of the urban growth boundary. Concept "B", growing inside the urban growth boundary, accommodates forecasted growth to the year 2040 by not enlarging the present urban growth boundary and increasing development intensities focused on transit inside the current boundary. Concept "C", communities growing at the edge, accommodates forecasted growth to the year 2040 through some increases in intensities of use inside the current urban growth boundary and by some growth occurring ⁱⁿ areas of concentrated urban development outside the current urban growth boundary.

By adopting the resolution, the Metro Council will give direction to staff concerning how the Region 2040 project should be completed. This will include which potential options should be considered for evaluating the costs and consequences of each choice. More detailed variations of the regional growth concepts will be developed using the guidelines described in Attachment "1" with the participation of technical staff from the region, advisory committee members and the Metro Council. When this data is available, (scheduled for Summer, 1993) the citizens of the region can make known their preferences and the Metro Council can select a preferred alternative. This conclusion will in turn guide further decisions of the Metro Council concerning a Federally mandated update to the Regional Transportation Plan, State mandated urban reserves and urban growth boundary policies as well as providing a base for Metro Charter mandated work efforts.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution 92-1712, which provides a base for initiating the next Phase of Region 2040.



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

Memorandum

DATE: December 18, 1992

TO: Metro Council
Interested Parties

FROM: Gail Ryder, *GR* Council Analyst

RE: Resolution 92-1712B Amendment

I received a communication today from Bonnie Kraft, City Manager of the City of Gresham, regarding an amendment to Resolution 92-1712 that was omitted when the resolution was considered by the Transportation and Planning (T & P) Committee. The amendment was approved by both RPAC and JPACT but was inadvertently omitted by Planning Department staff in the version voted out of T & P on Monday night. Enclosed is a memorandum to that effect.

The amendment is within the wording of the Concept B description in the Attachment to the resolution. According to the City of Gresham, sentence 2 of paragraph 1 should read:

"LUTRAQ and the Livable City projects would provide more specific local models for how land use intensification could occur in this concept focused [~~on~~] along high capacity transit line [~~intersection~~] and transit "Main Streets."

Planning staff agrees the amendment was omitted following the RPAC and JPACT meetings and regrets the oversight. They do not consider the change substantive and believe there would be no objection by RPAC or JPACT either. They suggest the Council approve the new wording.

c: Bonnie Kraft, City of Gresham
Andy Cotugno



CITY OF GRESHAM

Community & Economic Development Department
Building & Planning Division
1333 N.W. Eastman Parkway
Gresham, OR 97030-3813
(503) 661-3000

December 18, 1992

Rena Cusma, Executive Officer
METRO
2000 SW 1st
Portland, Oregon 97201

RE: RESOLUTION NO. 92-1712B - REGION 2040
FOR METRO COUNCIL, DECEMBER 22, 1992, 5:30PM

We understand that the final version of this resolution, approved by the Transportation and Planning Committee on December 14, 1992, does not include the complete wording of an amendment which was approved at RPAC on December 9th and again at JPACT on December 10th. The specific language affects our understanding of Concept B and how it relates to the City of Gresham's long range planning goals.

According to the amendment approved at RPAC and JPACT the description of Concept B in "Exhibit A" of this resolution should read as follows:

"LUTRAQ and the Livable City projects would provide more specific local models for how land use intensification could occur in this concept focused along high capacity transit lines and transit Main Streets." [Para. 1, Sentence 2]

We appreciate your assistance in bringing this concern to the METRO Council. It is important for future cooperative planning efforts that the Region 2040 Resolution accurately reflects the consensus of the region.

Sincerely,

Bonnie Kraft
Bonnie Kraft, City Manager

pc: Mayor Gussie McRobert
Councilor Jack Gallagher
Councilor Bernie Giusto
Clay Moorhead, Community Development Director
Gail Ryder, Council Analyst

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To	Gail Ryder	From	Bonnie Kraft
Co.	Metro	Co.	City of Gresham
Dept.		Phone #	
Fax #	273-5589	Fax #	665-4553

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Concept "B" Growing Inside the Urban Growth Boundary

A basic assumption of Concept "B" is that the current urban growth boundary would not be expanded.

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92-1712b.RES
12-10-92

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EVALUATED IN PHASE II OF THE) Introduced by Rena Cusma,
REGION 2040 PROJECT) Executive Officer

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- Concept "A" continuing with current policies accommodating forecasted growth to the year 2040 through currently adopted comprehensive plans and continued expansion of the urban growth boundary;
- Concept "B" growing inside the urban growth boundary accommodating forecasted growth to the year 2040 by not enlarging the present urban growth boundary and increasing development intensities focused on transit inside the current boundary; and
- Concept "C" satellite communities growing at the edge accommodating forecasted growth to the year 2040 through some increases in intensities of use inside the current urban growth boundary and by some growth occurring in areas of concentrated urban development outside the current urban growth boundary.

2. That all of the above concepts will strive to be workable models and will endeavor to meet the intent of newly adopted policies and requirements including Metro's Regional Urban Growth Goals and Objectives and the State of Oregon's Transportation Rule and Urban Reserve Rule and the Clean Air Act of 1990.

3. That a base case for comparison purposes will be developed to provide an examination of the implications of implementing existing plans and policies not including new provisions of the State's Transportation Rule and Urban Reserve Rule, the

Regional Urban Growth Goals and Objectives or the Clean Air Act of 1990 . That detailed base data and assumptions will be provided for timely review to all TPAC and RPAC jurisdictions.

4. That each growth concept will include the full tri-county area and take into consideration effect on growth in Clark, Columbia, Yamhill and Marion Counties .

5. That a study of growth pressures will be completed in two parts. The first part will identify and analyze factors, both internal and external, which influence growth and ~~[which describes]~~ will describe how the growth ~~[options]~~ concepts respond. The second part of the study will identify possible actions which may be taken to discourage or encourage growth and the feasibility of application.

6. That the concepts described above could be designed in a myriad of ways and are subject to further technical definition, but that Exhibit "A" outlines the minimum set of variations for each concept that will be examined further. However, during Phase II of the project, other variations may be developed or proposed and Exhibit "A" is not intended to limit the possibility of other variations being evaluated .

7. That each concept will incorporate an element related to the Greenspaces Master Plan.

8. That for each of the regional growth concepts, Region 2040 shall develop a further level of detail which facilitates evaluation in terms of livability, density, economic, governmental and social costs, benefits and impacts, including the evaluation of public and private costs. That for each concept, Region 2040 shall develop a

comparative analysis of public infrastructure and services. Several variations to each concept may be considered. It is Metro's intention for the process of refinement and evaluation to be as inclusive as possible to encourage participation and ultimate consensus on alternatives.

9. That the Region 2040 project shall be amended to 2045 to ensure requirements of the Metro Charter related to development of a "Future Vision" are addressed including establishment of a "Future Vision Commission" and development of a regional framework plan.

ADOPTED by the Council of the Metropolitan Service District this ____ day of _____ 1992.

Jim Gardner, Presiding Officer

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

(revised 11/30/92)

FOR THE PURPOSE OF DESIGNATING THE) RESOLUTION NO. 92-1712
REGIONAL GROWTH CONCEPTS TO BE)
EVALUATED IN PHASE II OF THE) Introduced by Rena Cusma,
REGION 2040 PROJECT) Executive Officer

WHEREAS, The Metro Council adopted the Regional Urban Growth Goals and Objectives ~~in order to ensure the region's livability is protected as growth occurs;~~ and

WHEREAS, ~~It is necessary to consider the region has called for the development of alternative urban forms for evaluation in considering ways to implement the Regional Urban Growth Goals and Objectives;~~ and

~~WHEREAS, The citizens of the region approved on November 3, 1992, Measure Number 26-3, granting a Charter to Metro which made growth management a primary function; and~~

WHEREAS, The Region 2040 project has been undertaken to guide Metro in the management of the Portland metropolitan area urban growth boundary, ~~future amendment to the Regional Transportation plan and to help ensure that transportation and land use are coordinated;~~ and

WHEREAS, The Region 2040 project is intended to address the concerns of the region about the long-term aspects of growth in the region; and

WHEREAS, The approved work program for Region 2040 Phase I calls for Metro to determine a reasonable range of alternatives for accommodating growth to be evaluated in Phase II; and

WHEREAS, The Region 2040 project has completed a telephone survey of over 400 randomly selected citizens of the region about their concerns and values about growth; and

WHEREAS, Two series of workshops with the elected and appointed officials of the cities and counties of the region have been conducted in the spring and fall of this year concerning growth in the region; and

WHEREAS, Interviews with 52 representatives of public and private agencies and organizations from throughout the region have been conducted gathering their thoughts about growth in the region; and

WHEREAS, Two series of public workshops and open houses were advertised in the newspaper of general circulation as well as community newspapers, and were held during the spring and fall of this year and gathered public values and concerns about growth in the region; and

WHEREAS, 20,000 copies of a 12-page publication were prepared and distributed this fall which provided a background on ; possible growth choices and provided the opportunity for citizens of the region to add or amend growth concepts; and

WHEREAS, RTAC and TPAC, RPAC and JPACT have reviewed, revised and recommend the evaluation of these regional growth concepts; and

WHEREAS, growth choices depicted in the publication intend to show broad policy options and not to specify land use designations, transportation facilities or employment centers; now, therefore

BE IT RESOLVED,

1. That the Metro Council directs staff to begin evaluation of basic growth concepts as follows:

- Concept "A" continuing with current policies ~~accommodating~~, which accommodates forecasted growth to the year 2040 through implementation of currently adopted comprehensive plans and continued expansion of the urban growth boundary;
- Concept "B" growing inside the urban growth boundary ~~accommodating~~, which accommodates forecasted growth to the year 2040 by not enlarging the present urban growth boundary and increasing development intensities focused on transit inside the current boundary; and
- Concept "C" ~~satellite~~ communities growing at the edge ~~accommodating~~, which accommodates forecasted growth to the year 2040 through some increases in intensities of use inside the current urban growth boundary and by some growth occurring ~~in~~ areas of concentrated urban development outside the current urban growth boundary; and ~~Concept "D"/"E"/"F" (to be added as necessary in response to public comment).~~

2. ~~That all of the above concepts will strive to be workable models and will endeavor to meet the intent of newly adopted policies and requirements including Metro's Regional Urban Growth Goals and Objectives and the State of Oregon's Transportation Rule and Urban Reserve Rule and the Clean Air Act of 1990.~~

3. 2- That a base case for comparison purposes will be developed to provide an examination of the implications of implementing existing plans and policies not including new provisions of the State's Transportation Rule and Urban Reserve Rule, the Regional Urban Growth

Goals and Objectives of the Federal Clean Air Act of 1990 as recently amended. That detailed base data and assumptions will be provided for timely review to all TPAC and RPAC jurisdictions.

4. 3- That Examination of each growth concept will include the full tri-county area and take into consideration its effect on growth in Clark, Columbia, Yamhill and Marion Counties surrounding communities.

5 4. That the concepts described above in 1, constitute a reasonable range of choice for regional growth alternatives. That a study of growth pressures will be completed in two parts. The first part will identify and analyze factors, both internal and external which influence growth and which describes how the growth options respond. The second part of the study will identify possible actions which may be taken to discourage or encourage growth and the feasibility of application.

6 5. That the concepts described above in 1, could be designed in a myriad of ways and are subject to further technical definition, but that Exhibit "A" attachment "1" outlines the minimum set examples of variations for each concept basic elements of each alternative that will be examined further. The variations described in attachment "1" shall be evaluated. However, during Phase II of the project, other variations may be developed or proposed and Exhibit "A" attachment "1" is not intended to limit the possibility of other variations being evaluated tested.

6. That all concepts will strive to be workable models and will endeavor to meet the intent of newly adopted policies and requirements including Metro's Regional Urban Growth Goals and Objectives and the State of Oregon's Transportation Rule and Urban Reserve Rule as well as the Federal Clean Air Act as recently amended. (see #2, above)

7. That each concept will incorporate an element related be evaluated in relationship to the Greenspaces Master Plan.

8. That for each of the regional growth concepts, Region 2040 shall develop a further level of detail which facilitates evaluation in terms of livability, economic, governmental and social costs, benefits and impacts, including the evaluation of public and private costs. That for each concept, Region 2040 shall develop a comparative analysis of public infrastructure and services. Several variations to each concept may be considered. It is Metro's intention for the process of refinement and evaluation to be as inclusive as possible to encourage participation and ultimate consensus on alternatives.

9. That the Region 2040 project shall be amended to 2045 to ensure requirements of the Metro Charter related to development of a "Future Vision" are addressed including establishment of a "Future Vision Commission."

ADOPTED by the Council of the Metropolitan Service District this ____ day of _____ 1992.

Jim Gardner, Presiding Officer

**BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT**

FOR THE PURPOSE OF DESIGNATING THE)	RESOLUTION NO. 92 - 1712
REGIONAL GROWTH CONCEPTS TO BE)	
EVALUATED IN PHASE II OF THE)	Introduced by Rena Cusma,
REGION 2040 PROJECT)	Executive Officer

WHEREAS, The Metro Council adopted the Regional Urban Growth Goals and Objectives; and

WHEREAS, the region has called for the development of alternative urban forms for evaluation in considering ways to implement the Regional Urban Growth Goals and Objectives; and

WHEREAS, The Region 2040 project has been undertaken to guide Metro in the management of the Portland metropolitan area urban growth boundary, the Regional Transportation plan and to help insure that transportation and land use are coordinated; and

WHEREAS, The Region 2040 project is intended to address the concerns of the region about the long-term aspects of growth in the region; and

WHEREAS, The approved work program for Region 2040 Phase I calls for Metro to determine a reasonable range of alternatives for accommodating growth to be evaluated in Phase II; and

WHEREAS, The Region 2040 project has completed a telephone survey of over 400 randomly selected citizens of the region about their concerns and values about growth; and

WHEREAS, two series of workshops with the elected and appointed officials of the cities and counties of the region have been conducted in the spring and fall of this year

concerning growth in the region; and

WHEREAS, interviews with 52 representatives of public and private agencies and organizations from throughout the region have been conducted gathering their thoughts about growth in the region; and

WHEREAS, two series of public workshops and open houses advertised in the newspaper of general circulation as well as community newspapers, were held during the spring and fall of this year and gathered public values and concerns about growth in the region; and

WHEREAS, 20,000 copies of a 12 page publication were prepared and distributed this fall which provided a background, possible growth choices and provided the opportunity for citizens of the region to add or amend growth concepts; and

WHEREAS, RTAC and TPAC, RPAC and JPACT have reviewed, revised and recommend the evaluation of these regional growth concepts; now, therefore

BE IT RESOLVED,

1. That the Metro Council directs staff to begin evaluation of basic growth concepts as follows: Concept "A", continuing with current policies, which accommodates forecasted growth to the year 2040 through implementation of currently adopted comprehensive plans and continued expansion of the urban growth boundary; Concept "B", growing inside the urban growth boundary, which accommodates forecasted growth to the year 2040 by not enlarging the present urban growth boundary and increasing development intensities focused on transit inside the current boundary; and Concept "C", communities growing at the edge, which accommodates forecasted growth to the year 2040 through

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some increases in intensities of use inside the current urban growth boundary and by some growth occurring areas of concentrated urban development outside the current urban growth boundary; and Concept "D"/"E"/"F" (to be added as necessary in response to public comment).

2. That a base case for comparison purposes will be developed to provide an examination of the implications of implementing existing plans and policies not including new provisions of the State's Transportation Rule and Urban Reserve Rule; the Regional Urban Growth Goals and Objectives or the Federal Clean Air Act as recently amended.

3. Examination of each growth concept will take into consideration its affect on growth in surrounding communities.

4. That the concepts described above in 1, constitute a reasonable range of choice for regional growth alternatives.

5. That the concepts described above in 1, could be designed in a myriad of ways and are subject to further technical definition, but that attachment "1" outlines examples of basic elements of each alternative. The variations described in attachment "1" shall be evaluated. However, during Phase II of the project, other variations may be developed or proposed and attachment "1" is not intended to limit the possibility of other variations being tested.

6. That all concepts will strive to be workable models and will endeavor to meet the intent of newly adopted policies and requirements including Metro's Regional Urban Growth Goals and Objectives and the State of Oregon's Transportation Rule and Urban Reserve Rule as well as the Federal Clean Air Act as recently amended.

7. That each concept will be evaluated in relationship to the Greenspaces Master Plan.

8. That for each of the regional growth concepts, Region 2040 shall develop a further level of detail which facilitates evaluation in terms of livability, economic, governmental and social costs, benefits and impacts. Several variations to each concept may be considered. It is Metro's intention for the process of refinement and evaluation to be as inclusive as possible to encourage participation and ultimate consensus on alternatives.

ADOPTED by the Council of the Metropolitan Service District this ____ day of _____, 1992.

Jim Gardner, Presiding Officer

Possible Refinements to Designated Regional Growth Concepts

For each concept there will be developed a further definition of detail sufficient to allow evaluation of impacts on liveability and economic vitality. Numerous variations of each concept are possible. The following are a minimum set that will be developed.

Concept "A". Continuing with Current Policies

The basic framework for Concept "A" is existing comprehensive land use plans and current urban growth boundary policies.

1. Concept "A" will be refined to determine the location for expansion of the urban growth boundary considering the following factors: a) contiguity with the existing boundary, b) a balanced consideration of factors 3 through 7 of Goal 14, including accessibility of expansion areas to the jobs of the region, the ease of providing sanitary sewers and avoidance, where possible, of rural resource lands, c) no expansion into floodplains or the Columbia Gorge Scenic area.
- 2) Two variations of the highway system would include: a) the Sunrise Corridor, Mt. Hood Parkway and Western Bypass as freeway level facilities and b) the Sunrise Corridor, Mt. Hood and the Western Bypass as arterial, non-freeway improvements.
- 3) The Transit assumptions will include a basic radial transit system in which: a) the east-west light rail line from Gresham to Hillsboro will exist b) there will be north-south light rail service connecting Milwaukie, Clackamas Town Center, Vancouver and Portland International Airport, c) there will be an additional radial light rail line to the southwest quadrant of the region, and d) the light rail and bus transit service level will be that described in the existing Regional Transportation Plan. A basic level of bicycle and pedestrian improvements would be included in this option.

Concept "B". Growing Inside the Urban Growth Boundary

A basic assumption of Concept "B" is that the current urban growth boundary would not be expanded.

1. Concept "B" will include accommodating the forecast growth for population and employment to the year 2040 inside the current urban growth boundary by a more intensive use of land focused on transit. LUTRAQ and the Livable City projects would provide more specific local models for how land use intensification could occur in this concept focused on high capacity transit line intersections and transit "Main Streets".

2. Transit would be assumed to: a) have the most extensive transit level of service of any concept, b) consist of a radial high capacity transit system with an east-west component from Forest Grove to Gresham and north-south lines which connect areas north of Vancouver, Washington, Portland International Airport, Clackamas Town Center, Milwaukie and Oregon City, c) include an additional radial light rail line to the southwest quadrant of the region; d) include a circumferential high capacity transit system on the southern end of the region and e) have a level of transit service consistent with that described in Tri-Met's proposed Strategic Plan. The highest level of bicycle and pedestrian improvements would be reflected in this option.

3. The Highway system would: a) continue with the radial system currently in use, with expansions as necessary, b) include the arterial alternatives for the Western Bypass, Sunrise Corridor or Mt. Hood Parkway.

Concept "C", Communities Growing at the Edge

A basic assumption of Concept "C" is that the current urban growth boundary would not be expanded in a contiguous manner. Rather, three satellite centers would be added as places to accommodate growth. An initial definition of satellite centers includes centers sized to accommodate 40-60,000 people, with alternative locations considered primarily on flatter, non-rural resource lands.

1. Approximately two-thirds of the forecast growth would be accommodated within the current urban growth boundary and the balance in satellite centers outside the current urban growth boundary as guided by forecasts of demand.

2. High capacity transit would be assumed to include both radial and circumferential lines, with service including: a) east-west from Forest Grove to Gresham, north-south from areas north of Vancouver Washington, to Portland International Airport, Clackamas Town Center, Milwaukie and Oregon City; b) a southern circumferential line; c) an additional radial light rail line to the southwest quadrant of the region. Satellite centers would be provided high capacity transit service. The level of transit service would be less than that recommended in the Tri-Met proposed Strategic Plan, but higher than the current Regional Transportation Plan. A moderate level of bicycle and pedestrian improvements would be included in this concept.

Concept D/E/F (to be added if necessary in response to public comments)

Base Case

1. This base case will reflect past practices. Recently adopted but not yet implemented policies such as the Transportation Rule, Clean Air Act or the Regional Urban Growth Goals and Objectives will not be included. The light rail system will be limited to an east-west line from Gresham to Hillsboro with a modest level of transit service. The base case will also assume that underbuilding, or development at less than the maximum densities allowed by existing comprehensive plans, will occur consistent with historical experience.

Attachment "2"

Options for Addressing Slow or No Growth Concerns

There are three options¹ to choose how to address the Slow or No Growth Concerns. They are:

1. Include as a growth concept "D", a slow growth option.
2. Complete a study of growth pressures, describing the benefits and costs of growth, no growth and negative growth; identifying present actions that encourage growth and possible actions which could discourage growth; and evaluating urban form options in terms of their adaptability to different growth rates. Analysis of the top 4 or 5 forces that affect growth and would be affected by a change in growth policies should be emphasized.
3. Develop a policy process which provides a method of making policy choices including a range of concepts from encouraging growth to no growth to negative growth.

¹ All options should include consideration of the economic and environmental quality of life issues that would be affected by a slow growth approach.