



Metro | Agenda

Meeting: Metro Policy Advisory Committee (MPAC)
Date: Wednesday, April 8, 2015
Time: 5 to 7 p.m.
Place: Metro, Council Chamber

5 PM	1.	CALL TO ORDER	Peter Truax, Chair
5:02 PM	2.	SELF INTRODUCTIONS & COMMUNICATIONS	Peter Truax, Chair
5:05 PM	3.	CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS	
5:10 PM	4.	COUNCIL UPDATE	Metro Council
5:15 PM	5.	CONSENT AGENDA:	
	*	• Consideration of February 25, 2015 minutes	
	6.	INFORMATION/DISCUSSION ITEMS	
5:20 PM	6.1	* 2015 Solid Waste Roadmap Work Plan – <u>INFORMATION/DISCUSSION</u>	Paul Slyman, Metro Tom Chaimov, Metro
5:45 PM	6.2	* Update on Climate Smart Strategy Submittal to Land Conservation and Development Commission - <u>INFORMATION</u>	Kim Ellis, Metro John Williams, Metro
5:55 PM	6.3	* Urban Growth Management Decision: Portland's Comprehensive Plan Update – <u>INFORMATION/DISCUSSION</u>	Ted Reid, Metro Tom Armstrong, City of Portland Jackie Dingfelder, City of Portland
6:55 PM	7.	MPAC MEMBER COMMUNICATION	
7:00 PM	8.	ADJOURN	Peter Truax, Chair

* Material included in the packet

Material will be provided at the meeting

Upcoming MPAC Meetings:

- Wednesday, April 22, 2015
- Wednesday, May 13, 2015
- Wednesday, May 27, 2015

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានក្បួនលើសអើងសូមចូលទស្សនាការបោះពុម្ពផ្សាយ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1890 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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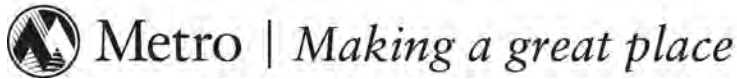
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2015 MPAC Work Program

As of 03/31/15

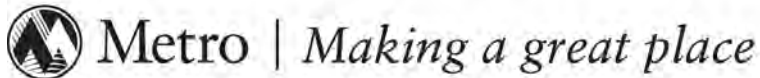
*Items in italics are tentative; **bold** denotes required items*

<u>Wednesday, April 8, 2015</u> <ul style="list-style-type: none">• 2015 Urban Growth Management Decision: Portland's Comprehensive Plan Update - <u>Information/Discussion</u> (Ted Reid, Portland staff TBD; 60 min)• 2015 Solid Waste Roadmap Work Plan - <u>Information/Discussion</u> (Tom Chaimov, Paul Slyman; 25 min)• Update on Climate Smart Strategy submittal to Land Conservation and Development Commission (Kim Ellis; 20 min)• TriMet Budget Update (member communication from Neil McFarlane; 5 min)• 2014 Compliance Report (chair comments)	<u>Wednesday, April 22, 2015</u> <ul style="list-style-type: none">• Natural Areas System Plan Update – <u>Information</u> (Kathleen Brennan-Hunter; 30 min)• 2015 Urban Growth Management Decision: Likelihood of development in urban centers such as Portland – <u>Information/Discussion</u> (Ted Reid, Portland staff & developers TBD; 75 min)• <i>Oregon Legislature update – <u>Information</u> (Randy Tucker; 15 min)</i>
<u>Wednesday, May 13, 2015</u>	<u>Wednesday, May 27, 2015</u> <ul style="list-style-type: none">• <i>2015 Urban Growth Management Decision: Development trends in past UGB expansion areas such as Damascus (Ted Reid, Damascus staff TBD)</i>• <i>Oregon Legislature update – <u>Information</u> (Randy Tucker)</i>
<u>Wednesday, June 10, 2015</u> <ul style="list-style-type: none">• <i>2015 Urban Growth Management Decision: Tour of new developments in the City of Portland – information/discussion (Ted Reid, Portland staff & developers TBD)</i>	<u>Wednesday, June 24, 2015</u> <ul style="list-style-type: none">• <i>2015 Urban Growth Management Decision: Planning within a range forecast for population & employment growth (Ted Reid; 50 min)</i>• <i>2018 Regional Transportation Plan Update Kick-off - <u>Information/Discussion</u> (Elissa Gertler, Kim Ellis; 40 min)</i>• <i>Regional Transit Plan – <u>Information/Discussion</u> (Elissa Gertler, Jamie Snook; 20 min)</i>

<u>Wednesday, July 8, 2015</u> <ul style="list-style-type: none"> Recap of Spring 2015 Growth Management Discussions (Ted Reid; 30 min) Possible Tour Date, if desired by MPAC, or cancel 	<u>Wednesday, July 22, 2015</u> <ul style="list-style-type: none"> Possible Tour Date, if desired by MPAC, or cancel
<u>Wednesday, August 12, 2015</u> <ul style="list-style-type: none"> Proposed for cancellation – Metro Council summer recess 	<u>Wednesday, August 26, 2015</u> <ul style="list-style-type: none"> Community Planning and Development Grants update – <u>Information/Discussion</u> (Gerry Uba)
<u>Wednesday, September 9, 2015</u> <ul style="list-style-type: none"> 2018 Regional Transportation Plan Update – Review draft work program – <u>Discussion</u> (Kim Ellis, Peggy Morell; 40 min) Regional Transit Plan – Review draft Regional Transit Vision – <u>Discussion</u> (Jamie Snook; 40 min) Metro Enterprising Places program - <u>Information/Discussion</u> (Lisa Miles) 	<u>Wednesday, September 23, 2015</u> <ul style="list-style-type: none"> 2015 Urban Growth Management Decision: Metro Chief Operating Officer Recommendation to Council - <u>Information/Discussion</u> (John Williams, Ted Reid) Discuss Regional Readiness Report (John Williams, Ted Reid)
<u>Wednesday, October 14, 2015</u> <ul style="list-style-type: none"> Endorse 2018 Regional Transportation Plan Update Work Plan – <u>Action</u> (Kim Ellis; 25 min) 2015 Urban Growth Management Decision - <u>Recommendation to Metro Council</u> (Ted Reid) 	<u>Wednesday, October 28, 2015</u>
<u>Wednesday, November 11, 2015</u> – Cancelled (holiday)	<u>Wednesday, November 25, 2015</u> - Cancelled
<u>Wednesday, December 9, 2015</u>	<u>Wednesday, December 23, 2015</u> - Cancelled

Parking Lot:

- Presentation on health & land use featuring local projects from around the region
- Affordable Housing opportunities, tools and strategies
- Greater Portland, Inc. update
- “Unsettling Profiles” presentation by Coalition of Communities of Color
- Powell-Division Action Plan (July date preferred)



METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes

February 25, 2015

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Ruth Adkins
Sam Chase
Carlotta Collette
Tim Clark, *1st Vice Chair*
Denny Doyle
Maxine Fitzpatrick
Mark Gamba
Jeff Gudman
Jerry Hinton
Brian Hodson
Dick Jones
Anne McEnerny-Ogle
Marilyn McWilliams
Bob Stacey
Peter Truax, *Chair*

AFFILIATION

Portland Public Schools, Governing Body of School Districts
Metro Council
Metro Council
City of Wood Village, Multnomah Co. Other Cities
City of Beaverton, Washington Co. 2nd Largest City
Multnomah County Citizen
City of Milwaukie, Clackamas Co. Other Cities
City of Lake Oswego, Clackamas Co. Largest City
City of Gresham, Multnomah Co. 2nd Largest City
City of Canby, City of Clackamas Co. Outside UGB
Oak Lodge Water District, Clackamas Co. Special Districts
City of Vancouver
Tualatin Valley Water District, Washington Co. Special Districts
Metro Council
City of Forest Grove, Washington Co. Other Cities

MEMBERS EXCUSED

Dan Holladay
Craig Prosser
Martha Schrader, *2nd Vice Chair*

AFFILIATION

City of Oregon City, Clackamas Co. 2nd Largest City
TriMet Board of Directors
Clackamas County

ALTERNATES PRESENT

Jackie Dingfelder
Jennifer Donnelly
Ed Gronke
Carrie MacLaren

AFFILIATION

City of Portland
Oregon Department of Land Conservation and Development
Clackamas County Citizen
Oregon Department of Land Conservation and Development

OTHERS PRESENT: Tom Armstrong, Chris Deffebach, Kay Durtschi, Eric Hesse, Zoe Monahan, Kelly Ross

STAFF: Roger Alfred, Alexandra Eldridge, Kim Ellis, Elissa Gertler, Megan Gibb, Tom Kloster, Ted Leybold, Nellie Papsdorf, Ramona Perrault, Ted Reid, Gerry Uba, Nikolai Ursin

1. CALL TO ORDER AND DECLARATION OF A QUORUM

MPAC Chair Peter Truax called the meeting to order at 5:05 p.m. and declared a quorum at 5:11 p.m. after member introductions.

2. SELF INTRODUCTIONS & COMMUNICATIONS

All attendees introduced themselves.

3. CITIZEN COMMUNICATION ON NON-AGENDA ITEMS

There were none.

4. COUNCIL UPDATE

Councilor Sam Chase notified MPAC members of the following items:

- Enterprising Places is a new Metro program that offers grants to help revitalize downtowns and main streets. The program offers matching grants of up to \$50,000 for Storefront Improvement projects and District Transformation grants of up to \$10,000 to support other types of revitalization initiatives. The first round of applications was received in February; they will be reviewed on March 16 and grant awards will be announced in early April. Future rounds of applications will be considered in May, August, and November.
- Metro serves local business by receiving food scraps from restaurants, grocery stores, and other businesses at the Metro Central transfer station to take to a facility that converts food scraps into energy and compost. Starting on March 1, the Metro Central station will begin prohibiting all non-food items in its commercial organics waste stream in an effort to reduce cost and improve energy conversion rates. Councilor Chase noted that this change does not affect Portland's residential food scraps program, so cardboard can still be recycled in those receptacles.

5. CONSENT AGENDA

5.1 Consideration of February 11, 2015 Minutes

MOTION: Mayor Denny Doyle moved and Dick Jones seconded, to approve the February 11, 2015 minutes.

ACTION: With all in favor, the motion passed.

6. ACTION ITEMS

6.1 Community Planning and Development Grant Administrative Rules: Recommendation to Metro Council

Chair Truax introduced the item and reminded members that at the February 11 MPAC meeting, staff presented the Metro Technical Advisory Committee's (MTAC) recommendations on revisions to Metro's Administrative Rules for implementation of the Construction Excise Tax (CET) and Community Planning and Development grants (CPDG). He added that a recommendation of these rules to the Metro Council was requested, following a discussion of additional comments provided by MTAC. He also alerted the committee that Mayor Jerry Willey of Hillsboro and Mayor Shane Bemis of Gresham had given written testimony on the item, distributed at the meeting.

Gerry Uba, Regional Planner at Metro, provided an overview of the proposed CPDG Administrative Rule changes, including grant proposal and screening committee selection criteria changes.

Mr. Uba discussed the revised rules in relation to Title 6 of the Metro Urban Growth Management Functional Plan. He explained that the Metro Council had directed MPAC and MTAC to address how CPDG funding could be used to advance development in centers, corridors, station communities and main streets; areas that were defined as principal centers of urban life in the region in Title 6 of the Functional Plan. Title 6 calls for actions and investments by cities and counties, complemented by regional investments, to enhance these areas. Mr. Uba noted that MTAC discussed Title 6 at their meeting on February 18 and recommended that its standards not be required of local governments applying for CPDG funding. Instead MTAC recommended that applicants address recommendations and standards in Title 6 they have adhered to in the past and that they plan to incorporate in their proposed projects so the selection committee can better understand how these projects may promote Title 6's goals.

Mr. Uba also noted that MTAC members requested that Metro staff share with MPAC how many projects were proposed in Title 6 areas (corridors, main streets, etc.) in 2002 and 2003 in order to better understand how much funding has focused on Title 6 projects in different cycles. Mr. Uba stated that there was a significant decline in projects proposed in these areas from cycle 2 to cycle 3 and as a result, MTAC suggested that if such a decline continues in the upcoming cycle 4, a solution may be to designate a portion of future CET funding for projects in these areas.

Mr. Uba then gave a brief overview of the CPDG schedule. He noted that if the proposed administrative rules are passed by the Metro Council, a pre-application meeting will be held on March 25 with letters of intent due to Metro staff by April 16 and applications due by June 1. In June and July the screening committee will review applications and make recommendations to Metro's Chief Operating Officer Martha Bennett before the recommended recipient list is sent to the Metro Council.

Member discussion included:

Councilor Bob Stacey noted that the Metro Council had discussed whether or not the CPDG grants should be used to achieve compliance with Title 6 of Metro's Functional Plan in order to encourage growth in the region's urban centers. He pointed out that changes to program criteria do not prioritize grants located in Title 6 areas and offer jurisdictions the ability to apply for grants in other locations, such as employment and concept planning areas. He also agreed that Metro needed to develop a handbook describing how jurisdictions can become compliant with Title 6 before requiring compliance as a condition for receiving a grant.

Councilor Mark Gamba clarified that the CPDG grants are only to be used for planning and not infrastructure projects. Mr. Gamba also asked about the Construction Excise Tax and grant caps, which Gerry Uba noted are assessed by the CET and CPDG stakeholder advisory committee.

Members discussed the addition of social equity criteria to the revised rules. Councilor Sam Chase mentioned that after cycle 3 of the CPDG awards, one of the steering committee's conclusions was that the equity criterion was unclear. He explained that equity criteria added in the revised rules addressed this issue by heightening social equity expertise on the CPDG steering committee, clarifying outcome criteria to include social equity outcomes, and allowing jurisdictions to apply for grants that aim to specifically address equity issues in their communities. Councilor Chase noted

that these changes provided a greater opportunity for local governments to improve equity in their jurisdictions.

MOTION: Maxine Fitzpatrick moved and Ruth Adkins seconded, to recommend the revised Community Planning and Development Grants Administrative Rules as proposed by MTAC.

ACTION: With all in favor, the motion passed.

7. INFORMATION/DISCUSSION ITEMS

7.1 Urban Growth Management Decision: Revised Work Program for 2015

Chair Truax began discussion of the revised 2015 work program. He noted that at recent MPAC meetings, members had heard summaries of the legal status of Metro's urban reserves and how the recent remand impacted the Metro Council's ability to make an urban growth management (UGM) decision in 2015. He added that in light of that remand, Metro staff have been working to develop a revised work program for the UGM decision.

Ted Reid from Metro's Planning and Development department gave a general outline of the revised 2015 MPAC work program. He noted that it was an opportunity for the region to evaluate how its communities are growing, and what opportunities and challenges they may face moving forward. He noted that the original work program aimed for a UGM decision in December 2015 and that due to the recent changes, the Metro Council would instead make a decision in fall 2015 on one of two options moving forward: 1. Conclude the UGB decision in 2015, prior to a resolution of the urban reserves in Clackamas and Multnomah Counties or, 2. Request an extension from the state for the UGM decision to wait for the resolution of the urban reserves and to allow for additional discussion of housing needs in the region.

Mr. Reid noted that in order to inform the Metro Council's decision-making on which growth management process option to pursue in fall 2015, Metro staff proposed to focus policy discussions in upcoming months on the following three topics related to regional housing needs: 1. Residential development potential in Damascus. 2. Residential development potential in centers such as Portland. 3. Choosing a point in the range forecast.

Mr. Reid also noted that Metro staff anticipate coming up with issue papers to guide discussion of these topics in 2015. He added that MPAC and the Metro Council have also identified a number of other items for discussion in the context of growth management including housing affordability and infrastructure costs, and that these issues also deserve ongoing discussion.

Member discussion included:

Maxine Fitzpatrick pointed out low-income community displacement as a result of urban growth and asked how these impacts were addressed in the urban growth report (UGR). Ted Reid noted that displacement and affordability are some of the issues highlighted in the UGR. Elissa Gertler, Metro's Director of Planning and Development, added that Metro's Planning department is trying to address these issues with programs such as the Equitable Transit-Oriented Development program.

Ed Gronke mentioned the need for improved growth plans in Clackamas County. He noted that current comprehensive plans will not be able to accommodate projected growth, and argued that these plans need to be adjusted to allow for the multi-story/mixed-use development needed in

areas such as the McLoughlin Boulevard Area. Councilor Carlotta Collette suggested that the McLoughlin Area Plan Implementation Team's (MAP-IT) efforts might be a good project for a CET grant.

Members discussed discounted growth capacity figures and their relation to the market. They also discussed the City of Damascus, and possible consequences of decisions related to that jurisdiction.

Members discussed potential market effects of the recent legalization of marijuana pertaining to industrial warehouses used for indoor grow operations and other zoning issues related to dispensaries.

Carrie MacLaren of the Oregon Department of Land Conservation and Development (DLCD) noted that should a UGM decision extension be sought, DLCD would be able to consider a request earlier than the December timeframe.

Members discussed the different options regarding the UGM decision and effects they might have on the UGM timeline. Ted Reid clarified that the option of asking for an extension, listed as a second option at the last MPAC meeting, had been added as a possible addition to the first option of concluding the decision in 2015, instead of being listed as its own option.

8. MPAC MEMBER COMMUNICATION

- Mayor Truax alerted members to the revised 2015 MPAC work program, made available at the meeting and online.
- Councilor Jeff Gudman noted that at the January 28 MPAC meeting he requested that MTAC review Metro's current deadline requirement for local jurisdictions to provide Metro notice of proposed land use actions. He asked that this review move forward and Elissa Gertler, Metro's Director of Planning and Development, agreed to check on the issue at MTAC.

9. ADJOURN

MPAC Chair Peter Truax adjourned the meeting at 6:40 p.m.

Respectfully Submitted,



Nellie Papsdorf
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF FEB. 25, 2015

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
N/A	Memo	02/23/15	Revised 022515 MPAC Agenda	022515m-01
N/A	Handout	02/25/15	Updated 2015 MPAC Work Program	022515m-02
4.0	Handout	02/25/15	Enterprising Places Grants Brochure	022515m-03
6.1	Worksheet	02/25/15	Revised Administrative Rules for CET and CPDG Implementation	022515m-04
6.1	Handout	02/25/15	Title 6 Centers, Corridors, Station Communities and Main Streets	022515m-05
6.1	Handout	05/14/14	CET and CPDG Cycle Collections and Awards	022515m-06
6.1	Handout	02/25/15	Pre-Application Meeting for Cycle 4 of Community Planning and Development Grants	022515m-07
6.1	Letter	02/24/15	RE: Community Planning and Development Grant Administrative Rules	022515m-08

MPAC Worksheet

Agenda Item Title: Solid Waste Roadmap Overview

Presenters: Paul Slyman, Parks and Environmental Services Director
Tom Chaimov, Principal Solid Waste Planner

Contact for this worksheet/presentation: Tom Chaimov, 503-797-1681, tom.chaimov@oregonmetro.gov

Purpose/Objective

The Metro Council wants MPAC members to know that there may be changes in the way our region manages garbage in the future.

Action Requested/Outcome

This is an informational presentation to MPAC about the Solid Waste Roadmap and related decisions this year. No recommendation from, or action by, MPAC is requested at this time.

Background and Context

Individuals and businesses do a tremendous job reducing waste and separating out materials for recycling or composting. Our region achieved an all-time high recovery rate in 2013 of 64 percent (2014 data are still being compiled). Almost two-thirds of all discarded materials were reused, recycled, composted, or converted to energy. That's the good news. However, our region throws out around one million tons of trash every year, equivalent to about 30,000 long-haul trucks full of garbage. Virtually all of that ends up in a landfill, which is a relatively cheap and efficient solution, although it's also the least preferred method for handling waste¹.

For the first time since our modern landfill disposal system was established 30 years ago, Metro is taking the opportunity to ask, "Do we want to try something different?" Technology has advanced, the waste stream has changed in composition, and industry has consolidated. Important work is ongoing at Metro to identify and assess potential options for ways to manage the region's garbage over the long term that best serves the public interest. Landfills will continue to play a role in our region's disposal system. Whether we wish to rely on landfills exclusively, or consider additional options to achieve more environmental and economic benefit from our region's waste, is one of the primary questions to be addressed by the Solid Waste Roadmap. The answer to that question will have implications on other parts of our region's solid waste system.

Solid Waste Alternatives Advisory Committee. Metro Code establishes a number of advisory committees. The 13-member Solid Waste Alternatives Advisory Committee (SWAAC) is Metro's primary sounding board for all solid waste issues. Membership includes solid waste staff from large and small local governments, as well as industry, and one non-governmental organization that represents the region's garbage and recycling collection companies. (A copy of the SWAAC membership roster is included with this meeting's materials.) SWAAC's charge is to "develop policy options that, if implemented, would serve the public interest by reducing the amount and toxicity of waste generated and disposed, or enhancing the effectiveness and sustainability of the system through which the region's solid waste is managed." (Metro Code, Chapter 2.19.130)

Let's Talk Trash. Metro hears reliably and regularly from solid waste staff throughout the region and from service providers in the waste industry. But one voice that gets less exposure is that of regular residents for whom garbage simply is not top of mind and for whom there are some

¹ Oregon Revised Statutes [459.015](#) directs policymakers to pursue disposal as a last resort after reducing, reusing, recycling, composting, and recovering energy.

misperceptions about how garbage is managed. To broaden the regional conversation about solid waste to include more of the general public, in 2014 Metro created an innovative public engagement series called Let's Talk Trash. Throughout 2014, Metro engaged hundreds of people through community theater performances, lectures and discussions on solid waste-related topics, and even a film festival with the NW Film Center to raise awareness of how our region manages its garbage.

The next Let's Talk Trash event is coming up on Tuesday, May 5th. David Allaway, senior policy analyst with DEQ, will present ideas for dealing with food scraps at a public discussion entitled "Ignoble Rot: Food Scraps as Compost and Energy." The event is co-sponsored with Science on Tap and will be held at the Clinton Street Theater, located at 2522 SE Clinton St. in Portland. The doors open at 6 p.m., and the program begins at 7 p.m. More information is available at oregonmetro.gov/letstalktrash.

OptIn and Focus Groups. In addition, as preparation to embark on the Solid Waste Roadmap activities, Metro first conducted an OptIn survey of attitudes around garbage and recycling, and focus groups to delve deeper into people's perceptions and preferences. Findings from those public engagements guide the overall Roadmap efforts as Metro stays focused on the benefits that the public told us were most important to them relative to solid waste:

PUBLIC BENEFITS:

Through its involvement in the region's solid waste system, Metro seeks to:

1. Protect public health
2. Protect the environment
3. Get good value for the public's money
4. Keep the commitment to highest and best use of materials
5. Be adaptive and responsive in managing materials
6. Ensure services are available to all types of customers

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

MPAC has not previously considered the Solid Waste Roadmap topic.

Solid waste-related matters rarely come to MPAC and usually only when local ordinances, rates or programs are directly affected. Local elected governments (city councils and county commissions) are responsible for establishing garbage collection territories, schedules and rates within their jurisdictions, and at some point the decisions of the Metro Council on topics considered by the Solid Waste Roadmap may have implications for local governments.

What packet material do you plan to include?

- [Metro Guide: Solid Waste Roadmap](#)
- Solid Waste Roadmap schedule, March 11, 2015 update
- Solid Waste Alternatives Advisory Committee charge and membership

Metro guide

Solid Waste Roadmap

Decision points

In 2015 and early 2016, the Metro Council will make decisions to determine how best to manage the region's garbage and food scraps in the years ahead.



SOLID WASTE ROADMAP

Making the most of what we don't want

When it comes to managing waste, our region has a track record of success. We continue to recycle more, reduce the amount of waste we generate per person, and manage garbage safely to protect people and the environment.

It's time to look ahead to make sure that we continue and improve upon this legacy.

The Solid Waste Roadmap is a long-term effort to examine and determine the best approaches for managing the region's garbage and other discarded materials.

THE PUBLIC BENEFITS OF A REGIONAL SOLID WASTE SYSTEM

Through its involvement in the regional solid waste system, Metro seeks to:

- Protect people's health
- Protect the environment
- Get good value for the public's money
- Keep our commitment to the highest and best use of materials
- Be adaptable and responsive in managing materials
- Ensure services are accessible to all types of customers



LONG-TERM MANAGEMENT OF GARBAGE

Over the long run, what should the region do with materials that aren't reused, recycled or composted?

Since 1990, Metro has sent the majority of our region's garbage – after recycling, recovery and composting efforts are made – to two landfills in Oregon owned by Waste Management, Inc. Metro's contract with Waste Management expires at the end of 2019. This provides our region with the opportunity to evaluate whether landfills or other options should be pursued beginning in 2020.

Garbage is a resource we literally throw away. It can provide energy that powers homes and businesses. What makes the most sense for our region in how we manage garbage? To make the most of this resource, the Metro Council directed its staff to consider five options for managing the region's garbage:

Landfills Continue to send garbage to landfills where methane is extracted from the decaying waste

Combustion Burn garbage to create heat and electricity and significantly reduce its volume

Gasification Heat garbage at very high temperatures to create gases that break down into simple compounds and can be used to produce electricity or valuable chemicals

Anaerobic digestion Use bacteria to break down biodegradable material and produce methane for electricity or fuels

Refuse-derived fuels Develop new fuels from garbage for use in power plants or other industrial processes

Decision points In spring 2015, the Metro Council will receive more information on these approaches and narrow the focus to two or three options (or combinations of these) that can provide the best benefit for the public after 2019.

By the end of 2015, the Metro Council will settle on preferred approaches for managing the region's garbage in 2020 and beyond.

QUESTIONS THAT WILL BE CONSIDERED INCLUDE:

- Over the long run, what should the region do with materials that aren't reused, recycled or composted?
- How can we keep more food out of the waste stream, achieve greater environmental and economic benefit from food scraps, and make sure we have the right facilities available to handle them?
- How can Metro South Transfer Station in Oregon City become an even better facility to serve its customers?
- What model of the public-private system of waste transfer stations best provides for the public interest?





FOOD SCRAPS CAPACITY

How can we keep more food out of the waste stream, achieve greater environmental and economic benefit from food scraps, and make sure we have the right facilities available to handle them?

Food is the single largest recoverable portion of our region's waste. Although our region is making progress to keep food scraps out of the garbage and put them to better uses such as compost and energy production, about 18 percent of what our region currently sends to landfills is still food. That's about 170,000 tons per year, enough to fill 5,000 long-haul trucks. Moreover, food scraps are one of the largest contributors to the generation of landfill methane, a very potent greenhouse gas.

The Food Scraps Capacity Project is examining existing and potentially new facilities in the Northwest that could receive and process food scraps to keep more food out of landfills and put it to use for homes, businesses, farms and gardens.

Decision points Before the end of 2015, the Metro Council may consider new policies, incentives, and other approaches to capture greater economic and environmental value from food scraps.

TRANSFER SYSTEM CONFIGURATION

What model of the public-private system of waste transfer stations best serves the public interest?

In managing the region's solid waste system, Metro owns two full-service solid waste transfer stations: Metro South Station in Oregon City and Metro Central Station in Northwest Portland. Metro also licenses and regulates dozens of specialized waste facilities owned by private companies, including four waste transfer stations within the region. Public and private facilities receive mixed waste collected from homes and businesses, recover some materials, and consolidate the remaining garbage into large containers for delivery to landfills. Some of these private facilities also accept separated food scraps and yard debris. Metro's two transfer stations also accept hazardous waste from households and businesses to manage and dispose of safely.

Decision points While considering the best ways to manage garbage and food scraps for the long term, Metro is also evaluating how the structure of the public-private transfer station system can best serve the public interest in the future. By the end of 2015, the Metro Council will make decisions to help waste facilities prepare to meet the region's changing waste needs for the next 10 to 20 years.

FUTURE OF METRO SOUTH STATION

How can Metro South Transfer Station in Oregon City become an even better facility to serve its customers?

Metro South Station, Metro's solid waste transfer station in Oregon City, is a popular facility that receives many types of materials from a variety of sources. Garbage trucks bring trash collected at homes and businesses to Metro South where a portion is pulled out for recycling and the rest is consolidated with other waste materials and trucked to a landfill. Hauling companies also dump yard debris and food scraps which are transferred to specialized composting facilities. In addition, households and businesses bring their "self-haul" materials – garbage, construction debris, recyclable items and others – for recovery, reuse and disposal. Metro South is one of only two permanent locations in the region that accepts miscellaneous household hazardous waste, including paint, solvents, cleaners, pesticides, fertilizers and many other chemicals.

Since opening as a simple "garbage dump" in 1983, Metro South has evolved to provide all the various services it offers today. But the facility is constrained with limited room to grow, and with no other full-service waste facilities nearby, it is increasingly challenging to continue to provide the full set of services that Metro South's customers need.

After extensive outreach and engineering studies, the Metro Council directed its staff to study two possible new configurations for the Metro South site:

1. A redesign of the existing site, changing the traffic patterns and expanding the available capacity for garbage, food waste and yard debris processing.
2. Development of a new facility elsewhere to serve only small, "self-haul" customers and to receive hazardous waste from households and small businesses, with a relatively minor reconfiguration of the current Metro South site to focus only on bigger commercial vehicles.

Decision points The Metro Council will likely make a final decision about improvements to Metro South in late 2015 or early 2016.

TIMELINE FOR DECISIONS

Decisions on various parts of the Solid Waste Roadmap will likely be made by the Metro Council throughout 2015 and into 2016:

Summer 2015 Decisions to narrow the different options (landfills and other technologies) for managing garbage long-term

Summer Decisions that provide further guidance on policies and approaches for managing food scraps

Summer Decisions on which long-term option (or combination of options) will best manage the region's garbage after 2019

Fall Determination of requirements necessary for private transfer station operations to serve the public's interests for the next five years, in preparation for potential changes to waste handling in 2020

Fall or Winter 2016 Decisions on how to improve Metro South Station



LET'S TALK TRASH

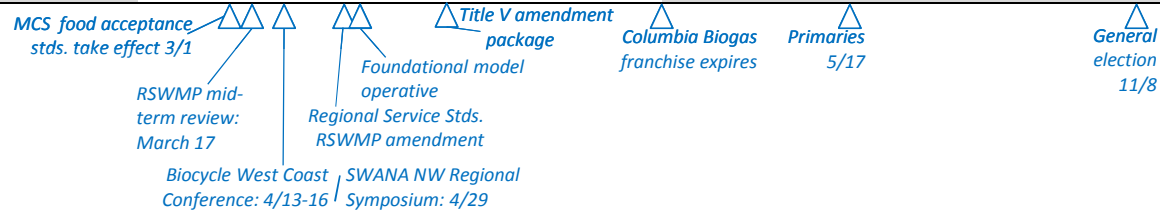
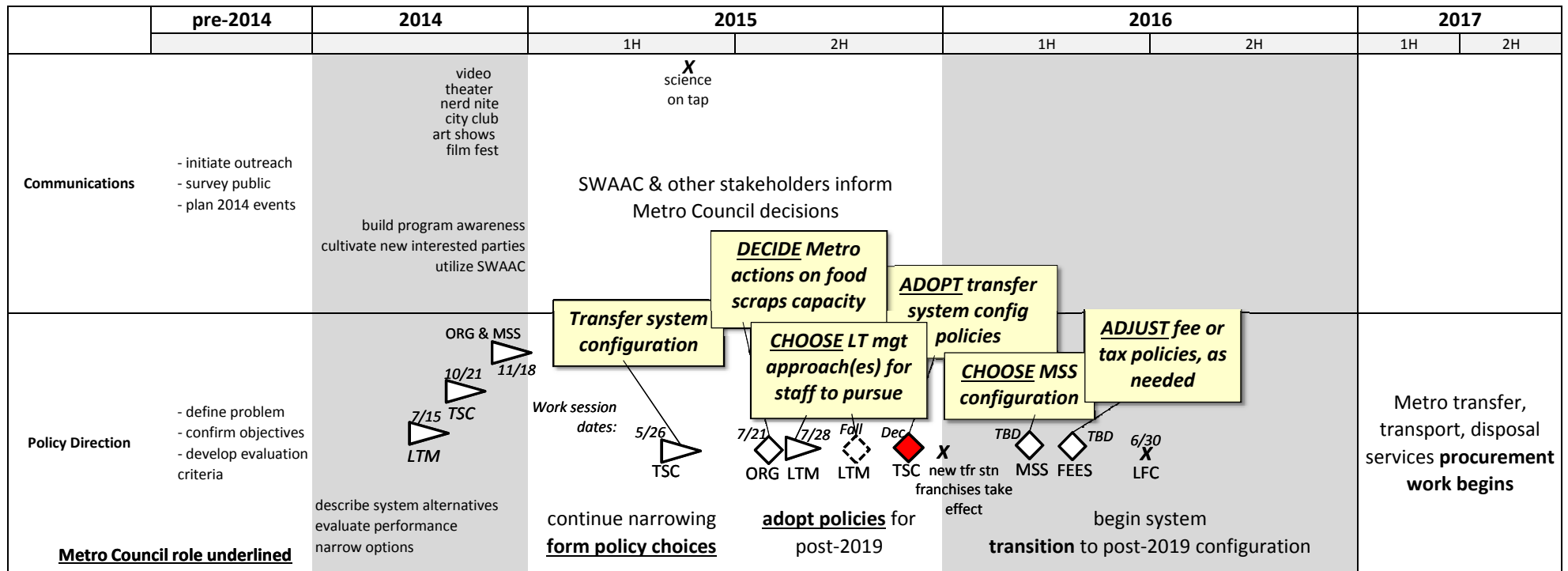
Let's Talk Trash is a series of events to raise awareness and engage you in discussions and ideas about how our region can do a better job reducing waste and making the most of the garbage, food scraps and other leftover items. Your participation is important as the Metro Council makes decisions that affect how we manage this waste for the long-term.



More information on the Solid Waste Roadmap can be found at oregonmetro.gov/solidwasteroadmap

For more information on this project, please contact:
Ken Ray
503-797-1508
ken.ray@oregonmetro.gov

Schedule for Solid Waste Roadmap Policy Development, 3/11/15 update



KEY TO SYMBOLS

- ▷ Council work session
- ◇ Provide major policy
- ◆ Formally adopt new
- X Date certain event

KEY QUESTIONS*

- LTM = Long-term, what should the region do with items that aren't reused, recycled, or composted?
- TSC = What model of public-private transfer system best serves the public interest?
- ORG = What actions should Metro take to ensure adequate and reasonably proximate food scraps tfr and processing capacity?
- MSS = What service alternative should Metro pursue at or near Metro South?
- FEES = How should Metro recover the cost of solid waste services and general government?
- LFC = What is Metro's policy on landfill capacity?

* Ongoing foundational work will support key questions by helping to describe how various alternatives would perform in managing the region's waste.

current as of 3/11/2015

Metro Solid Waste Alternatives Advisory Committee

SWAAC develops policy options for the Metro Council that would reduce the amount and toxicity of waste generated and disposed by the region, and enhance the effectiveness and sustainability of the region's solid waste system.

Membership

SWAAC has 13 members, drawn from local governments, the solid waste industry, Oregon Department of Environmental Quality, a non-governmental organization with a sustainability focus, and Metro.

Member	Organization	Representing
Amy Pepper	City of Troutdale	Jurisdictions with a population under 50,000
Kathy Kaatz	City of Tualatin	Jurisdictions with a population under 50,000
Casey Camors	City of Milwaukie	Jurisdictions with a population under 50,000
Scott Keller	City of Beaverton	Jurisdictions with a population between 50,000 and 500,000
Theresa Koppang	Washington County	Jurisdictions with a population between 50,000 and 500,000
Dan Blue	City of Gresham	Jurisdictions with a population between 50,000 and 500,000
Bruce Walker	City of Portland	Jurisdictions with a population over 500,000
Alando Simpson	City of Roses Disposal & Recycling	Solid waste industry
Keith Ristau	Far West Fibers	Solid waste industry
Mike Leichner	Pride Disposal	Solid waste industry
Leslie Kochan	Oregon Department of Environmental Quality	Oregon Department of Environmental Quality
Amy Roth	Association of Oregon Recyclers	Non-governmental organization
Matt Korot	Metro	Metro
Paul Ehinger (alternate)	Metro	Metro

MPAC Worksheet

Agenda Item Title: Update on Climate Smart Strategy submittal to LCDC

Presenter(s): Kim Ellis and John Williams

Contact for this worksheet/presentation: Kim Ellis, Metro staff (kim.ellis@oregonmetro.gov)

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

Information _____
Update X
Discussion _____
Action _____

MPAC Target Meeting Date: April 8, 2015

Purpose/Objective:

Provide a brief update on DLCD review of the Climate Smart Strategy and acknowledge MPAC members with certificates of appreciation for their leadership and contributions to the adopted strategy.

Action Requested/Outcome:

No action requested.

Background and context:

The Climate Smart Strategy responds to a state mandate to reduce per capita greenhouse gas emissions from cars and small trucks by 2035. After working together with community, business and elected leaders across the region for four years, the Metro Council adopted the strategy in December 2014 with broad support. Adoption of the strategy affirms the region's shared commitment to provide more transportation choices, keep our air clean, build healthy and equitable communities and grow our economy – all while reducing greenhouse gas emissions.

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

- On Dec. 18, 2014, the Metro Council adopted Ordinance No. 14-1346B, adopting the Climate Smart Strategy and supporting implementation recommendations as recommended by MPAC and the Joint Policy Advisory Committee on Transportation.
- In February, Governor Brown signed Senate Bill 324, removing the sunset to the Clean Fuels Program. This action supports a key state assumption included in the region's Climate Smart Strategy and will result in significant reductions in the carbon intensity of fuels in Oregon.
- On Feb. 23, 2015, Metro staff submitted the Climate Smart Strategy decision record to the Land Conservation and Development Commission (LCDC) in the manner of periodic review. No objections were filed during the subsequent 21-day period.

What is the schedule for future consideration of item:

- LCDC is anticipated to consider approval of the Climate Smart Strategy at the May 21 commission meeting. An update will be provided to MPAC following the commission meeting.
- The next update to the Regional Transportation Plan (due in 2018) will further implement the strategy and meet state and federal planning requirements. In June, MPAC will begin discussions on the 2018 RTP update to inform development of a work plan and engagement

process. More information about the 2018 RTP update will be provided at that time.

What packet material do you plan to include electronically?

- **Climate Smart Strategy** factsheet (dated Spring 2015)

CLIMATE SMART STRATEGY



CLIMATE SMART STRATEGY

The Climate Smart Strategy responds to a state mandate to reduce per capita greenhouse gas emissions from cars and small trucks by 2035. After working together with community, business and elected leaders across the region for four years, the Metro Council adopted the strategy in December 2014 with broad support. Adoption of the strategy affirms the region's shared commitment to provide more transportation choices, keep our air clean, build healthy and equitable communities and grow our economy – all while reducing greenhouse gas emissions.

CLIMATE SMART STRATEGY POLICY AREAS

1. Implement adopted local and regional land use plans
2. Make transit convenient, frequent, accessible and affordable
3. Make biking and walking safe and convenient
4. Make streets and highways safe, reliable and connected
5. Use technology to actively manage the transportation system
6. Provide information and incentives to expand the use of travel options
7. Make efficient use of vehicle parking and land dedicated to parking
8. Support Oregon's transition to cleaner fuels and more fuel-efficient vehicles
9. Secure adequate funding for transportation investments
10. Demonstrate leadership on reducing greenhouse gas emissions

WHERE CAN I FIND MORE INFORMATION?

The Climate Smart Strategy and related publications and reports can be found at oregonmetro.gov/climatestrategy

For email updates, send a message to rtp@oregonmetro.gov

The Climate Smart Strategy is built around these ten policy areas to help the region reduce greenhouse gas emissions from cars and small trucks while making our transportation system safer, healthier and more reliable. The strategy also includes supporting actions that can be taken by the state, Metro, cities, counties and others in the next five years to begin implementation and performance targets for monitoring our progress.

WHAT ARE THE PUBLIC HEALTH AND ECONOMIC BENEFITS?

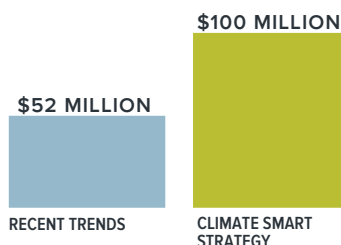
By 2035, the Climate Smart Strategy can help people live healthier lives and save businesses and households money through benefits like:

- Reduced air pollution and increased physical activity can help **reduce illness and save lives**.
- Reducing the number of miles driven results in **fewer traffic fatalities and severe injuries**.
- Less air pollution and run-off of vehicle fluids means **fewer environmental costs**. This helps save money that can be spent on other priorities.
- Spending less time in traffic and reduced delay on the system **saves businesses money, supports job creation**, and promotes the efficient movement of goods and a strong economy.
- **Households save money** by driving more fuel-efficient vehicles fewer miles and biking, walking and using transit more.
- Reducing the share of household expenditures for vehicle travel **helps household budgets** and allows people to spend money on other priorities; this is particularly important for households of modest means.



Our economy benefits from improved public health

ANNUAL HEALTHCARE COST SAVINGS FROM REDUCED ILLNESS BY 2035 (MILLIONS, 2010\$)

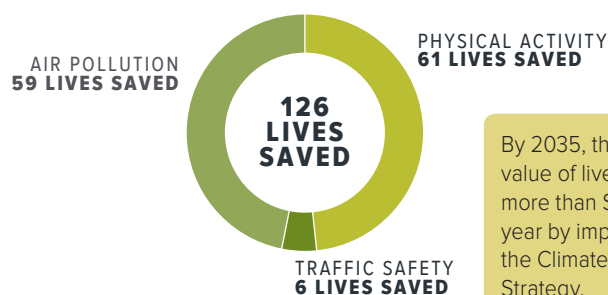


In 2010, our region spent \$5-6 billion on healthcare costs related to illness alone. By 2035, the region can save \$100 million per year by implementing the Climate Smart Strategy.



More physical activity and less air pollution

LIVES SAVED EACH YEAR BY 2035

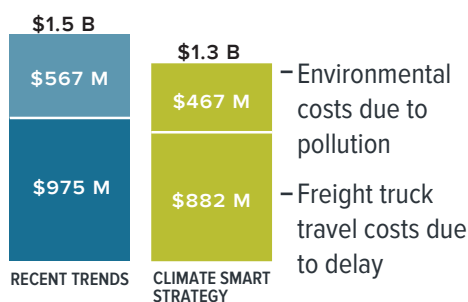


By 2035, the societal value of lives saved is more than \$1 billion per year by implementing the Climate Smart Strategy.



Our economy benefits from reduced emissions and delay

ANNUAL ENVIRONMENTAL AND FREIGHT TRUCK TRAVEL COSTS BY 2035 (MILLIONS, 2005\$)

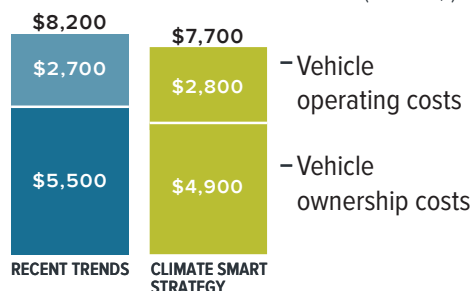


Cumulative savings calculated on an annual basis. The region can expect to save \$2.5 billion by 2035, compared to recent trends, by implementing the Climate Smart Strategy.



Household budgets benefit from reduced driving costs

AVERAGE ANNUAL HOUSEHOLD VEHICLE OWNERSHIP & OPERATING COSTS BY 2035 (2005\$)



By 2035, households in the region can expect to save more than \$400 million per year, compared to recent trends, by implementing the Climate Smart Strategy.

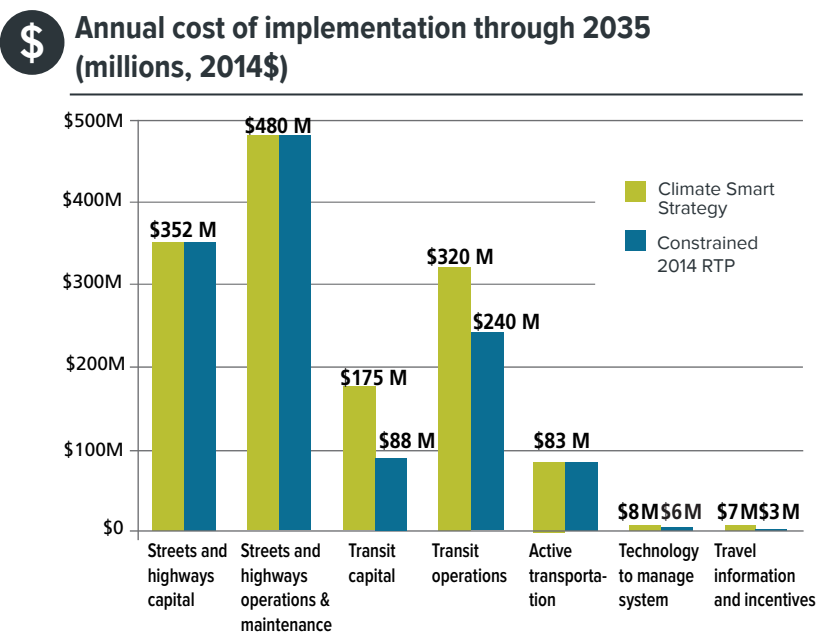
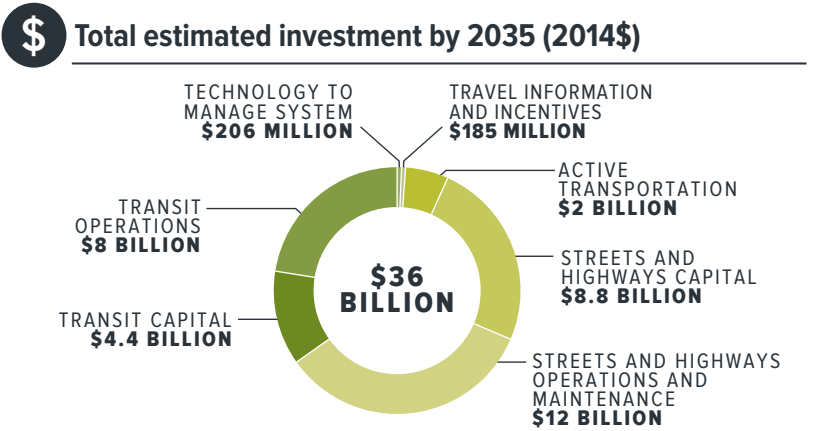


WHAT IS THE RETURN ON INVESTMENT?

Local and regional plans and visions are supported. The Climate Smart Strategy reflects local and regional investment priorities adopted in the 2014 Regional Transportation Plan (RTP) to maintain our existing transportation system and address other transportation needs in the region. At \$36 billion over 25 years, the overall cost of the strategy is less than the full 2014 RTP (\$41 billion), but about \$5 billion more than the financially constrained 2014 RTP (\$31 billion).*

More transportation options are available. As shown in the chart to the right, investment levels assumed in the Climate Smart Strategy are similar to those in the adopted financially constrained 2014 RTP, with the exception of increased investment in transit capital and operations region-wide. Analysis shows the high potential of these investments to reduce greenhouse gas emissions while improving access to jobs and services and supporting other community goals.

Households and businesses experience multiple benefits. The cost to implement the Climate Smart Strategy is estimated to be \$945 million per year, plus an estimated \$480 million per year needed to maintain and operate our street and highway system. While this is about \$630 million more than we currently spend as a region, analysis shows multiple benefits and a significant return on investment. In the long run, the strategy can help people live healthier lives and save households and businesses money.



* The financially constrained 2014 RTP refers to the priority investments that can be funded with existing and anticipated new revenues identified by federal, state and local governments. The full 2014 RTP refers to all of the investments that have been identified to meet current and future regional transportation needs in the region. It assumes additional funding beyond currently anticipated revenues.

About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

Metro Council President
Tom Hughes

Metro Council
Shirley Craddick, District 1
Carlotta Collette, District 2
Craig Dirksen, District 3
Kathryn Harrington, District 4
Sam Chase, District 5
Bob Stacey, District 6

Auditor
Brian Evans



MOVING FORWARD

Adopted with broad support from local, regional and state partners, the Climate Smart Strategy is now under review by the Oregon Land Conservation and Development Commission for approval. If approved, the strategy will be implemented through ongoing local and regional efforts to build healthy and equitable communities and a strong economy.

February to May 2015 LCDC reviews and considers approval of Climate Smart Strategy

Throughout 2015 and 2016 Metro works with partners to implement short list of climate smart actions

May to Fall 2015 Metro works with partners to shape work plan and engagement process for the next required update to the Regional Transportation Plan (due in 2018) to further implement the Climate Smart Strategy and meet state and federal planning requirements

Fall 2015 Metro Council approves work plan and engagement process for the 2018 RTP update

Fall 2015 to Late-2017 Metro works with partners to update the RTP

Mid-2018 JPACT and Metro Council consider adoption of 2018 RTP

SHORT LIST OF CLIMATE SMART ACTIONS FOR 2015 AND 2016

Adoption of the strategy also included broad support to pursue three actions in 2015 and 2016 to demonstrate the region's shared commitment to immediately begin implementing the strategy.

1. Advocate for increased transportation funding for all modes.
2. Advocate for federal and state actions that lead to cleaner, low carbon fuels and more fuel-efficient vehicles in Oregon.
3. Seek resources and technical assistance to advance community and regional demonstration projects that combine the most effective greenhouse gas emissions reduction strategies.

MPAC Worksheet

Agenda Item Title: Urban growth management decision: Portland's Comprehensive Plan update

Presenter: Ted Reid, Principal Regional Planner, Metro
Tom Armstrong, Supervising Planner, Bureau of Planning and Sustainability, City of Portland
Jackie Dingfelder, Senior Policy Director, Office of Mayor Hales, City of Portland

Contact for this worksheet/presentation: Ted Reid, ted.reid@oregonmetro.gov, 503-797-1768

Council Liaison Sponsor: none

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

Information	<input checked="" type="checkbox"/>
Update	<input type="checkbox"/>
Discussion	<input checked="" type="checkbox"/>
Action	<input type="checkbox"/>

MPAC Target Meeting Date: February 25, 2015

Amount of time needed for:

Presentation	<u>30</u>
Discussion	<u>30</u>

Purpose/Objective:

Provide MPAC with a briefing on the City of Portland's comprehensive plan update (note - this is one of a few topics related to Portland's development potential that staff will bring to MPAC this spring).

Action Requested/Outcome:

No MPAC action requested at this time.

Background and context:

The urban growth report (UGR) that the Metro Council accepted in its draft form in December 2014 provides the Council, MPAC and others with an opportunity to review challenges and opportunities associated with implementing regional and local plans. The draft UGR found that, with currently adopted city and county plans, the region can accommodate expected population and employment growth inside the existing urban growth boundary (UGB). On MPAC's advice, when accepting the draft UGR, the Metro Council identified a number of topics that would benefit from additional discussion in 2015.

Since that time, the state Land Conservation and Development Commission, in response to a Court of Appeals ruling, remanded parts of the region's urban and rural reserves. As discussed at previous MPAC meetings in 2015, this remand has implications for the Council's urban growth management decision. At the February 17, 2015 work session, Council directed staff to proceed with a revised work program. MPAC heard an overview of that work program at its February 25, 2015 meeting. The revised work program leads to a Metro Council process decision in fall 2015:

Option 1: conclude the urban growth management decision in 2015, prior to resolution of the urban reserves in Clackamas and Multnomah counties.¹

Option 2: request an extension from the state for the urban growth management decision to wait for the resolution of urban reserves and to allow for additional discussion of housing needs.

In order to inform the Council's decision-making on which growth management process option to pursue in fall 2015, Council directed staff that it wished to focus discussions in spring of 2015 on the following three topics:

- How much residential development should be assumed is likely in the region's centers and corridors, including those in Portland?
- How much residential development should be assumed is likely in the City of Damascus?
- Should the region plan for the midpoint of the forecast range, which has the highest probability, or should the region plan for higher or lower growth?

The April 8 MPAC meeting will address the first topic, focusing on the City of Portland's update of its Comprehensive Plan. Additional MPAC meetings on Portland's development potential are scheduled for this spring and are likely to include a discussion of past development activity in urban areas, the perspectives of urban developers, and a tour of some of the places in Portland that have seen development activity.

The Portland Comprehensive Plan is a long-range 20-year plan that sets the framework for the physical development of the city. Portland originally developed its Comprehensive Plan in 1980; periodic updates of the plan are mandated by the State of Oregon. The Comprehensive Plan Update will help to implement the Portland Plan, the City's strategic plan for a prosperous, educated, healthy, equitable and resilient Portland. Please note that the draft 2014 UGR relies on the City of Portland's currently-adopted comprehensive plan, not the pending update.

As MPAC will recall, staff noted in a February 12, 2014 memo to the Metro Council that different policy direction is needed to come to a different conclusion than that of the draft UGR. This is because adopted plans and policies can accommodate significantly more growth than is forecast for the next 20 years. Consequently, assuming less development in Damascus or Portland would likely mean that households could locate elsewhere inside Metro's UGB or in neighboring cities or that a lower regional population growth rate could be achieved. Likewise, assuming a higher growth rate in the range forecast would likely mean that more households would locate both inside the Metro UGB (allowable under adopted plans) and in neighbor cities. Staff believes that it is a policy decision whether these potential outcomes are desirable and whether a UGB expansion would improve those outcomes.

As previously noted, it remains untested in the courts whether Metro can assume anything less than zoned capacity in its housing needs assessment. This question was raised with the 2011 UGB expansion, but was rendered moot by HB 4078 (Grand Bargain).

¹ The Council could also choose to initiate a new growth management decision cycle before the next state-mandated urban growth report would be due.

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

At its February 25, 2015 meeting, MPAC heard an overview of the work program that the Metro Council has asked staff to complete. One of the topics listed in the work program is the City of Portland's update of its Comprehensive Plan, which will be discussed at the April 8 meeting.

What packet material do you plan to include?

- Portland draft 2035 Comprehensive Plan: Introduction
- Portland draft 2035 Comprehensive Plan: Urban Design Direction

What is the schedule for future consideration of item?

Date	Meeting	Topic
2-17-15	Council	Work program
2-25-15	MPAC	Work program
3-31-15	Council	Portland's comprehensive plan update
4-8-15	MPAC	Portland's comprehensive plan update
4-22-15	MPAC	Likelihood of development in urban centers such as Portland
5-5-15	Council	Likelihood of development in urban centers such as Portland
5-12-15	Council	Development trends in past UGB expansion areas and the likelihood of development in Damascus
5-13-15 or 5-27-15	MPAC	Development trends in past UGB expansion areas and the likelihood of development in Damascus
6-10-15	MPAC, Council invited	Tour of recent developments in the City of Portland
6-16-15	Council	Planning within a range forecast
6-23-15	Council	Recap of spring 2015 growth management discussions; opportunity to request additional discussion at MPAC
6-24-15	MPAC	Planning within a range forecast
7-8-15	MPAC	Recap of spring 2015 growth management discussions
9-15-15	Council	Discuss COO recommendation Request recommendations from MPAC
9-23-15	MPAC	Discuss COO recommendation Action: MPAC recommendation to Council
Fall (TBD)	Council	Action: decision on how to proceed (conclude decision in 2015 or ask for extension)

COMPREHENSIVE PLAN UPDATE 2014

3.18.2015

URBAN DESIGN DIRECTION

CONCEPT • OBJECTIVES • FRAMEWORK

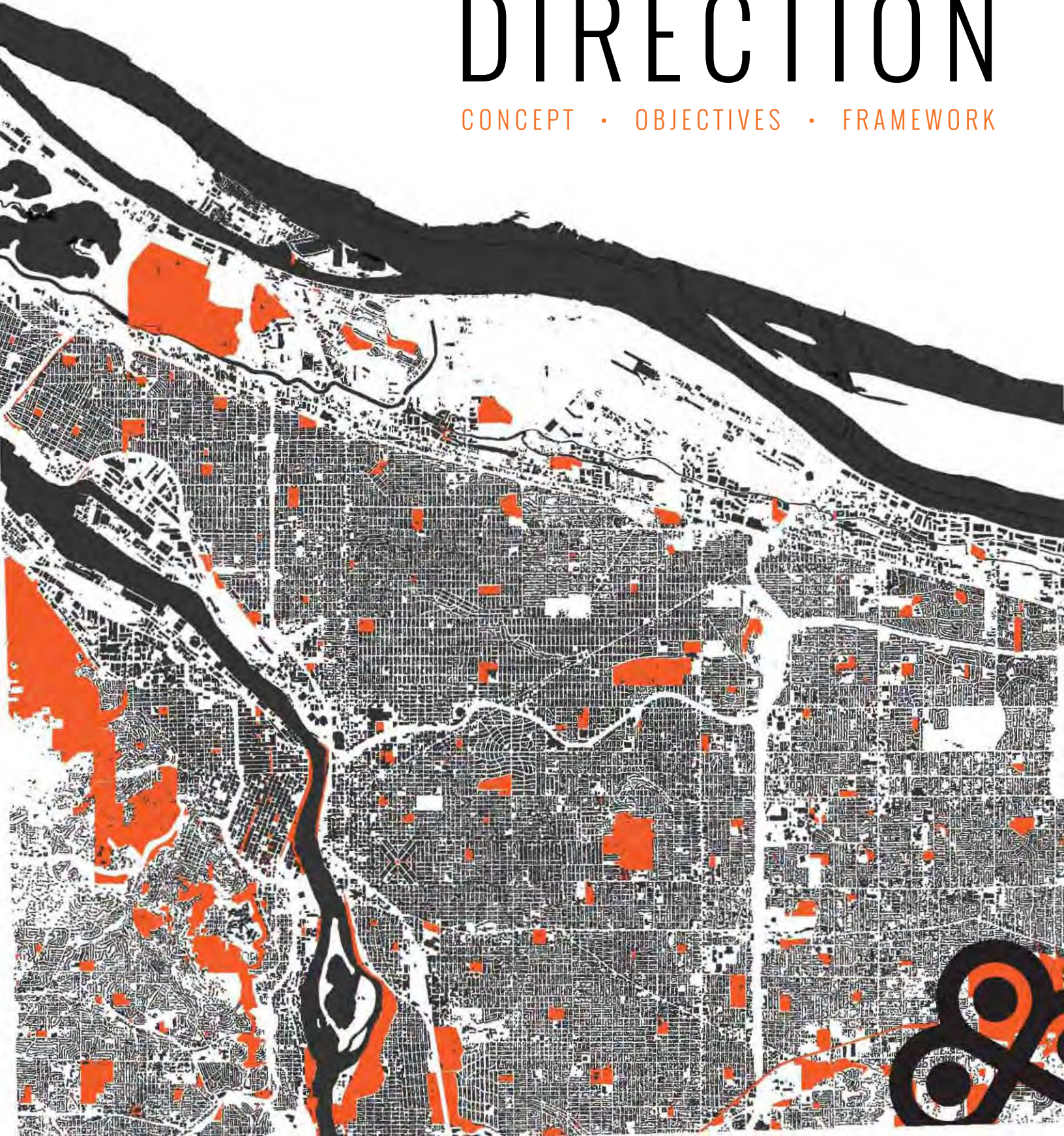


TABLE OF CONTENTS

URBAN DESIGN CONCEPT	6
A schematic visual representation of Portland and how it will grow and change	
EXISTING CONDITIONS	8
Key challenges and directions for Portland's ongoing design and development	
URBAN DESIGN OBJECTIVES	12
Description of the City's design intentions and how they will shape the city over the next 25 years	
URBAN DESIGN FRAMEWORK	18
A presentation of the Urban Design Framework that includes fine-grained descriptions of key design elements, such as centers, greenways, and corridors	
• Centers	20
• Corridors	24
• Transit Station Areas	28
• City Greenways	30
• Urban Habitat Corridors	32
• Employment Areas	34
• Pattern Areas	36

This document is a supporting piece to Portland's Comprehensive Plan. It outlines an urban design direction for the city by compiling, illustrating and describing many goals and policies from the Comprehensive Plan that address the physical form of the city. Using a concept, a short set of objectives and a more specific framework map it illustrates schematically how the different physical places of Portland will grow and change over the next 25 years.

This document looks at the city equitably, acknowledging that the city is not all the same across its geography, that different people use public spaces differently, and that there are larger physical systems necessary to serve, link and hold the disparate communities of Portland together. This document is focused on the goals and policies of the Comprehensive Plan that address the biggest natural and built forms of the city – the places, districts, streets and open spaces where Portlanders interact with each other every day.

This document offers a range of resources for Portlanders to better understand the physical effects of the Comprehensive Plan's goals and policies. It aims to provide a clearer sense of what these goals and policies will look and feel like at the level of streets and neighborhoods.

To read the full Comprehensive Plan, its goals and policies, project list and land use/zoning map, please visit: www.portlandoregon.gov/bps/pdxcompplan or call the Bureau of Planning and Sustainability at (503) 823-7700.



URBAN DESIGN DIRECTION



BUILDING ON PORTLAND'S STRENGTHS

Portlanders love Portland for lots of idiosyncratic reasons, but most agree that it has a rich and varied collection of neighborhoods and districts, strong connections to the Pacific Northwest's ecological diversity, and a compelling mix of history and culture.

Residents and businesses owners alike value its attractive walkable neighborhoods, active downtown, growing main streets, and improving industrial and recreational waterfronts. Portland's natural setting and landscape are beautiful and varied, and home to an appealing mix of historic buildings and districts, a vibrant food and beverage culture, varied art and music offerings, and first rate schools and universities.

PAST



Early platting from the 19th Century looking east across downtown

A HISTORY OF DESIGNING GREAT PLACES

Portlanders are, to varying degrees, familiar with urban design and long-range land use and transportation planning. The city has been pro-actively and collaboratively planning its future with the community for the past several decades. To remain a national leader in the art of sustainable city-building and to stay in front of future challenges, Portland must build on lessons learned locally and by observing successful approaches employed by other cities, both domestically and abroad. These include:

- Integrating higher density land uses with safe active transportation and transit systems are critical in reducing the city's overall carbon emissions.
- Creating complete communities that offer a range of well-designed housing options and costs will support a diverse, resilient age-friendly city.
- Compact neighborhoods and districts that offer walkable access to everyday services, like grocery stores will attribute to healthier lifestyles as more people choose to walk, bike, and take transit instead of driving.
- Developing well-designed buildings, open spaces, and streetscapes creates successful places. Diversity is essential – there needs to be openness to innovation as well as respect for existing local character and responsiveness to how that character is different in different parts of the city.



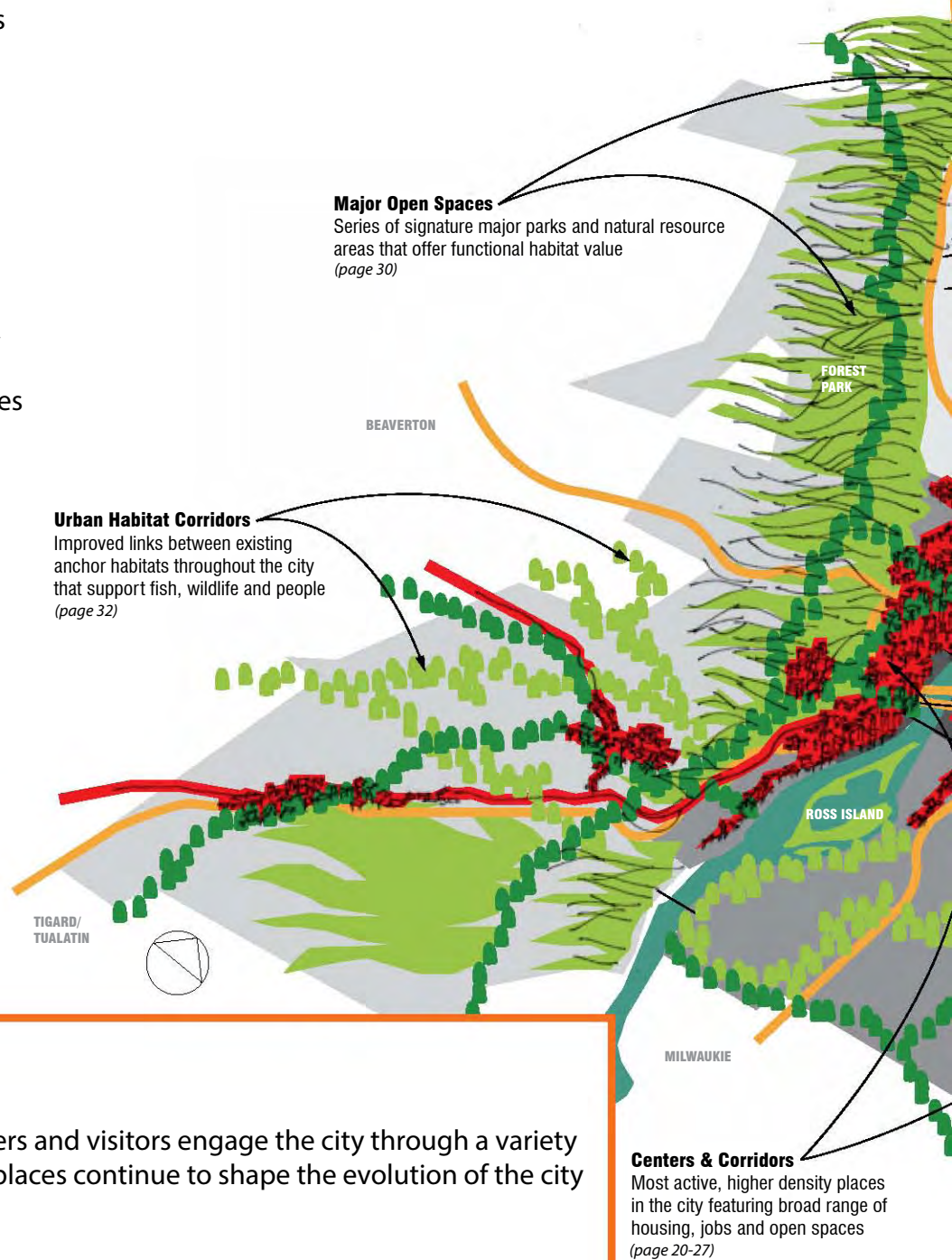
PRESENT



URBAN DESIGN CONCEPT

Urban design is a process that helps describe the physical qualities of existing and future places in cities.

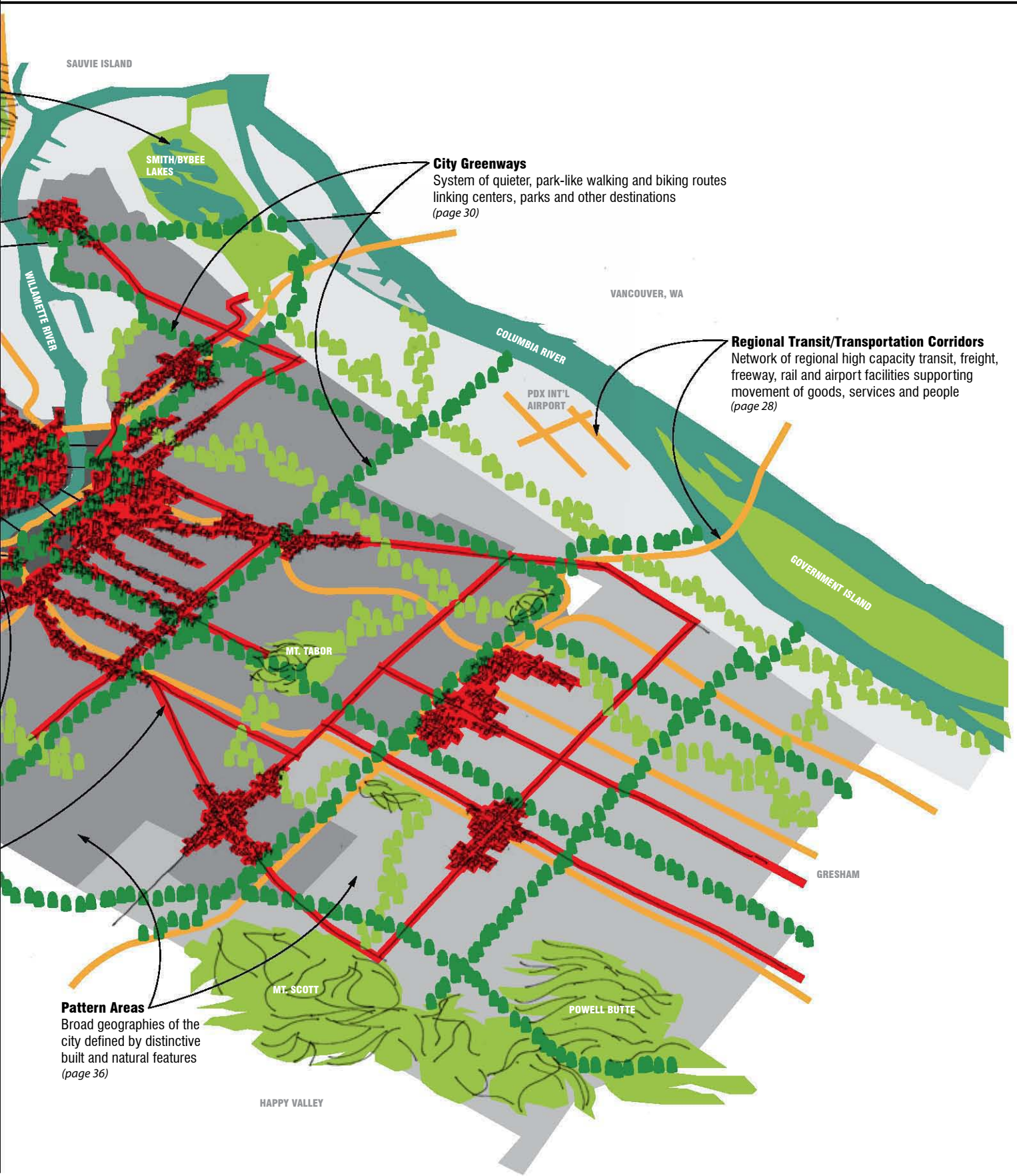
Urban design concepts are diagrams of places that convey big ideas or moves without strict specificity to geography, population or land use. Most urban design concepts are intended to be flexible, allowing implementation options as technology, priorities or opportunities shift over time.



PORTLAND IN 2035

In 2035, Portland's residents, workers and visitors engage the city through a variety of urban experiences. People and places continue to shape the evolution of the city and are supported by:

- **Stronger visual and physical links to the city's natural setting**, its open spaces and landscape – the Columbia and Willamette rivers, meandering waterways, buttes, ridges and hills.
- **Vibrant and more densely-developed centers and corridors**, from the West Hills to downtown to Powell Butte, offer a range of shopping, services and amenities, housed in a variety of buildings – old and new, small and large.
- **A comprehensive network of transit and freight corridors, city greenways and urban habitat pathways** link people, water and wildlife to different parts of the city and region.



City Greenways
System of quieter, park-like walking and biking routes linking centers, parks and other destinations
(page 30)

Regional Transit/Transportation Corridors
Network of regional high capacity transit, freight, freeway, rail and airport facilities supporting movement of goods, services and people
(page 28)

Pattern Areas
Broad geographies of the city defined by distinctive built and natural features
(page 36)

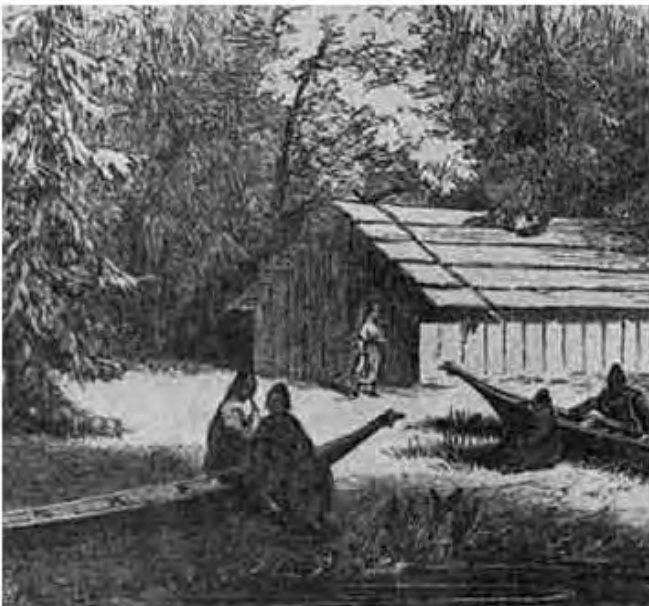
PORTLAND'S PHYSICAL EVOLUTION

Portland is cradled by rivers and mountains. It is situated on the banks of the Willamette River roughly ten miles from its confluence with the larger Columbia River, and some 70 miles inland from the Pacific Ocean. The city lies at the northern end of the Willamette River Valley, between the Oregon Coast and Cascade Ranges. Portions of north and southwest Portland are in the Tualatin Mountains, more commonly known as the West Hills. Much of East Portland sits on the Boring Lava Field, an expansive extinct volcanic plateau that generated roughly 30 cinder cones, including Mount Tabor.



THE PORTLAND BASIN (PRE 1843)

This distinctive landscape at the gateway to the Columbia River Gorge was home to many groups of Chinookan-speaking peoples for thousands of years prior to Euro-American settlement in the nineteenth century. Abundant food including salmon, large and small game and a variety of plant foods, such as wapato, was found in rich river and forest habitats. A relatively mild climate and plentiful natural resources supported one of the densest populations of Native Americans with numerous villages of large, multi-family plank houses.



Early 1850s Sketch of Chinook Plankhouse and Canoes

A 19TH CENTURY WESTERN CITY (1843-1880)

Portland was founded in 1843 on the Donation Land Claim owned by William Overton and Asa Lovejoy, on a spot known as "The Clearing," where Native Americans and traders rested along the Willamette River en route between Oregon City and Fort Vancouver. Portland grew rapidly to almost 20,000 residents by 1880 and was the largest city in the Pacific Northwest, driven by a maritime trade economy that supplied a large hinterland and linked the region's agricultural and natural resources to markets around the globe. Portland was anchored by a dense central business district with multi-story cast-iron commercial buildings and an active waterfront, closely surrounded by low-scale, wood frame residences.

THE STREETCAR ERA (LATE 1800S - 1930)

Portland expanded with the development of a tight grid of streets and small single-family lots laid out along streetcar lines that extended from downtown. Mixed use, multi-story buildings with ground floor storefronts and housing or offices above lined streetcar streets. Portland's first city plans (Olmstead 1903, Bennett 1912, and Cheney 1921) imposed a more formal order on the organically growing cityscape. Civic spaces and parks, lush parkways and grand boulevards, and land use regulations became standard.

POST WORLD WAR II (1945-1973)

Like the rest of the nation, Portland experienced the euphoria of transportation independence enabled by the private automobile. Residential suburbs grew and demand for space in the central city declined. Numerous historic buildings in the city's core were demolished, in part to create parking lots. Freeway and arterial street construction served suburban growth. Thousands of Portlanders were displaced by urban renewal programs aimed at revitalizing the central city.

PORTLAND'S 1ST COMPREHENSIVE PLAN (1973-1980)

In 1973 Oregon Senate Bill 100 was passed, requiring all jurisdictions in Oregon to develop comprehensive plans to guide growth. Portland's first Comprehensive Plan in 1980 was developed around a concept of "Nodes and Noodles". Nodes are places of concentrated urban activity, including higher density housing and employment. Noodles are the primary corridors or streets that connect the nodes.

In 1980, Portland's geography was roughly 25% smaller than it is today. During the 1980s and 1990s Portland grew through annexation of lands in East and Southwest Portland. Development of these areas followed a typically suburban pattern, characterized by expressways and state highways, larger blocks, fewer local street connections and single-use commercial buildings with large surface parking lots.



Streetcar System Map, 1918



"Nodes and Noodles" Concept

CURRENT DESIGN ISSUES (1980-2014)

Portland's history offers many lessons that can inform future planning, design and development priorities. Portland is a national leader in land use, transportation planning, urban design and sustainable city development. But change is inevitable and continued success requires proactive and thoughtful action to respond to new challenges and emerging opportunities.

Portland is growing, and will continue to grow. This is both a challenge and an opportunity. Over 200,000 new people are expected to arrive in the next 25 years, and more will likely follow. But today Portland is still less than half as dense as sprawling Los Angeles, California, and there is great potential for new buildings and development. Ensuring that new structures complement existing districts and neighborhoods will help Portland meet goals around complete communities, transit, employment lands and green space. More specifically, the current design issues are to:

■ PLAN FOR COMPLETE NEIGHBORHOODS

The parts of Portland developed in the streetcar era (roughly 1915 – 1930) already have many features of walkable complete neighborhoods, such as multi-story buildings, well scaled streets and businesses and shops and restaurants that meet the everyday needs of residents. In these areas, new development can build on existing strengths, while recognizing important neighborhood differences.

East Portland and some parts of Southwest Portland grew later (roughly 1946 – 1965) and were much less walkable, with fewer intersections, sidewalks and mixed use multi-story buildings. Retail shops and services were spread out on busy arterial roads, making it difficult for people to walk or bike to stores, amenities or housing options suited to them at different times of their lives. In these parts of Portland, new place-specific plans for complete neighborhoods are needed as investments in streets, sidewalks and other infrastructure did not always happen as the areas developed. New neighborhood plans must take into account the different physical qualities of these unique parts of the city.



■ DESIGN A SAFER SYSTEM OF CONNECTIONS AND PATHWAYS

Portland has been a national leader in working with regional partners to develop networks of corridors for buses, light rail (MAX), walking and bicycling. These systems have been effective in growing numbers of transit riders, walkers and bicyclists - roughly 50% of work trips and 35% of all trips today - especially into and around downtown. Citywide, however, the numbers are lower and an approach that is attractive to more riders – offering more safety, diversity and clarity – is needed to encourage more walking, bicycling and transit trips into the future.

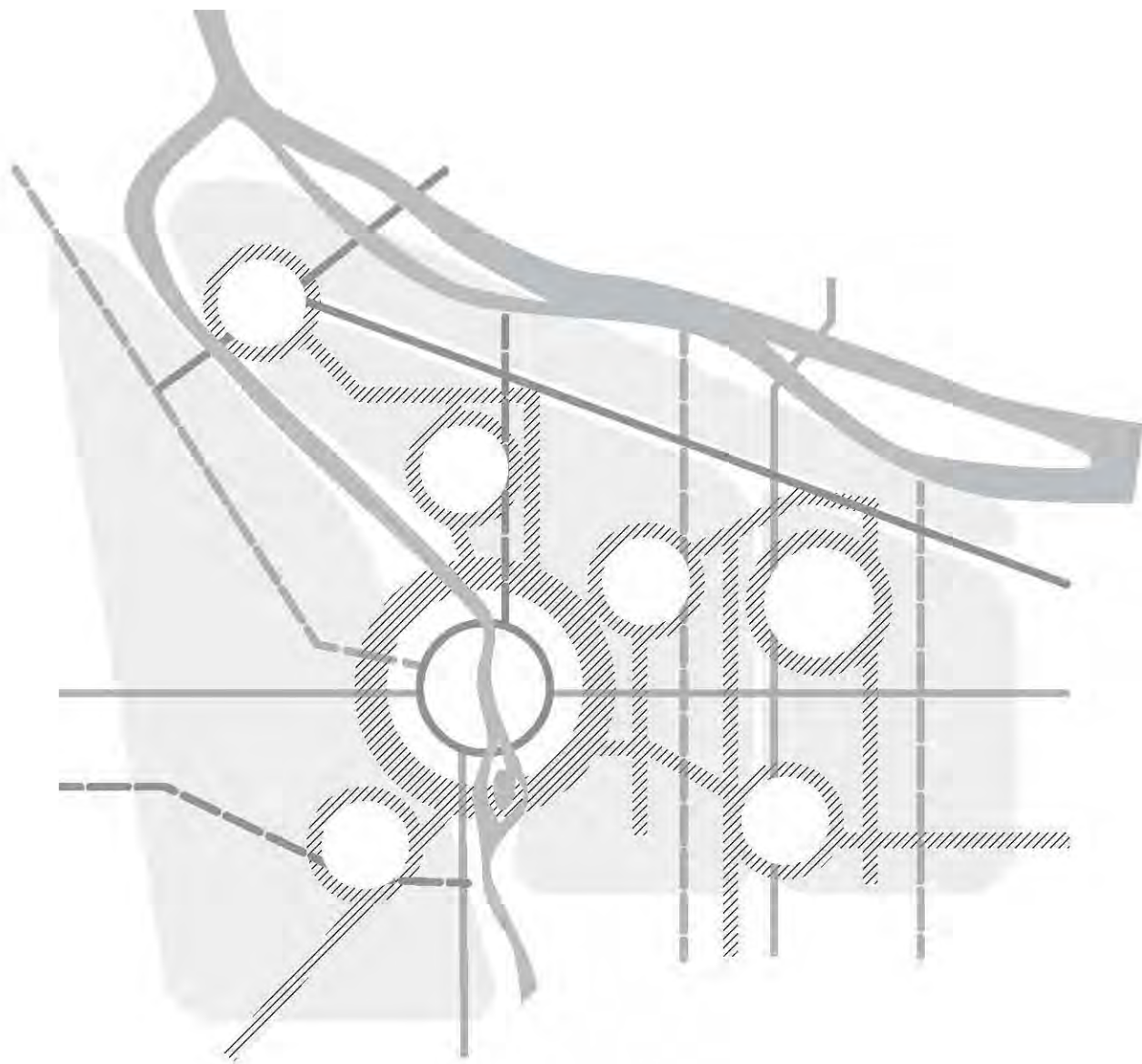
■ MAKE SPACE FOR EMPLOYMENT LANDS

Portland has many successful and growing business sectors, ranging from office clusters in the Central City to medical or college centers to industrial lands and districts. These sectors and employment areas have special physical space and infrastructure needs, and are frequently in competition with more lucrative mixed use or residential development. Ensuring that the city can provide enough space for these vital businesses and districts will be critical to accommodate business and job growth.

■ IMPROVE AND EXPAND GREEN SPACE

Most of the city's larger parks, open spaces and natural resource areas are at its edges, with few incursions into the heart of the city and few connections between green spaces. These areas, and potential future links between them, provide not only critical green spaces offering relief for Portland residents, workers and visitors, but also vital habitat for native species of fish, birds, pollinators and other wildlife.

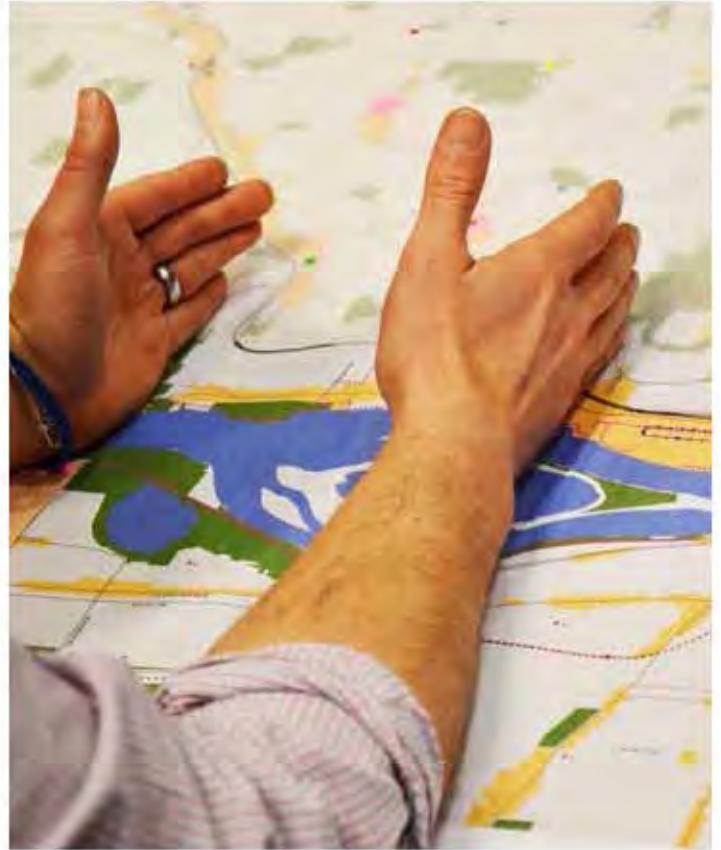




The **URBAN DESIGN OBJECTIVES** describe the city's primary design intentions over the next 25 years. These objectives are similar to the seven Key Directions of the Comprehensive Plan, but focus only on those aspects that relate to the physical form of Portland.

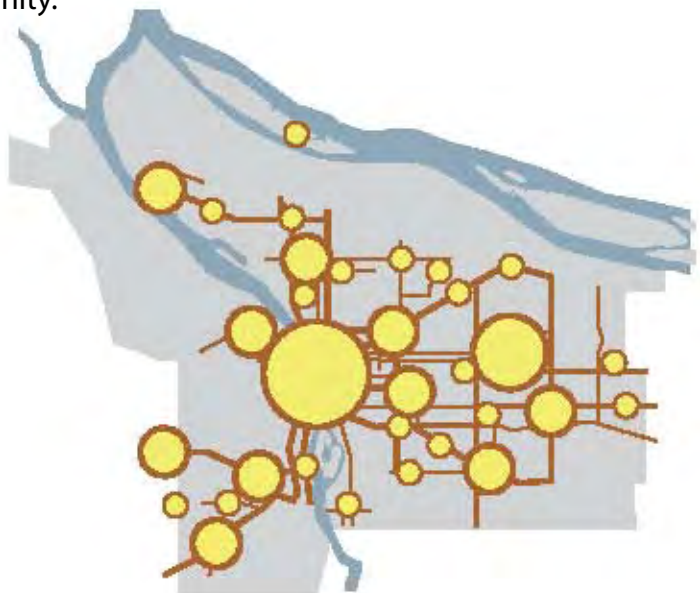
The Urban Design Objectives are informed by Portland's history and its existing physical assets – its people, places and distinctive features – and help to set direction for the future. Implementing the urban design objectives will ensure more equitable outcomes for all Portlanders, help to lower carbon emissions, promote job creation, enhance natural areas, improve mobility and strengthen the city's resilience.

The diagrams that accompany each objective include both existing and aspirational information. They should not be interpreted as maps and do not illustrate every place, connection or feature. More detailed information is available on the Framework maps that follow this section.



A. CREATE COMPLETE NEIGHBORHOODS

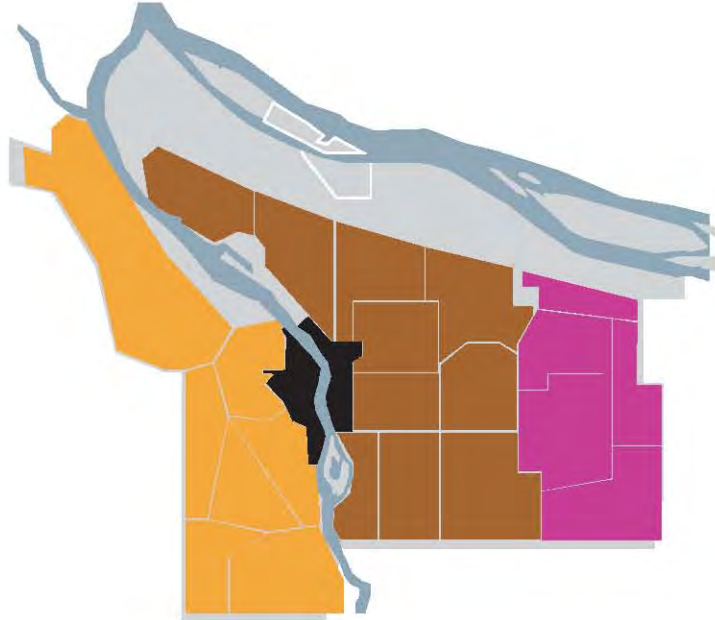
The city's preferred growth scenario creates complete neighborhoods by locating new households and jobs in centers and corridors, maximizing investments in infrastructure, reducing redevelopment pressures on open spaces, employment districts and lower density residential areas and adding new people, businesses and activities to the community.



URBAN DESIGN OBJECTIVES

B. PLAN AND DESIGN TO FIT LOCAL CONDITIONS

While all parts of the city will see redevelopment and change as the city continues to grow, the form and character of the new buildings, open spaces and connections will vary by pattern area, responding to local characteristics and building on them in new innovative ways.



C. CONNECT PEOPLE AND NEIGHBORHOODS

Developing a series of different types of connections, such as transit lines and city greenways will support more Portlanders by strengthening sense of place, reducing reliance on cars, and encouraging active healthy lifestyles.



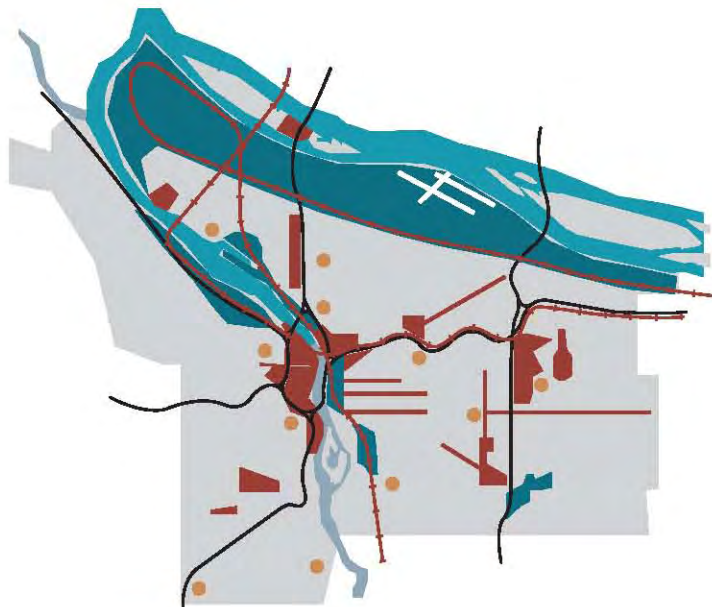
D. IMPROVE NATURAL AREAS AND OPEN SPACES

Improving and expanding natural areas and open spaces, and linking them with urban habitat corridors and other connections, will ensure that Portland will continue to be a healthy place to live and a resilient urban landscape as the climate changes.



E. ENCOURAGE JOB GROWTH

Industrial and employment districts have specialized building needs and system connections such as river ports, the airport, freeways, and heavy rail lines. These must be improved to maintain Portland's role as a diverse job center, key northwest port to Asia and home to several growing campuses, institutions and other business sectors.



PRIORITIZE INVESTMENTS

INVESTMENT STRATEGIES TAILORED TO NEIGHBORHOOD NEEDS

Since Portland's neighborhoods vary in size and local conditions, the Comprehensive Plan supports four investment strategies that tailor the type of investment to local needs and context.

1. Invest to reduce infrastructure disparities and improve livability.

This strategy is appropriate for places that are not expected to grow significantly, but have existing infrastructure deficiencies. Investments could improve the safety of streets, bicycle and pedestrian routes, and local parks. Economic development programs could support existing and new businesses, and improve neighborhood prosperity and vitality.

2. Invest to enhance and improve neighborhoods, increase affordability and accommodate growth.

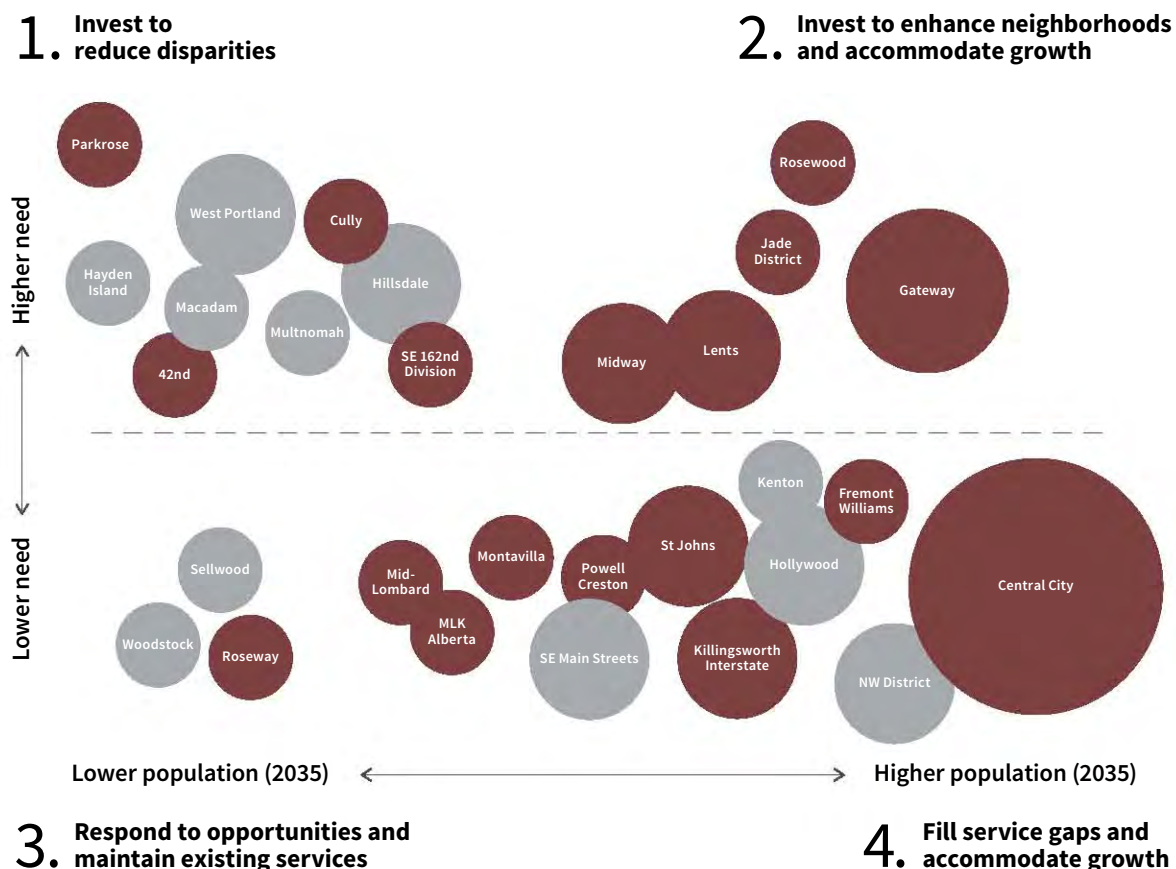
This strategy is aimed at places that lack basic infrastructure or services and either have many residents now, or will in the future. Investments could include improving streets, creating new parks and addressing other deficiencies. Economic development programs could help increase jobs and community services and preserve businesses in the area.

3. Invest to maintain existing services and respond to opportunities.

In these places, investments focus on maintaining existing infrastructure, increasing safety, as well as responding to opportunities.

4. Invest to enhance affordability and accommodate growth.

Some places have already benefited from public and private investments in services like light rail, complete streets and neighborhood business districts. Future investments should focus on making sure infrastructure can serve new residents, increase safety, fill remaining service gaps and expand affordable housing choices.



Portland's growth strategy of targeting new growth in centers and corridors is on the right track, but the city has a long way to go to accommodate increases in population and employment. The pace of change will vary in different parts of the city based on changing market conditions.

Generally, centers and corridors throughout the city are likely to see improvements to the public spaces in parks, open areas, streetscapes and enhancements to local transit and transportation options. These places are also likely to see new mixed use and multi-story buildings on sites with the most redevelopment potential, such as surface parking lots, underutilized parcels and vacant lands.

EXISTING



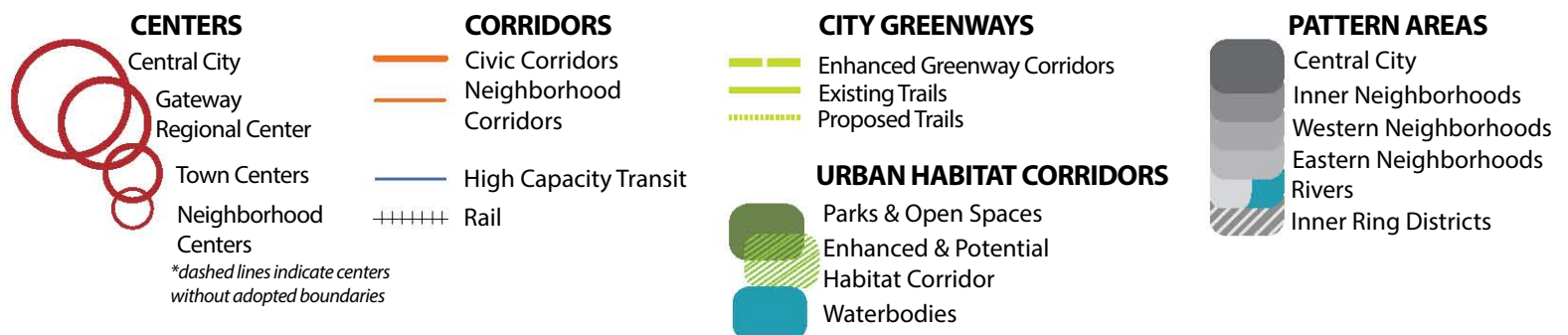
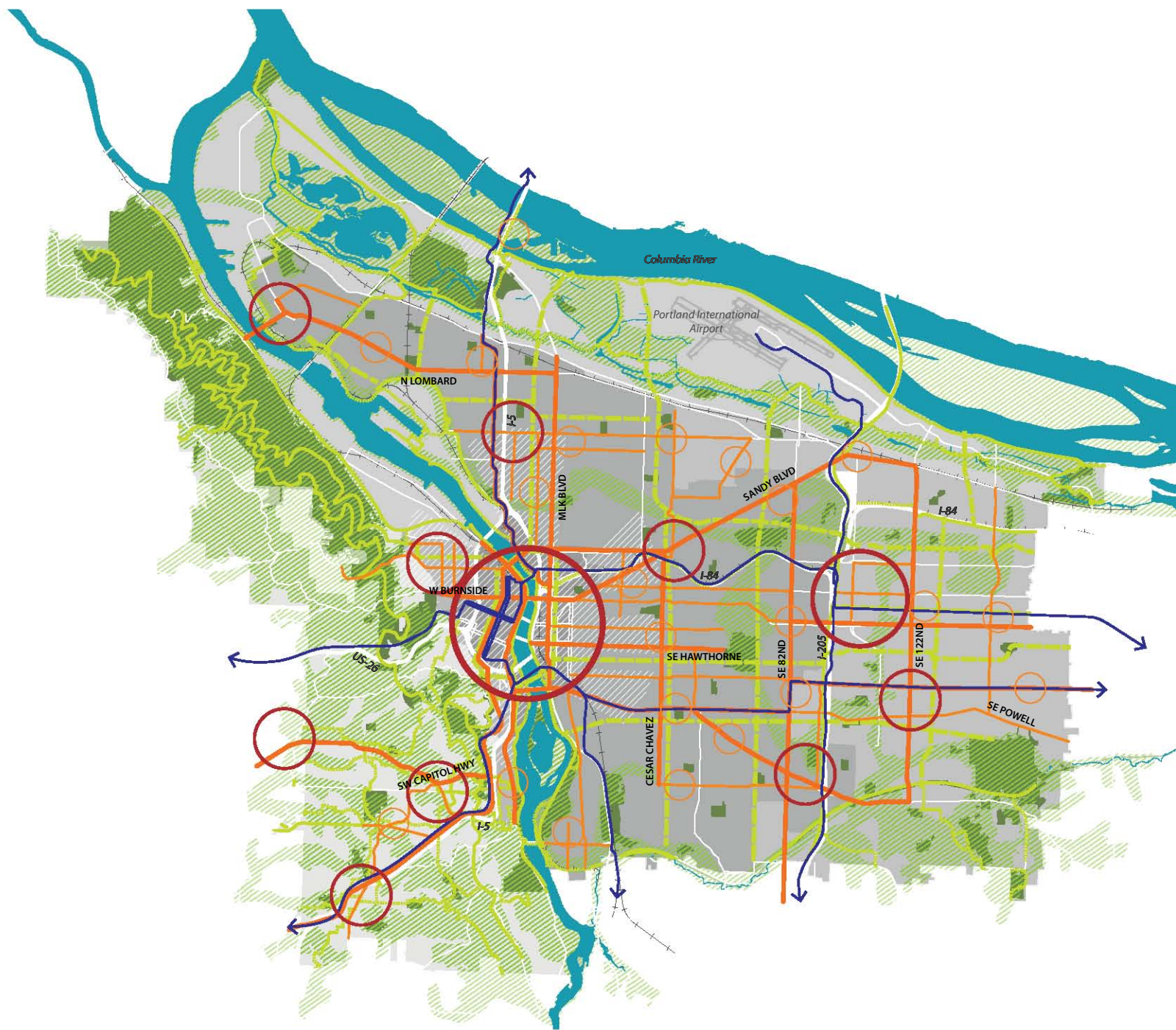
5-10 YEARS



25+ YEARS



URBAN DESIGN FRAMEWORK



The **URBAN DESIGN FRAMEWORK** brings the urban design objectives to the ground and details how the city will achieve them. It locates centers and corridors – areas expected to grow and change – within the context of the City’s distinctive natural and topographic features. It is intended to help shape conversations about existing and future places, connections and experiences, and the public infrastructure investments needed to support them.



CENTERS

Compact and growing mixed use urban areas of varying size provide access to jobs, commercial services, transit connections and housing options.



CORRIDORS

Major city streets with new growth offer critical connections to centers, links to transit, commercial services, jobs and housing options.



TRANSIT STATION AREAS

Station areas along high capacity transit lines connect people to important areas of residential, employment and urban development.



CITY GREENWAYS

A citywide network of trails, greenways and heritage parkways connect people to nature, parks and major destinations or centers.



URBAN HABITAT CORRIDORS

A system of enhanced urban habitat corridors connect fish, wildlife and people to key natural features throughout the city.



EMPLOYMENT AREAS

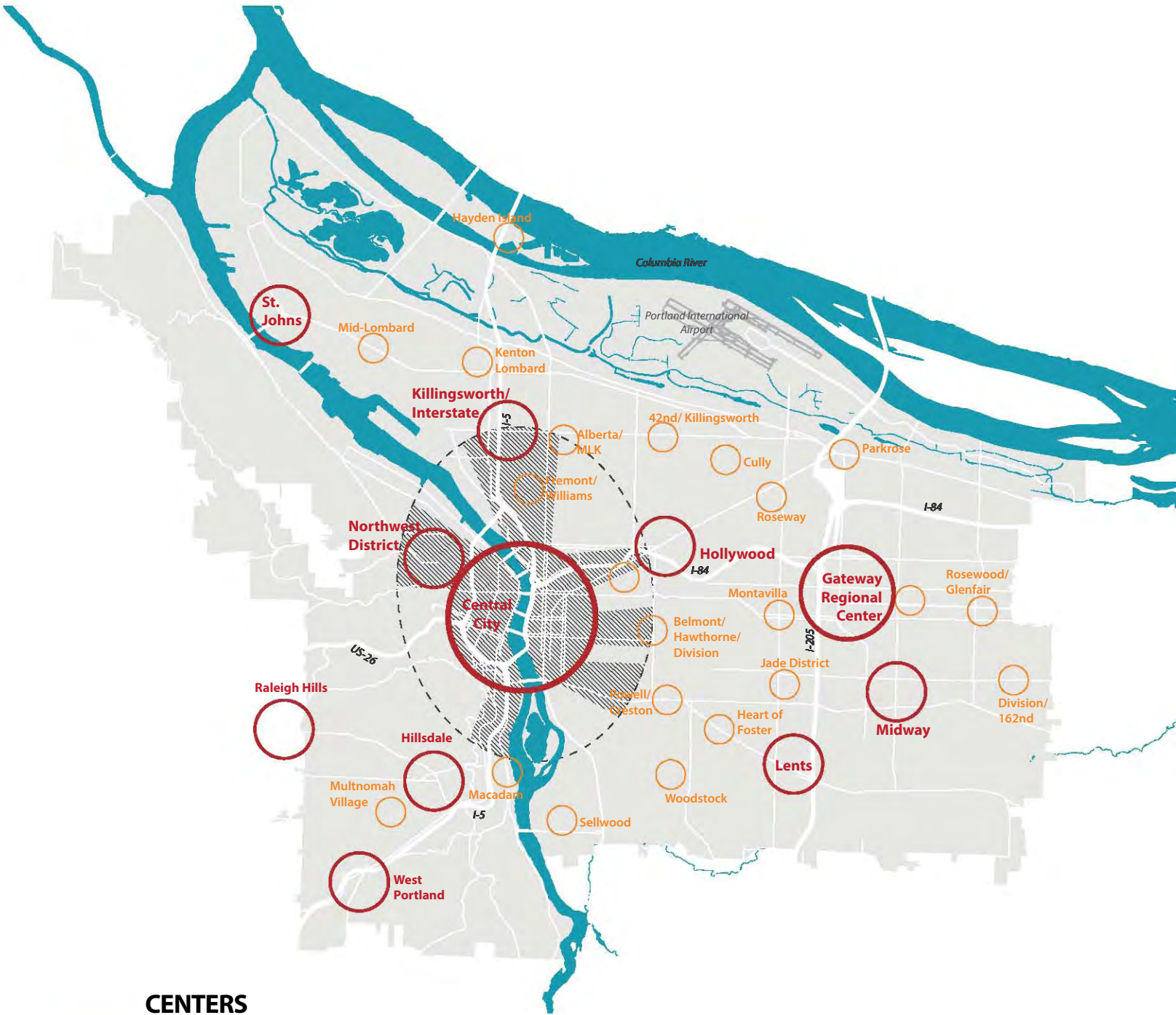
Diverse and growing areas of employment host a variety of business sectors in different parts of the city.



PATTERN AREAS

Portland’s broad geographies are defined by existing patterns of natural and built features.

CENTERS



CENTERS

- Central City
- Gateway Regional Center
- Town Centers
- Neighborhood Centers
- Inner Ring Districts

Part of the preferred growth scenario, **CENTERS** provide the primary areas for growth and change in Portland over the next 25 years. They are compact urban places that anchor complete neighborhoods, featuring retail stores and businesses (grocery stores, restaurants, markets, shops, etc.), civic amenities (libraries, schools, community centers, churches, temples, etc.) housing options, health clinics, employment centers and parks or other public gathering places. Targeting new growth in centers and the inner ring districts helps achieve goals of having more Portlanders live in complete neighborhoods, use more mass transit and active transportation, reduce their energy use and mitigate climate change.



CENTRAL CITY

The Central City is the region's premier center with jobs, services, and civic and cultural institutions that support the entire city and region. It includes major attractions, amenities and institutions not found anywhere else in the region, such as Portland State University, Tom McCall Waterfront Park, the Oregon Convention Center, the Portland Art Museum and the region's Transit Mall.



GATEWAY REGIONAL CENTER

Gateway Regional Center is East Portland's major center, providing the area and region with civic, employment and community services. It includes the City's second largest transit hub outside of downtown and good freeway access to regional destinations, such as Portland International Airport.



TOWN CENTERS

Town Centers, such as Hollywood or St. Johns, serve broad areas of the City. They are typically anchored by employment centers or institutions and feature a wide range of commercial and community services and have a wide range of housing options.



NEIGHBORHOOD CENTERS

Neighborhood Centers are smaller centers – frequently areas of focused activities along streets – that include a mixture of higher density commercial and residential buildings. Because these centers are smaller, there are many more of these citywide, meaning that many Portlanders are likely to live close to a neighborhood center.



INNER RING DISTRICTS

The Inner Ring Districts include some of Portland's oldest neighborhoods with several historic districts and a broad diversity of housing types. These areas feature multiple mixed-use transportation corridors, allowing most residents to live within a short, quarter-mile distance of frequent-service transit and neighborhood businesses. The districts are also served by a highly interconnected system of streets and sidewalks, and are within an easy, three-mile biking distance of the Central City's array of services, jobs, and amenities.

CENTERS: A COMPARISON

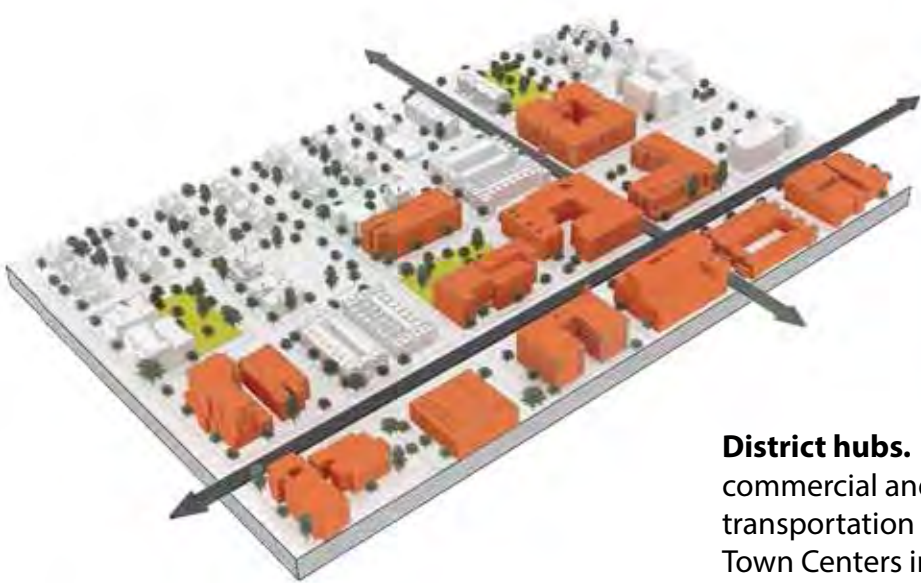
NEIGHBORHOOD CENTER



HOUSING	3,500 units
JOBS	Primarily retail/ service
BUILDING SCALE	Up to 4 stories

Local hubs. Neighborhood centers are hubs of commercial services, activity, and transportation for surrounding neighborhoods. They typically include small parks or plazas that support local activity and gathering. These smaller centers provide housing capacity within a half-mile radius for about half the population needed to support a full-service neighborhood business district (surrounding neighborhoods provide the rest of this population base).

TOWN CENTER



HOUSING	7,000 units
JOBS	Diverse employment/ institutions
BUILDING SCALE	Up to 5-7 stories

District hubs. Each Town Center is a hub of commercial and public services, activity, and transportation for the broad area of the city it serves. Town Centers include parks or public squares to support their roles as places of focused activity and population. They provide housing capacity within a half-mile radius for enough population to support a full-service neighborhood business district.



Corridor



New Development

REGIONAL CENTER



HOUSING	15,000 units
JOBS	Employment hub for East Portland (capacity for 15,000 jobs)
BUILDING SCALE	Up to 5-12 stories

East Portland's hub. Gateway anchors East Portland as a hub of employment, transportation, and commercial and public services. Gateway will be the location for public services and gathering places serving East Portland and the broader region. It has an important regional role in accommodating employment and housing growth.

CENTRAL CITY



HOUSING	67,000 units
JOBS	Regional employment hub (capacity for 248,000 jobs)
BUILDING SCALE	Up to 30+

The region's central hub. The Central City anchors Portland and the entire region with concentrations of jobs, services, and civic and cultural institutions, and is the region's central transportation hub. Its mixed-use districts are the location of Portland's largest concentrations of high-density housing, and its public places and the Willamette River waterfront are places of activity and gathering for the city and region.

CORRIDORS



CORRIDORS

- Civic Corridors
- Neighborhood Corridors
- Regional Truck Corridors

CORRIDORS, like centers, are part of the preferred growth scenario and are targeted areas for growth and change over the next 25 years. These are the City's busiest and most visible streets, offering good connections between different centers within the city as well as those outside of the city boundary. Corridors offer a considerable amount of redevelopment potential, and are currently the places that are closest to most Portlanders, linking them to transit services, neighborhood stores and shops, and a mix of housing and employment options.



CIVIC CORRIDORS

Civic Corridors are the City's busiest, widest and most prominent streets. They connect centers, help unite the City and region, and have the potential to be distinctive civic places of community pride. Besides their key transportation functions for traffic, freight and transit, Civic Corridors offer unique opportunities for signature types of lights, signs and street trees, as well as new pedestrian spaces to improve safety, visibility and livability.



NEIGHBORHOOD CORRIDORS

Neighborhood Corridors are narrower main streets that connect neighborhoods with each other and to other parts of the city. They support the viability of neighborhood business districts and provide locations for additional housing opportunities close to local services, amenities and transit lines.



REGIONAL TRUCK CORRIDORS

Regional Truck Corridors are the primary routes into and through the city for trucks. They help form the network that supports Portland as an important West Coast hub and a gateway for international and domestic trade. While the forms of these corridors are not expected to change significantly over the next 25 years as the city grows, they are integral to the growth of traded sector businesses such as manufacturing, warehousing and distribution industries.

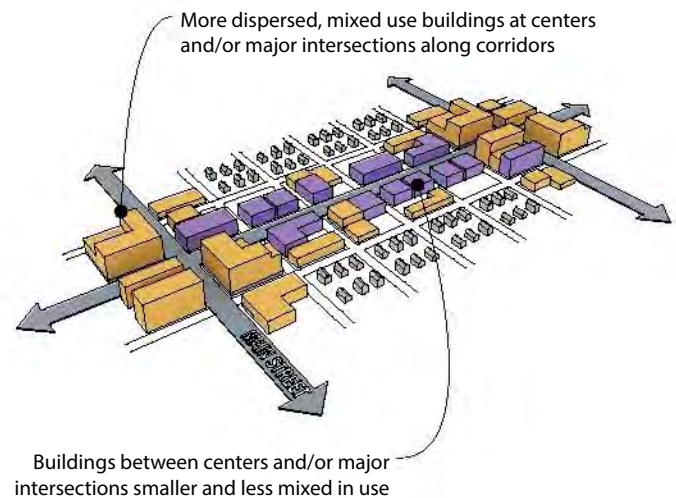
CORRIDORS: KEY CHARACTERISTICS

Civic and Neighborhood corridors are key parts of the city's growth strategy. The "corridor" is more than just the main street – it includes the adjacent building edges and in the case of some corridors, nearby parallel streets providing space for other functions.

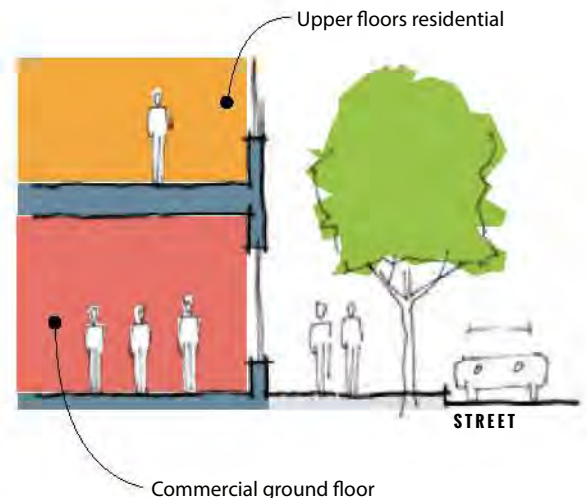
Civic Corridors are the city's largest, busiest streets with good transit connections, safe sidewalks, distinctive trees and planted areas, and big buildings creating active places where people want to be.

Neighborhood Corridors are smaller and more common than civic corridors, featuring smaller buildings, good bus service and active intersections. While new development along neighborhood corridors is typically adjacent to the main street, along civic corridors it can be more dispersed, extending one or two blocks away.

CORRIDOR SEGMENT DIAGRAM



A. COMMERCIAL AT STREET LEVEL



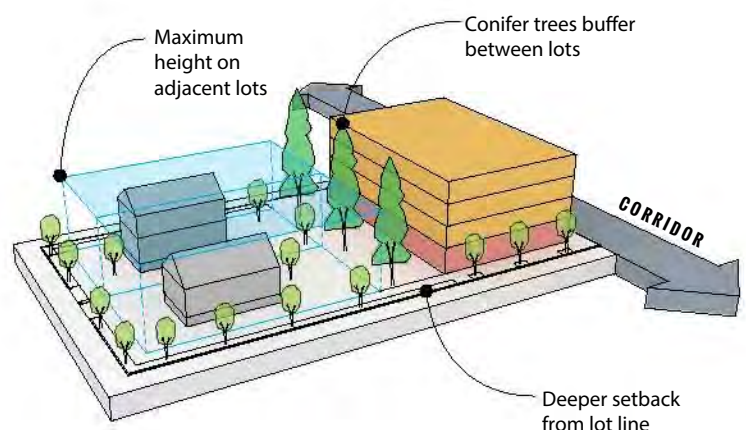
EDGES

Some active uses, such as retail shops or offices, work better closer to the noise, activity and bustling character of corridor sidewalks. Retail or commercial uses work well adjacent to the sidewalks of most corridors (A), especially when concentrated with other retail or commercial uses. Residential uses should be set back behind a landscaped buffer if proposed at grade (B) or elevated (C) if at or near the sidewalk edge, especially if located along a busy civic corridor.

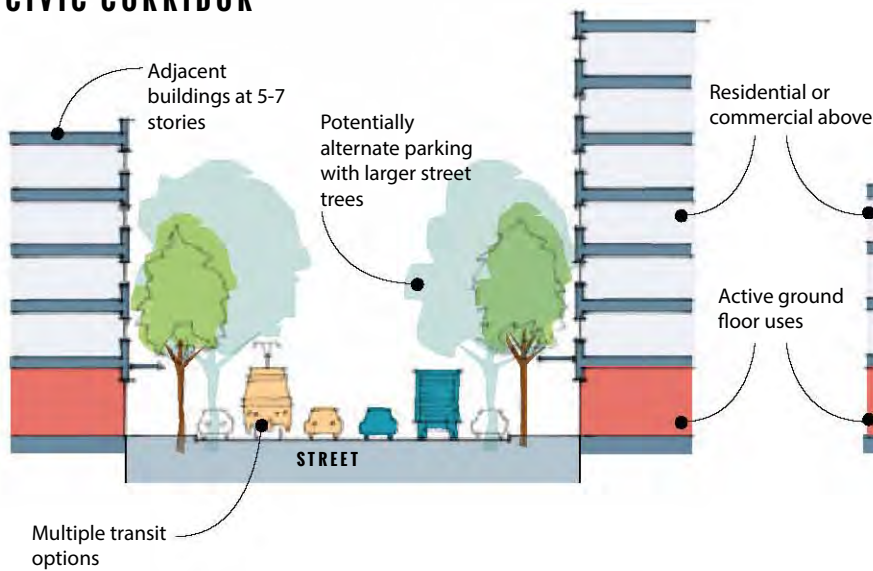
TRANSITIONS

New multistory buildings along corridors can transition to adjacent lower density sites and structures in a few ways. One way is to incorporate denser landscape materials, such as evergreen trees (A), for screening between existing and new residential units. Other ways include using step downs (B) or step backs (C) where larger building volumes "terrace" down toward adjacent lots, reducing the perceived mass of multi-story structures.

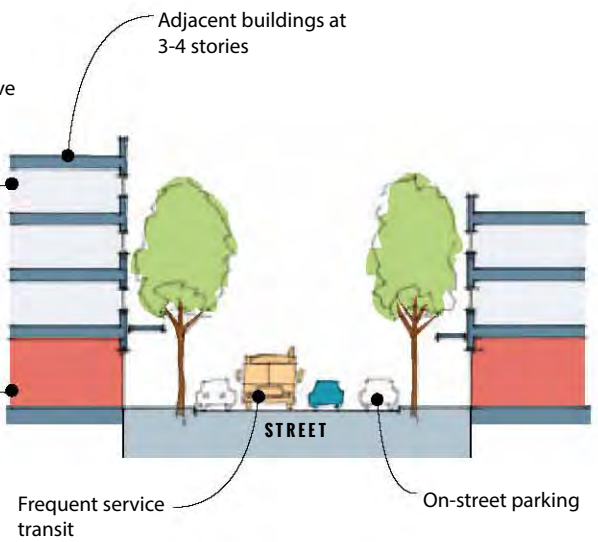
A. EVERGREEN



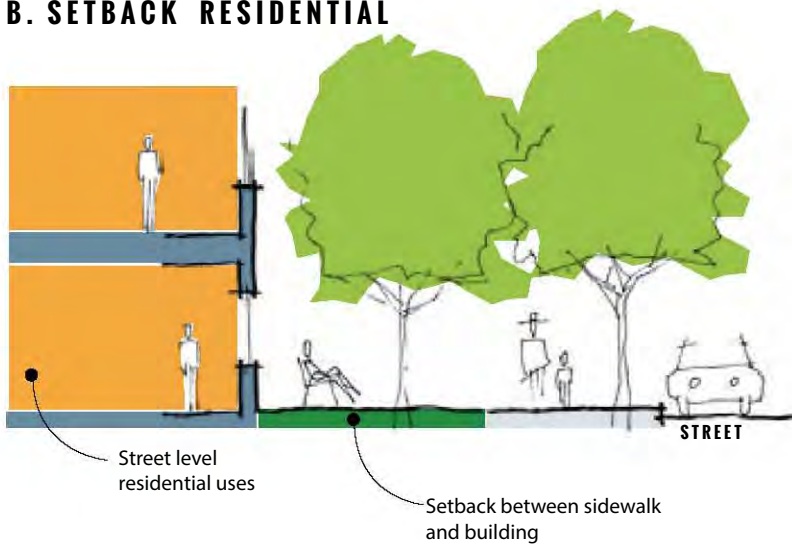
CIVIC CORRIDOR



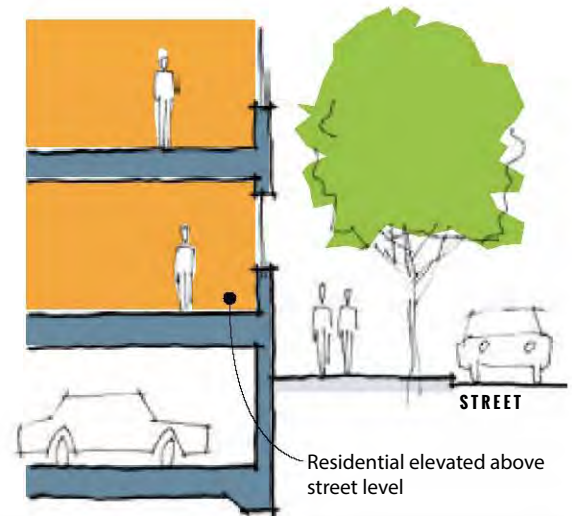
NEIGHBORHOOD CORRIDOR



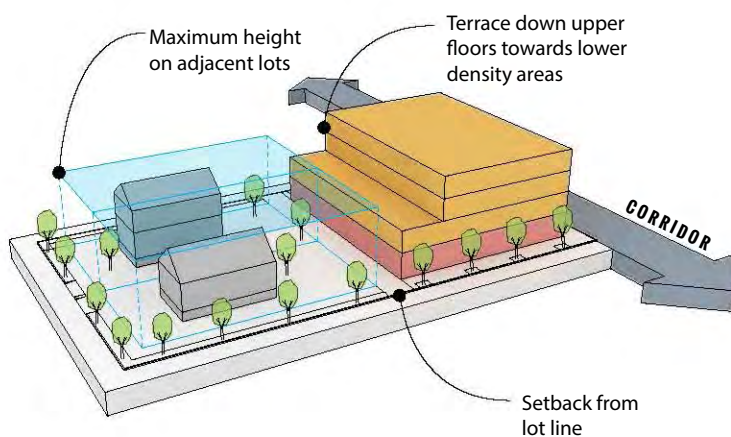
B. SETBACK RESIDENTIAL



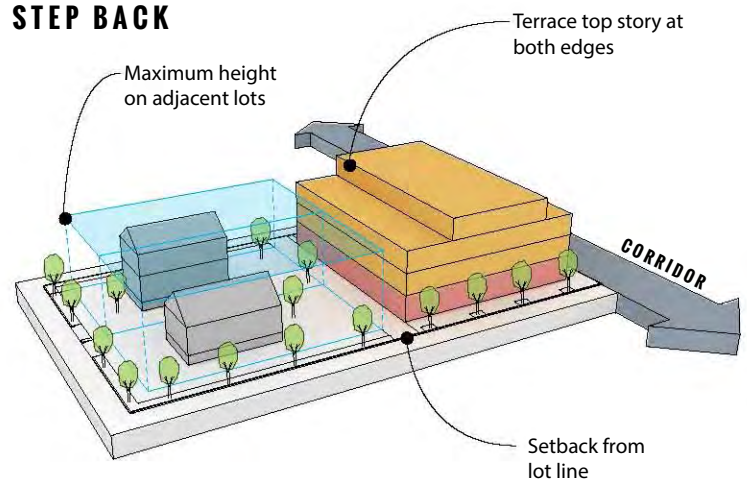
C. ELEVATED RESIDENTIAL



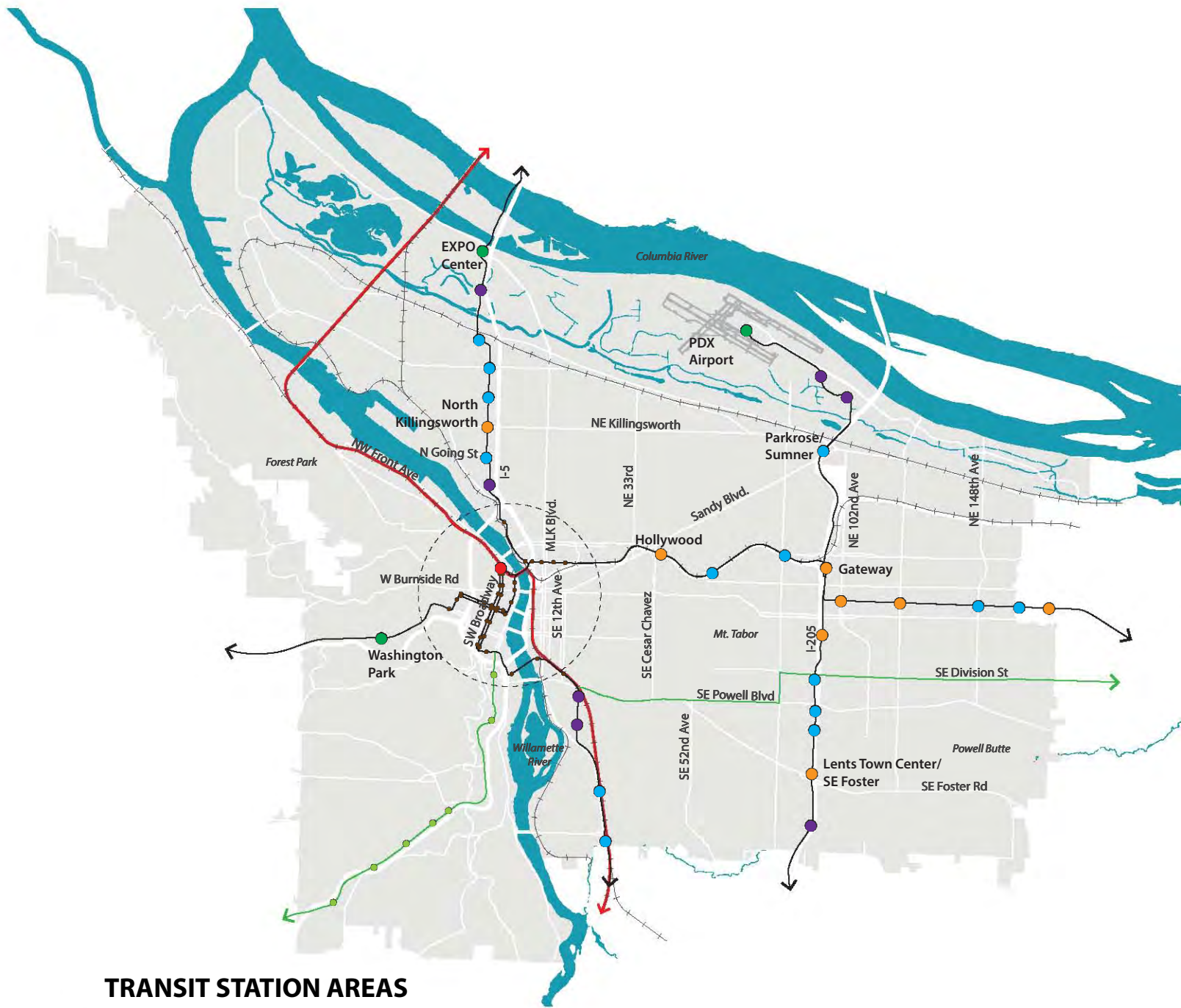
B. STEP DOWN



C. STEP BACK



TRANSIT STATION AREAS



TRANSIT STATION AREAS

- Center Stations
- Employment Stations
- Transit Neighborhood Stations
- Destination Stations
- Central City Stations
- Intercity passenger rail alignment
- Future transit alignment & potential station areas
- +++ Rail

Portland today has over 30 light rail **STATION AREAS**, many of which will be part of the City's centers and corridors growth strategy. Some station areas will be integrated into higher density environments that include a wide range of uses, development scales and connections to trails, paths or other transit lines. At other station locations, the surrounding development patterns may reflect a bias toward residential or employment uses and in some cases the station area may be at a regional destination or attraction without a lot of associated development.



CENTER STATIONS

Center Stations are part of a mixed-use center or corridor. They have the highest potential for mixed use development because they are near local services and businesses and they typically offer connections to other transit routes.



EMPLOYMENT STATIONS

Employment Stations serve areas with employment centers, concentrations of businesses or clusters of commercial and/or industrial uses. Residential development may not be an important component at these station locations.



TRANSIT NEIGHBORHOOD STATIONS

Transit Neighborhood Stations serve high-density housing areas and districts. Sites around these station areas are targeted to expand housing opportunities and choices enabling more people to live close to transit.



DESTINATION STATIONS

Destination Stations provide access to important destinations or attractions such as large parks, regional trail systems, the airport or the EXPO Center. While they are well connected to the surrounding transportation network, they may not have significant new development around them.

CITY GREENWAYS



CITY GREENWAYS

- Existing Trails
- Proposed Trails
- Enhanced Greenway Corridors
- Heritage Parkways
- Parks & Open Spaces

CITY GREENWAYS are a citywide network of trails and green, park-like corridors linking major centers, destinations, the rivers and other large open spaces. Regularly spaced greenways help promote active living, both for recreation and transportation, for people of all ages and abilities. The City Greenways system is made up of trails, heritage parkways, enhanced greenway corridors and neighborhood greenways. Neighborhood greenways, not illustrated here, extend the system into all neighborhoods of the city.



HERITAGE PARKWAYS

Heritage Parkway are iconic streets or segments of streets such as NE Ainsworth, SE Ladd or SE Reed College Place, that include elements such as linear parks, views, planted median strips or other types of distinctive landscaping or street design. Some heritage parkways will become parts of enhanced greenway corridors.



CITYWIDE TRAILS

Citywide Trails such as Springwater Corridor, Leif Erikson or the I-205 Trail, typically provide off-street pedestrian and bicycle access, and are often located in natural areas, hillside areas, adjacent to freeways, and along rivers.



ENHANCED GREENWAY CORRIDORS

Enhanced Greenway Corridors are extensions of the trails and parkways system through the heart of the city. These corridors will offer distinctive park-like connections that prioritize pedestrians and bicycles, and incorporate broader spreading trees and planted areas to help filter stormwater and improve air quality. The proposed “Green Loop” in the Central City will become a hub for this network of pathways, parkways and open spaces, linking singular attractions, creating new opportunities for gathering and encouraging active transportation choices that lead to healthier lives.

URBAN HABITAT CORRIDORS



URBAN HABITAT CORRIDORS

-  Enhanced Habitat Corridor
-  Potential Habitat Corridor
-  Parks & Open Space
-  Waterbodies
-  Elevation over 300'

Today's **URBAN HABITAT CORRIDORS** will be enhanced by protecting, restoring and improving connectivity between existing large anchor habitats such as Forest Park, Smith/Bybee Lakes or the Willamette or Columbia Rivers, and along corridors that support fish, wildlife and people. Potential habitat corridors will eventually connect existing habitats, parks and tree canopy by "greening up" neighborhoods and business areas. Landscaping with native plants, tree plantings, vegetated stormwater facilities, and ecological development, such as ecoroofs, are approaches that support urban habitat corridors and will help the City remain resilient to climate change and natural hazards.



FISH, WILDLIFE AND PEOPLE

Urban habitats provide safe, healthy places for a myriad of resident and migratory fish and wildlife species to live and move through the city. Maintaining diverse, connected habitat corridors will help fish and wildlife adapt to continued human population growth and development, and to climate change. Urban habitats also benefit Portlanders by keeping the air and water clean and cool, reducing the risks from landslides and flooding, and providing places for people to play, learn and experience nature.



KEY HABITAT FEATURES

Urban habitats encompass the City's most valuable and distinctive natural features -- the Willamette and Columbia rivers, streams and sloughs, wetlands, large forested areas such as Tryon Creek State Park, and topographic features including the West Hills, Willamette Bluff, Mount Tabor, Kelly Butte and Powell Butte. Some urban habitats are rare or declining, such as remnant native oak, bottomland hardwood forest or river islands. Urban habitats can also include street and yard trees, backyard plantings, parks, and built features like bridges that provide opportunities for Peregrine Falcon nesting.



HABITAT CORRIDORS IN NEIGHBORHOODS AND BUSINESS DISTRICTS

Urban habitats exist today within Portland's developed areas. Rivers, streams and sloughs flow through many neighborhoods and business districts, and the city is known for abundant trees and vegetation. Enhancing urban habitats means preserving and restoring existing natural features, creating connections between tree canopy and greenspaces, and incorporating nature into the design of buildings and landscaping, streetscapes, parking lots and infrastructure.

EMPLOYMENT AREAS



EMPLOYMENT AREAS

- Central City
- Industrial
- Commercial
- Institutional
- Heavy Rail

Portland's jobs are spread evenly across four types of **EMPLOYMENT AREAS** that thrive in different parts of the city. Each of these areas are growing and have different types of prosperity benefits. Traded sector (export) businesses bring income and jobs into the region and are mainly in the industrial and office sectors. Leading job growth opportunities are in the institutional sectors. Neighborhood business districts are a highly valued source of neighborhood prosperity. Middle-wage jobs that require less college education and improve equity are concentrated in the industrial sectors.



CENTRAL CITY

Central City is the region's high-density employment center. It is primarily an office district for professional and business services, finance, information and government. It is also a key location for retail, entertainment, small and craft industry and education sectors.



INDUSTRIAL

Industrial districts are in the low, flat areas along Portland Harbor and the Columbia Corridor, Oregon's freight infrastructure hub. The manufacturing and distribution sectors concentrate here. They typically want one-story buildings, medium to large sites, and locations buffered from housing.



COMMERCIAL

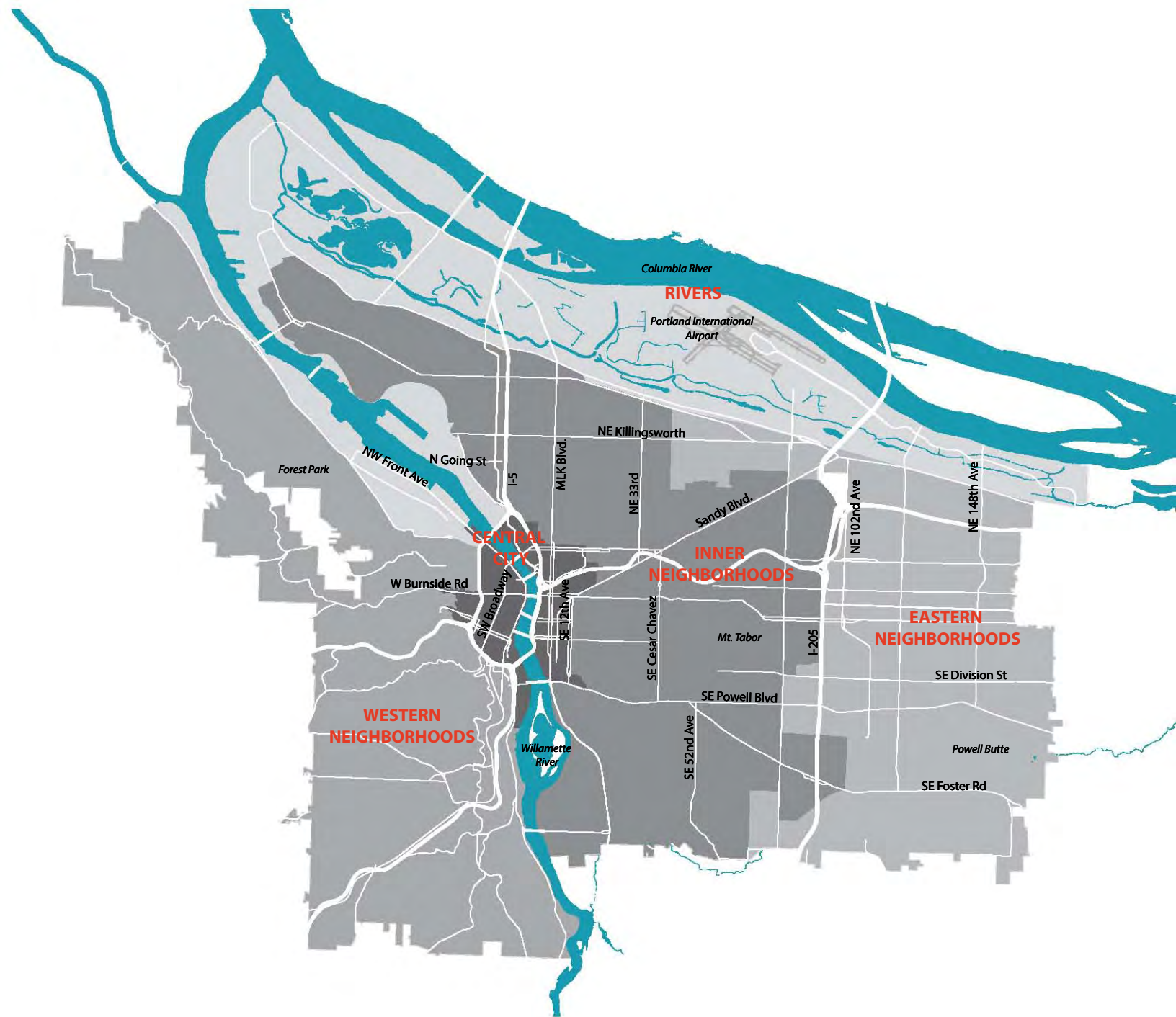
Commercial areas are mainly home to the retail, personal service, and related sectors that serve customers on-site. These businesses locate amid their market areas, lining corridors in neighborhoods across the city. They generally want ground-floor space along pedestrian or auto-oriented streets.



INSTITUTIONS

Institutions in the health care and education sectors are concentrated in large hospital and college campuses and dispersed smaller facilities. Major institutions are large employers with campuses that vary from somewhat pastoral expanses to more concentrated urban grounds.

PATTERN AREAS



PATTERN AREAS

- Central City
- Inner Neighborhoods
- Western Neighborhoods
- Eastern Neighborhoods
- Rivers

Portland's natural and built patterns—its hills and streams, street and block types, buildings and open spaces—give the city's different geographies their distinct characters, or **PATTERN AREAS**. Acknowledging that “one size does not fit all” will help tailor more specific policies and regulations to better respond to each area's unique natural and built assets.



CENTRAL CITY

New development in the Central City should support its role as the region's center for innovation and exchange. New buildings and spaces should contribute to a highly urbanized and evolving built form with high density employment, cultural and institutional centers. It's network of tight streets and pedestrian pathways should be strengthened and expanded, recognizing that a healthy city must have a healthy core.



INNER NEIGHBORHOODS

New development in inner neighborhoods should enhance the fine-grain, pedestrian-scaled built environment of main streets, mixed-use districts and residential areas. In the inner-ring districts, new development should take advantage of the area's proximity to the Central City with increased densities while working to enhance and preserve identified historic and cultural resources.



WESTERN NEIGHBORHOODS

New development in western neighborhoods should respond to the area's prominent hilly topography, adapt construction to consider the many streams, ravines and forested slopes, and protect preeminent views of other parts of the city.



EASTERN NEIGHBORHOODS

New development in eastern neighborhoods should enhance the area's distinctive mix of built patterns, improve street and pathway connectivity, and integrate natural and landscape features such as buttes, streams and large native trees.



RIVERS

New development in the Rivers pattern area should support the diverse activities and physical patterns of its natural resource and wildlife habitat areas, prime industrial lands and connections to the rivers. New buildings, adaptively reused structures and public spaces should enhance human access to the water where it will not conflict with ecological functions for native fish and wildlife. These facilities should also enhance access and mobility for large industrial delivery vehicles, including trucks, trains and ships. Where practical, new development should strive to integrate nature and natural systems enhancements, with industrial development and activities.



SUMMARY

The Urban Design Direction provides a vision for the future of Portland's physical landscape. It focuses primarily on the goals and policies of the Comprehensive Plan that affect the different places of the city – its districts, neighborhoods, streets and parks. It describes a physical vision for Portland 25 years from now that is built on the city's existing assets: its people, places and experiences – and incorporates their aspirations into a future place that is equitable, healthy, prosperous and well-connected.

With guidance from the Comprehensive Plan and Urban Design Direction, Portland will continue to take positive steps toward achieving its growth objectives and enhancing its signature livability. The Urban Design Direction is key in identifying, illustrating and describing the distinctive places, forms and systems that make Portland, Portland.





Bureau of Planning and Sustainability

Innovation. Collaboration. Practical Solutions.

City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director



... COMPREHENSIVE PLAN UPDATE ...

2035 Comprehensive Plan Proposed Draft

What's Inside?

Introduction

About the Plan

Goals and Policies

List of Significant Projects

Comprehensive Plan Map

Glossary

July 2014

Portland's Comprehensive Plan Update
For more information, visit:
www.portlandoregon.gov/bps/pdxcompplan



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Portland's Comprehensive Plan Update proposes changes to create a prosperous, healthy, equitable and resilient city.

Visit www.portlandoregon.gov/bps/pdxcompplan or call 503-823-0195.

Implementing the Portland Plan: The Comprehensive Plan forwards Portland's strategic priorities through land use.

Adopted in 2012, the City's strategic plan, the Portland Plan, established four integrated strategies to guide Portland over the next 25 years: (1) A Framework for Equity, (2) Thriving Educated Youth, (3) Economic Prosperity and Affordability, and (4) Healthy Connected City. The 2035 Comprehensive is an implementing tool of the Portland Plan.

Para obtener más información, por favor llame al 503-823-0195.

如需更多資訊，請致電：503-823-0195。

За дополнительной информацией обращайтесь по номеру 503-823-0195.

Để biết thêm thông tin, vui lòng gọi 503-823-0195.

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Call the helpline at 503-823-0195 for more information.

To help ensure equal access to City programs, services and activities, the City of Portland will provide translation, reasonably modify policies/procedures and provide auxiliary aids/services/alternative formats to persons with disabilities. For accommodations, translations, complaints, and additional information, contact the Bureau of Planning and Sustainability: 503-823-7700, use City TTY: 503-823-6868, or use Oregon Relay Service: 711.

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A letter from Susan Anderson

Director of the Bureau of Planning and Sustainability

On behalf of the Bureau of Planning and Sustainability and our many community and business partners, who participated extensively in its development, I am pleased to share the 2035 Comprehensive Plan Proposed Draft.

The draft 2035 Plan builds on dozens of community strategies and plans since 1980, including: the *Portland Plan*, *Climate Action Plan*, *Portland Economic Development Strategy*, *Parks 2020 Vision*, *Albina Community Plan*, *East Portland Action Plan*, *Watershed Management Plan*, *Central City Transportation Management Plan*, *1980 Comprehensive Plan*, and many others.

The draft 2035 Plan is Portland's long-range tool to guide growth, change, and improvements over the next 20 years. It will be a guide for the City as we leverage new investment and growth to ensure that Portland becomes more prosperous, healthy and resilient for everyone.

Much more than simply a map or new zoning code, the 2035 Plan provides a framework for the City to create opportunities for more jobs, affordable housing, a low-carbon economy, a clean environment, increased mobility and greater equity among Portlanders.

The draft plan was developed with extensive research, technical analysis and an enormous amount of community participation and knowledge. It includes goals and policies that set specific directions for future decision makers. It includes an Urban Design Framework (a map-based illustration of the vision for 2035) as well as a list of significant projects to direct major investments in public infrastructure — like streets, sidewalks and parks that keep Portlanders safe, mobile and healthy.

Please take this opportunity to review the draft 2035 Plan and provide your feedback to us in writing, on-line through the Map App, or through testimony at hearings that will be held by the Planning and Sustainability Commission throughout the fall. If you have specific questions or concerns about a policy or map designation, please give us a call at 503-823-0195.

The 2035 Plan is a roadmap to the future. Your comments are critical for helping to create a healthier, more resilient and prosperous city for us and future generations.

The draft 2035 Plan carries forward the best of the many successful approaches that Portland is known for internationally from the 1980 Comprehensive Plan. In addition, it considers new priorities and recommends that Portland find more advanced ways to:

- Create complete, healthy connected neighborhoods throughout the city to meet the needs of 120,000 new households.
- Ensure there is commercial and industrial land available to support 140,000 new jobs.
- Create a low carbon city that is energy and resource efficient and creates local jobs.
- Integrate public health and equity goals into land use policies.
- Improve resiliency and decrease development pressure in areas that lack public services or are susceptible to hazards, like flooding and landslides.
- Recognize that one size does not fit all, so we must plan and design distinctive areas of the city to fit local conditions.
- Promote affordable housing throughout the city in areas with good access to transit, grocery stores and shops, schools and other services.
- Improve natural areas and open space that help integrate nature into the city.
- Promote schools as multi-use facilities and assets that serve the whole community.

All the best,

COMPREHENSIVE PLAN COMPONENTS

Goals and Policies

Long-term aspirations for Portland and descriptions of the work that must be done to achieve them.

List of Significant Projects

A plan for public facility investments.

Comprehensive Plan Map

Land use designations for growth, development and conservation.

Transportation System Plan

Transportation policies, street classifications and street plan maps.

The 2035 Comprehensive Plan is a 20-year plan for the growth and development of Portland.

- It forecasts the amount and location of population and job growth.
- It guides where and how land is developed and conserved.
- It identifies what public investments are needed in infrastructure (such as streets, sidewalks, parks and stormwater management systems).
- It sets expectations for how and when community members will be involved in future land use plans and decisions.
- It helps coordinate policies and actions across City bureaus, and state and regional agencies.

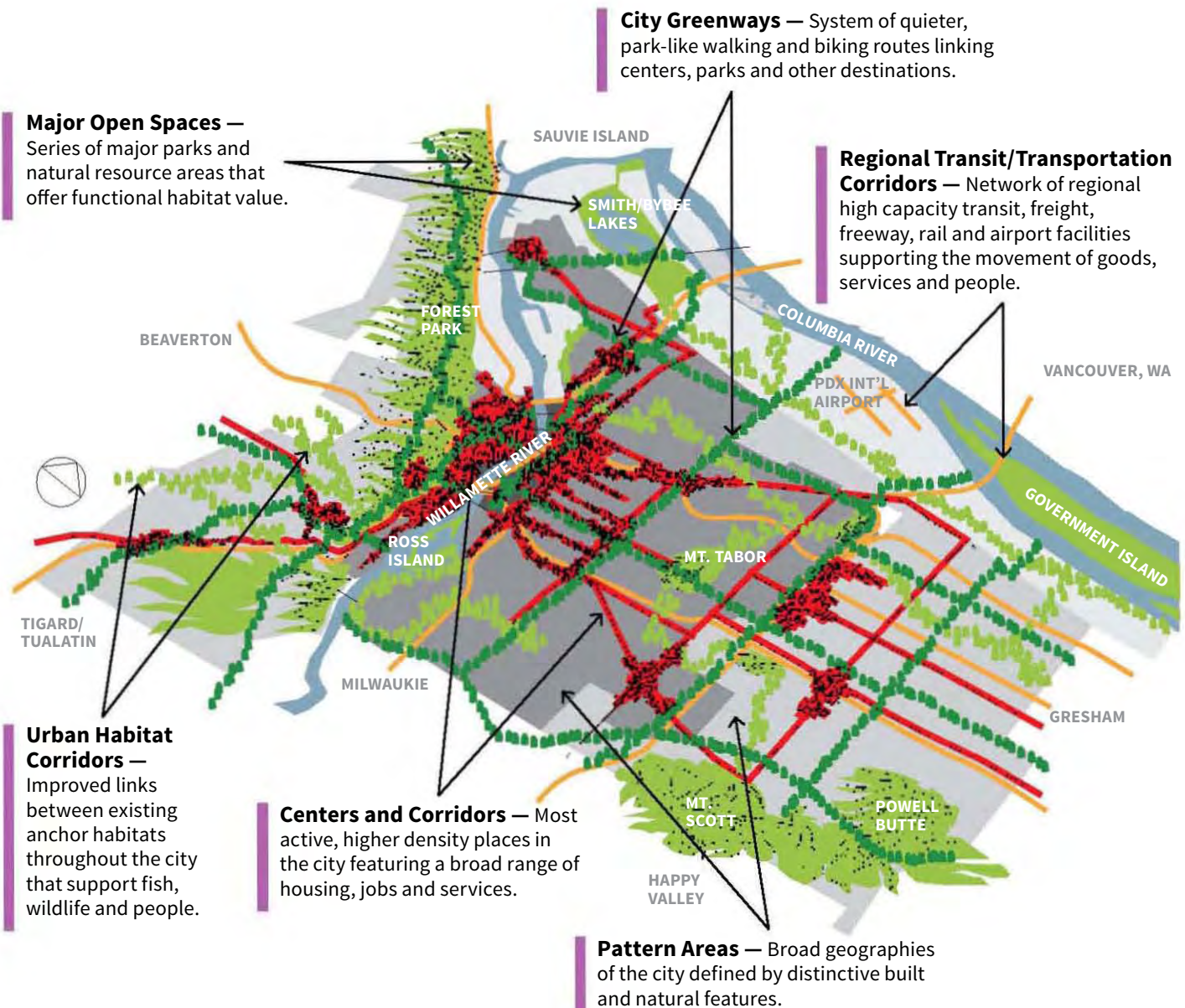
Why plan now?

- It's been 35 years since Portland wrote its first Comprehensive Plan.
- Portland is growing — 120,000 new households and 140,000 new jobs are expected by 2035.
- Portland is becoming a more diverse city and advancing equity is essential.
- Everyone needs access to jobs, services, gathering places and recreational opportunities.
- Preparation helps us be more resilient in a changing world.

This Comprehensive Plan offers an opportunity to leverage growth to create a more prosperous, healthy, equitable and resilient community for all Portlanders.

Urban Design Concept

A map of the vision for 2035.

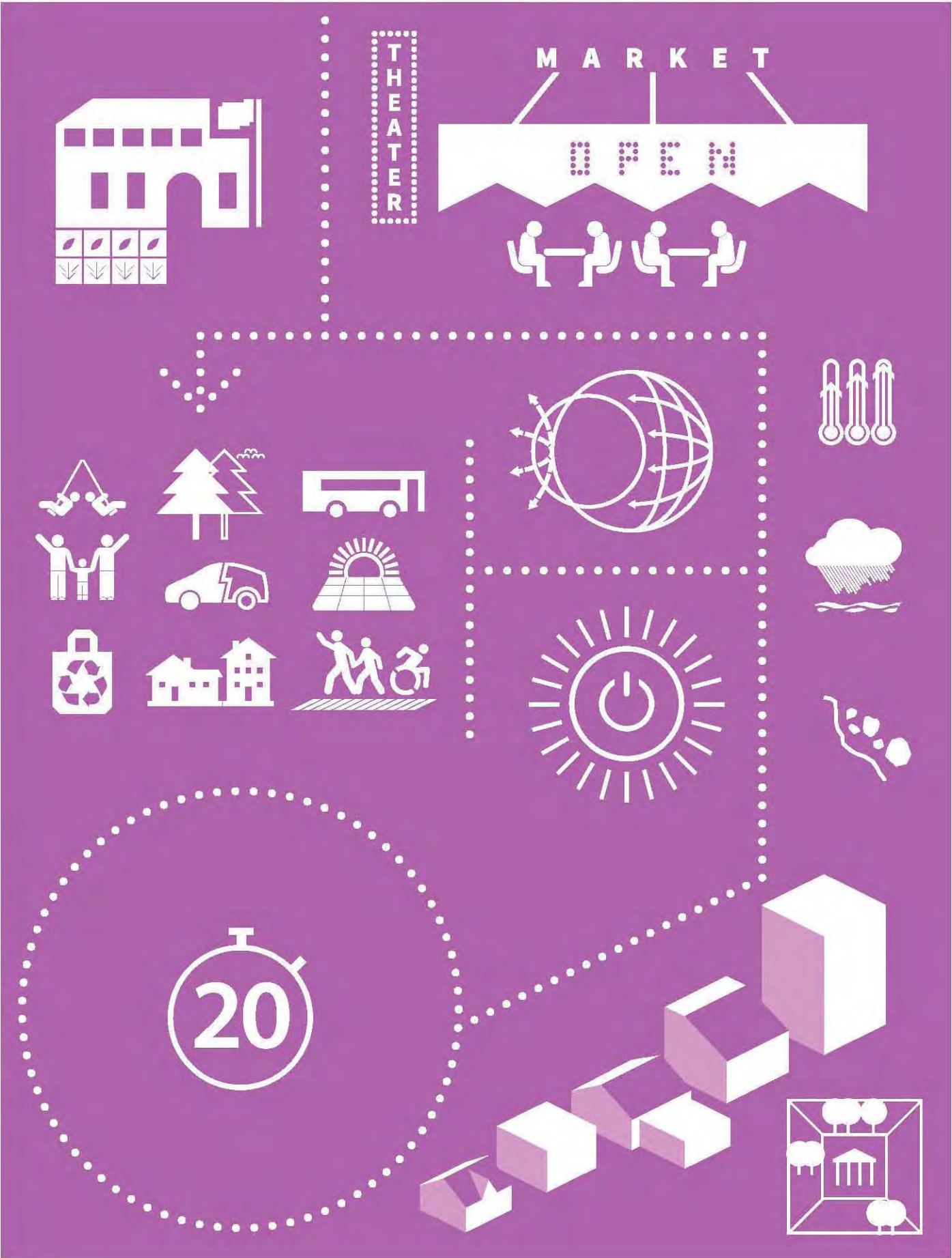


VISION FOR 2035

Portland is a prosperous, healthy, equitable and resilient city where everyone has access to opportunity and is engaged in shaping decisions that affect their lives.

Our diverse population, innovative businesses and forward-thinking leaders create a vibrant and unique community.

- A thriving low-carbon economy provides jobs and supports the prosperity of a diverse population.
- Portlanders feel more connected to each other, the city, and their communities and they are involved in community decisions.
- Nature is woven into the city, and a healthy environment sustains people, neighborhoods and wildlife.
- Distinctive neighborhoods and the vibrant downtown are safe, energizing civic and cultural spaces.
- Environmental risks are managed and resiliency increases, helping Portlanders prepare for change and recover from disasters.



Seven key directions to achieve the vision

These key directions are reflected throughout the plan in goals, policies and infrastructure investments and on the Urban Design Framework and the Comprehensive Plan Map.

- 1 Create complete neighborhoods:** Grow and invest in well-designed centers and corridors that support healthy living. Complete neighborhoods include shops and services, a variety of housing opportunities and have good pedestrian environments with access to bike and transit networks.
- 2 Encourage job growth:** Provide and increase the productivity of land, and infrastructure for businesses, institutions and industry to meet the needs of 140,000 new jobs citywide. Invest in industrial districts and the Central City, facilitate the growth of colleges and hospitals and support the success of small businesses in neighborhood business districts.
- 3 Create a low-carbon community:** Reduce carbon emissions in residential, commercial, industrial and transportation sectors. A new generation of buildings, infrastructure, technologies and energy systems that use 50 percent less fossil fuels will help mitigate climate change and create tens of thousands of jobs. This will also help reduce reliance on non-renewable energy that must be imported from outside the region.
- 4 Improve natural areas and open spaces:** Build city greenways and enhance and protect open spaces and natural areas. Trails, streets and open spaces connect pedestrians and bicyclists throughout the city, create pleasant places for rest and recreation, provide wildlife habitat and improve water and air quality.
- 5 Provide reliable infrastructure to equitably serve all parts of the city:** Build, maintain and upgrade public facilities. Public investments in streets and sidewalks, sewer lines and water facilities, parks, and stormwater and flood management improve health and safety. Focused investments in areas that do not have safe and plentiful facilities will increase access to opportunity.
- 6 Improve resiliency:** Prepare for climate change and reduce risks posed by natural hazards. Focus growth in lower risk areas, away from creeks and steep hillsides; build housing near transit and services; and provide open space, trees and stormwater to help reduce harmful flooding, cool the city on hot summer days and reduce health, safety and economic risks for households, businesses and the City.
- 7 One size does not fit all:** Plan and design to fit local conditions. Each area of Portland has distinctive and valued characteristics — natural features, community histories, patterns of development and types of buildings. Instead of following a one-size-fits-all approach, harness growth and change to enhance positive and valued community characteristics.

... COMPREHENSIVE PLAN UPDATE ...

KEY DIRECTION

1 Create Complete Neighborhoods



Grow and invest in well-designed centers and corridors.

Complete neighborhoods support health and increase access to opportunity.

They are places where people of all ages and abilities have safe and convenient access to more of the goods and services needed in daily life — where they can get to grocery stores, schools, libraries, parks and gathering places on foot or by bike.

They are well connected to jobs and the rest of the city by transit and have a variety of housing types and prices for households of different sizes and incomes.

Today, only about half of all Portlanders live in places with convenient, safe and walkable access to services. Often it is lower income Portlanders and people of color who are not able to live in healthy connected neighborhoods. Neighborhoods with amenities are increasingly becoming more expensive than other neighborhoods.

Growing in centers and corridors will help create an equitable and accessible network of healthy complete neighborhoods. Growing in centers and corridors, like Hillsdale and Sandy Blvd., allows more people the opportunity to live close to services, while strengthening neighborhood businesses.

A compact development pattern also helps reduce our environmental footprint, mitigate and prepare for the effects of climate change and maximizes the use of existing infrastructure.

There will be areas of stability and areas of change. Focusing growth in defined centers and corridors has many social, economic and community benefits. One of the benefits is that much of the future population growth and change will happen along existing mixed-use and commercial streets.

This will help preserve single-family residences throughout the city as the population grows. Portland is expected to grow by more than 120,000 more households by 2035. Today, Portland has more than 260,000 households.

This growth will help create more complete neighborhoods and expand access to services to more Portlanders, if it is focused in centers and corridors.

Why create healthy connected neighborhoods?

- Local convenience and healthy lifestyles
- Neighborhood business development
- Efficient and equitable public investment
- Lower household costs
- Energy efficiency and carbon emissions reduction
- More stable existing neighborhoods

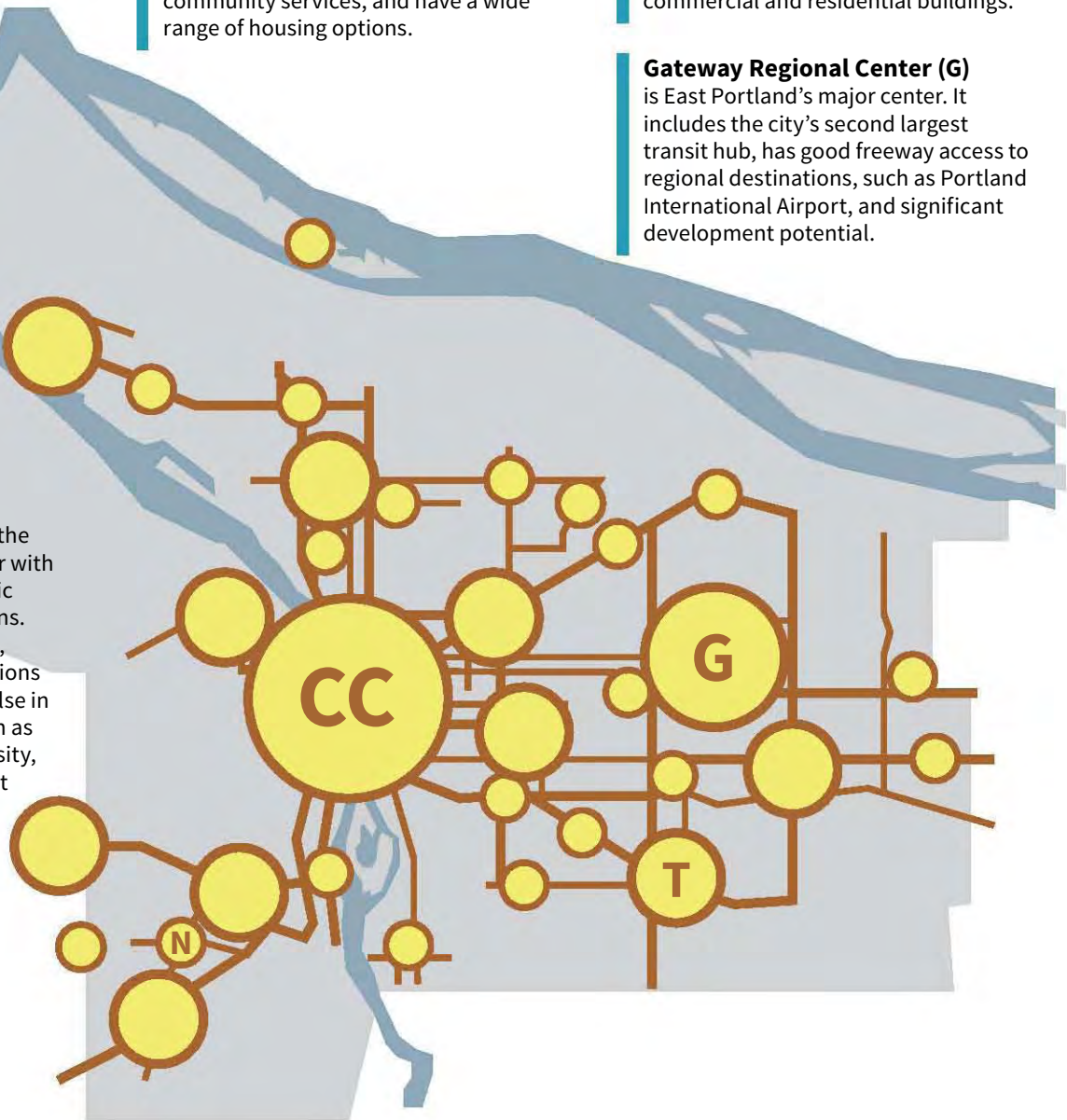
Types of centers and corridors

Town Centers (T), like Hollywood and Hillsdale, are located throughout the city and serve entire districts. They are typically anchored by employment centers or institutions, feature commercial and community services, and have a wide range of housing options.

Neighborhood Centers (N) are places like Mississippi Avenue or the inner SE main streets, like Division, Belmont and Hawthorne. They include a mixture of medium to higher density commercial and residential buildings.

Gateway Regional Center (G) is East Portland's major center. It includes the city's second largest transit hub, has good freeway access to regional destinations, such as Portland International Airport, and significant development potential.

Central City (CC) is the region's biggest center with jobs, services, and civic and cultural institutions. It includes attractions, amenities and institutions not found anywhere else in the city or region, such as Portland State University, Tom McCall Waterfront Park and the Oregon Convention Center.



Civic Corridors are the city's busiest, widest and most prominent streets, like Barbur and Powell Boulevards. They connect the city and the region and support the movement of people and goods across the city, with high levels of traffic and, in some cases, pedestrian activity. Civic Corridors can be great places for growth and transit-supportive densities of housing, commercial, or employment uses.

Neighborhood Corridors are narrower main streets that connect neighborhoods with each other and to other parts of the city. They support neighborhood business districts and provide housing opportunities close to local services, amenities and transit lines. They are streets that include a mix of commercial and higher-density housing development.

What could centers and corridors look like?

Inner neighborhoods



Today



Future

With a wider street, like the one shown here, there are greater opportunities to provide space for people to walk, roll and gather and to provide street furnishings like pedestrian-scale lights, bike racks and recycling and trash bins.

Portland's Pattern Areas, including Inner, Eastern and Western Neighborhoods, are defined in Key Direction 7.

What could centers and corridors look like?

Eastern neighborhoods



Today



This visualization shows one way to transform the intersection of SE 122nd and Division Street, with high capacity transit, landscaping, prominent bike and pedestrian crossings to increase safety, housing and local food. The sidewalks are now buffered from the street and provide opportunities for gathering spaces.

Western neighborhoods



... COMPREHENSIVE PLAN UPDATE ...

KEY DIRECTION

2 Encourage Job Growth



Provide and increase the productivity of land and infrastructure for businesses, institutions and industry.

A robust and resilient regional economy, thriving local businesses, and growth in living wage jobs are all critical to ensuring household prosperity.

It is important to plan for the long term and make policies and investments that improve Portland's ability to weather economic change and improve household prosperity for all Portlanders.

Plan for a vibrant Central City. Address development issues that affect businesses and create the next generation of employment sanctuaries in the Central Eastside Industrial District to encourage job growth.

Improve access to living wage jobs in East Portland. Create more opportunities for a wide variety of small to medium sized office, creative services, craft manufacturing, distribution, and other neighborhood-compatible light-industrial businesses near freeways and along major streets.

Invest in brownfield clean-up. Portland has more than 900 acres of vacant and under-utilized brownfields, with nearly 550 acres in industrial areas. However, brownfields are often costly and difficult to redevelop. New public incentives that support brownfield remediation can leverage private investment to bring these contaminated properties back into productive use and increase the availability of usable industrial land, while reducing environmental risks.

Protect and use industrial land efficiently. Portland has limited, but precious employment land. To protect this resource, it is important to encourage businesses to grow on existing sites and stop commercial and residential encroachment on industrial land. Improving the movement of goods/freight within Portland is also essential to making better use of Portland's existing employment land, port terminals, the airport, and rail yards.

Plan for campus growth. Portland's colleges and hospitals are essential service providers, centers of innovation, workforce development resources and major employers. Planning for campus growth, while addressing neighborhood impacts, will help these economic engines thrive and promote neighborhood livability.

Support neighborhood business districts. Local business districts contribute to neighborhood character. They provide services and destinations within walking and biking distance of residential areas, supporting healthy complete neighborhoods. They also keep more local dollars circulating in Portland, improving prosperity.



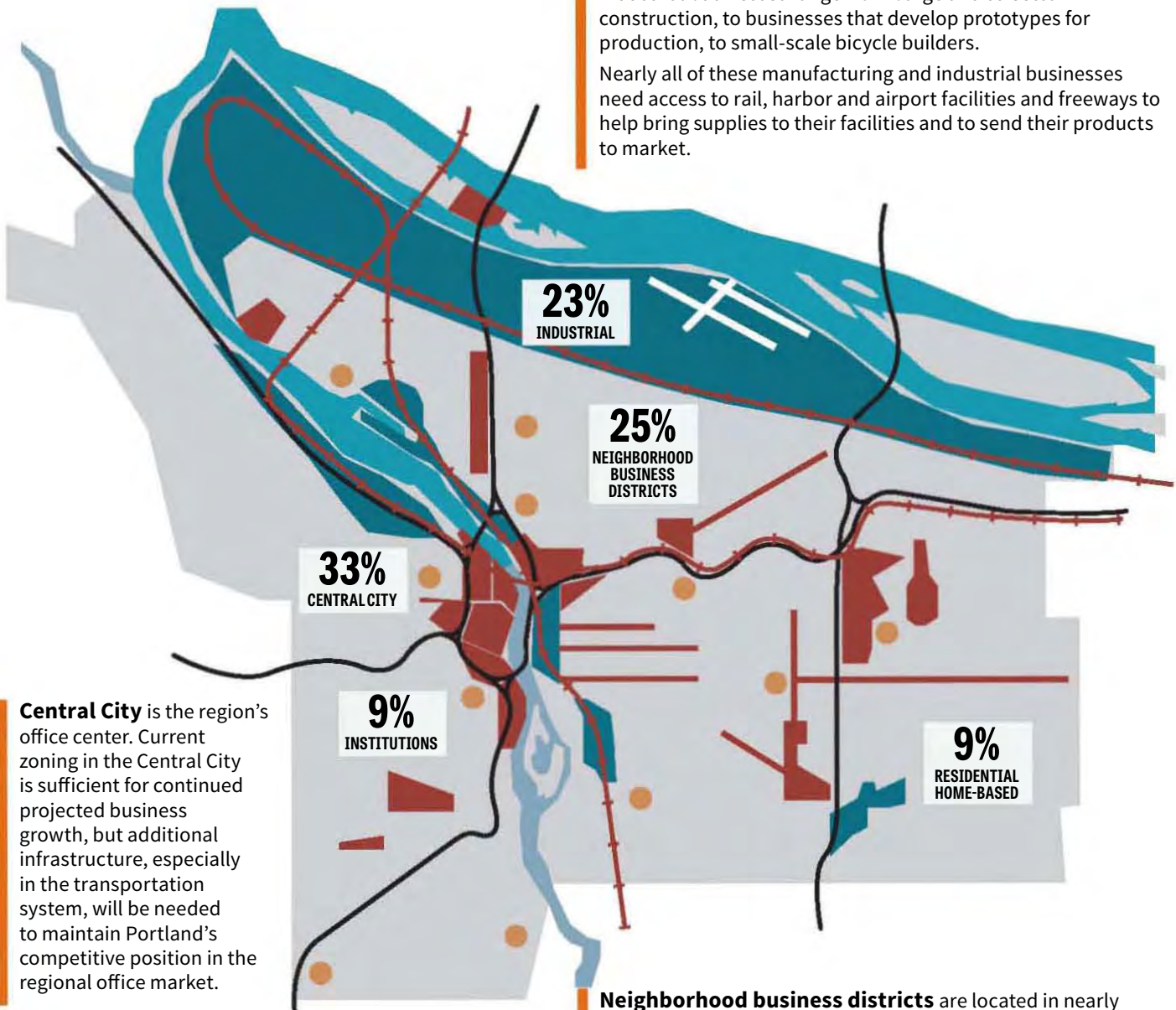
Portland's employment sectors

Portland's economy is split across four broad sectors that concentrate in different places in the city.

Industrial areas are primarily located along the Columbia River and the northern portion of the Willamette River, and near the I-84 and I-205 freeways. The Central Eastside Industrial District is also home to more than 17,000 jobs.

Industrial businesses range from barge and streetcar construction, to businesses that develop prototypes for production, to small-scale bicycle builders.

Nearly all of these manufacturing and industrial businesses need access to rail, harbor and airport facilities and freeways to help bring supplies to their facilities and to send their products to market.



Central City is the region's office center. Current zoning in the Central City is sufficient for continued projected business growth, but additional infrastructure, especially in the transportation system, will be needed to maintain Portland's competitive position in the regional office market.

Institutions (hospitals and colleges) are Portland's fastest growing job sector and they are expected to continue to grow. This plan includes policies that facilitate growth within existing institutional campuses and call for the creation of clear rules to maintain and improve neighborhood compatibility.

Neighborhood business districts are located in nearly every part of Portland. Neighborhood commercial business districts and corridors generally have sufficient zoning for growth, but many would benefit from business development support and better transportation connectivity to the surrounding neighborhoods.

Nine percent of jobs are **home-based businesses in residential areas**.

Business and job growth is influenced by the quality of the city as a place to live, the education system, the availability of capital and the natural and built environments.



Forecasts indicate that Portland will likely be home to 140,000 new commercial, industrial and institutional jobs between now and 2035.

In the Comprehensive Plan, the City of Portland must show how and where it will have the land, space and infrastructure for the business growth needed to meet this forecast. Sustained job growth in Portland depends on many factors.

The City's economic development strategies focus on:

- Growth in exports of goods and services.
- Growth in the productivity and vitality of key and emerging industries.
- Staying competitive as a major West Coast trade gateway for goods traveling between the Columbia River basin and the Pacific Rim.
- An overall supportive business environment.

Household prosperity varies greatly by employment type. In 2012, the average wages for retail and service workers (\$26,000) were far below what is needed to sustain a household. The Portland Plan's measure of success for household prosperity uses a self-sufficiency index based on the income needed to meet basic household needs, including the cost of housing, childcare, food, healthcare and transportation.

For example, in Portland, the self-sufficiency household income is approximately \$36,000 per year for one adult and an infant. By contrast, the average wage for an industrial worker in Portland is \$55,000 per year. Industrial jobs provide better opportunities for many to earn a living wage, but living wage job creation is critical across all employment sectors.

... COMPREHENSIVE PLAN UPDATE ...

KEY DIRECTION

3 Create a Low-Carbon Community



Reduce carbon emissions in residential, commercial, industrial and transportation sectors.

A low-carbon community is safe, healthy and resilient.

It is a place where transportation systems and buildings are highly efficient and affordable, and communities produce much of the electricity that is needed to power their homes and businesses from renewable sources. It is a place where buildings conserve and use scarce resources efficiently.

Next-generation industry designs and sells low-carbon technologies that help improve human and environmental health, while building a sustainable and resilient 21st century economy. Healthy complete neighborhoods help people complete daily errands without getting in a car and community gathering places foster connections. A low-carbon community is a self-reliant, self-sustaining and connected community.

Cities, as hubs for people and commerce, are a primary cause of carbon emissions, which cause global climate change. Communities, like Portland, present an essential opportunity to reduce emissions. To avoid potentially catastrophic impacts from climate change — including significantly increased temperatures, extreme weather and rising sea levels — climate scientists estimate that global carbon emissions must decline 50 to 85 percent below 2000 levels by 2050.

Portland has reduced per-person carbon emissions by more than 30 percent since 1990.

In this timeframe, even as the population grew by 30 percent, total community-wide emissions have dropped by more than 11 percent. Portland has adopted the goal of reducing total local carbon emissions by 80 percent by 2050, with an interim goal of 40 percent by 2030.

Successful carbon emissions reduction rests on a foundation of sound land use, transportation and infrastructure planning.

- Connect housing and employment with transit and complete pedestrian and bicycle networks.
- Maintain and repair streets and other transportation infrastructure to enable safe, efficient use by multiple modes of transportation.
- Use green infrastructure to effectively manage stormwater, clean water before it enters streams and rivers and help cool the city.
- Promote the development of resource-efficient buildings.
- Encourage high-efficiency, low-carbon energy sources, including solar, on-site electricity generation and shared district energy systems.

Why is a low-carbon community good for Portland?

- **Carbon-reduction solutions make businesses more efficient and competitive, and save residents money.** The products and services developed to respond to climate change — from energy efficiency to stormwater management — can be exported to other places. As the world transitions to a low-carbon economy and invests in climate-ready communities, being on the forefront of these solutions is good business.
- **A shift away from coal, oil and natural gas can have substantial indirect economic benefits.** Because Oregon has almost no fossil fuel resources, dollars spent on these energy sources contribute little to the local economy. By redirecting energy dollars to pay for efficiency improvements and non-fossil fuel energy, businesses and residents will spend more money locally, expanding markets for local products and services.
- **It supports healthy, active lifestyles and promotes human health.** Residents who can readily walk, bicycle and take transit are more physically active, resulting in direct health benefits. Low-carbon transportation also tends to reduce air pollution, resulting in additional health benefits for all residents.
- **Reducing energy use results in lower utility bills, relieving pressure on housing costs.** Similarly, it is more affordable to walk, bike or take transit than it is to own, fuel and park a vehicle.

... COMPREHENSIVE PLAN UPDATE ...

KEY DIRECTION

4 Improve Natural Areas and Open Spaces



Build city greenways and enhance and protect open spaces and natural areas.



Located at the confluence of two major rivers and between mountain ranges, Portland has a wealth of natural resources and a stunning natural setting.

This setting provides a beautiful home for people and provides important habitat for wildlife.

Today, Portland has an extensive public space system — streets, parks, trails, open spaces and natural areas. These public spaces link the city and the region. Some of them are big and busy, connecting people to jobs and businesses to businesses. Others, like the Springwater Corridor, are quieter pathways for walking, jogging or rolling. Places like Columbia Slough and Smith and Bybee Lakes, link natural resource areas for native species of birds, fish, pollinators and other wildlife. All of these connections help strengthen sense of place, support the movement of goods, people and wildlife, encourage active lifestyles and improve ecological health.

But, many of Portland's valuable natural resources are at risk. Urbanization has filled floodplains, causing seasonal flooding. Streams are unable to support healthy fish populations, and trees that reduce heat island effects and provide habitat are vulnerable to development. Without thoughtful intervention human and ecological health will suffer. This plan includes policies and investments to expand the public space system to increase mobility, access to services, and improve human and environmental health.

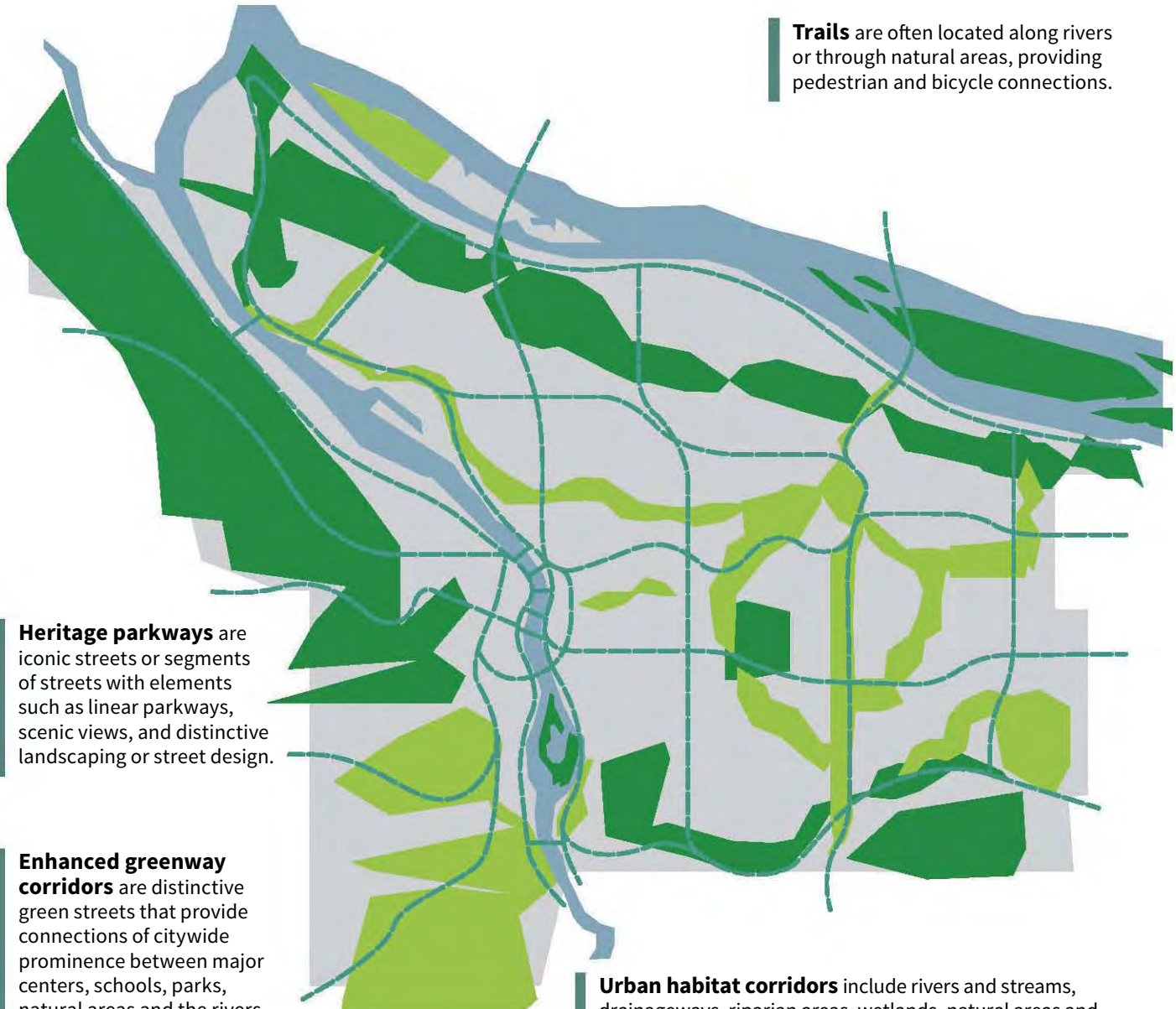
How people get around the city, how roads are built and the amount of open space affects human and environmental health.

- Safe, accessible and attractive streets, trails, parks and open spaces encourage active living and community interaction. They also make activities like walking, biking and using public transit the easy choice.
- Driving less helps reduce household costs, improves personal and environmental health, and helps lower emissions.
- Access to open spaces and parks increases opportunities for recreation, relaxation and learning.
- A transportation network that integrates nature into neighborhoods increases access to the outdoors, provides corridors for wildlife movement, and helps manage and clean stormwater.

Portland's greenway and habitat corridors

City greenways and habitat corridors will expand Portland's system of streets, parks, trails, open spaces and natural areas to better connect people, places, water and wildlife. This network will also improve human and environmental health.

Trails are often located along rivers or through natural areas, providing pedestrian and bicycle connections.



Heritage parkways are iconic streets or segments of streets with elements such as linear parkways, scenic views, and distinctive landscaping or street design.

Enhanced greenway corridors are distinctive green streets that provide connections of citywide prominence between major centers, schools, parks, natural areas and the rivers.

Neighborhood greenways are an extensive network of low motor vehicle traffic streets prioritized for bicycles and pedestrians, working in conjunction with the rest of the City Greenways system to extend the system into all neighborhoods.

Urban habitat corridors include rivers and streams, drainageways, riparian areas, wetlands, natural areas and upland habitats. There are two types of habitat corridors, existing and potential.

Existing corridors generally include and build upon areas identified in the City's Natural Resources Inventory. Potential corridors generally include areas outside those identified in the inventory, but are places where it would be beneficial to weave nature into the city and link to other habitat areas in the city and the region.

These natural and built areas provide safe, healthy places for resident and migratory fish and wildlife. They also clean and store water, reduce landslide and flooding risks; and provide places for people to learn, play and experience nature.



Natural resources can perform important services. They clean Portland's air and water, stabilize hillsides, soak up rainwater and manage flood waters, and they add to the sense of place and community.



Salmon, beaver, deer, elk and more than 200 species of birds — including bald eagles and peregrine falcons — live or travel through Portland.

Prior to European settlement, the Willamette River was used primarily by Native Americans for travel, trade, fishing and gathering plant materials. Permanent and seasonal villages existed on both sides of the river to facilitate these uses, and many of these traditional uses are carried on today by local Native Americans.

Vegetation in bottomland and wetland forests was dominated by black cottonwood, Oregon ash and willow, along with shrubs, grasses and herbs. Denser, mixed-conifer forests of Douglas fir, big leaf maple, western red cedar, western hemlock, grand fir and red alder were in the West Hills, and some parts of the east terrace. Foothill savannas of Oregon white oak and other trees were found on the east side of the river.

... COMPREHENSIVE PLAN UPDATE ...

KEY DIRECTION

5 Provide Reliable Infrastructure to Equitably Serve All Parts of the City



Build, maintain and upgrade public facilities.

High quality basic services are essential to Portland's future success.

Infrastructure, like sidewalks, developed streets, stormwater management systems and parks and open space, ensure that Portlanders can move around the city, recreate, drink clean water and have reliable sewer service. They also help protect the environment and support the city's economy. However, not all communities in the city have access to basic services. Disproportionately, low-income households and Portlanders of color have inadequate services.

Portland's population is expected to grow over the next 20 years by more than 120,000 households. The City will need to maintain, upgrade and expand existing transportation, parks, water, sewer, stormwater and public safety systems to make sure they meet the needs of current and new residents and businesses.

Filling gaps in service is key to addressing equity. In the 2035 Comprehensive Plan, the City of Portland is declaring an intention to reduce disparities and increase opportunities for more people by investing in infrastructure.

The List of Significant Projects and the Citywide Systems Plan are two documents that directly relate to infrastructure.

- **The List of Significant Projects** includes the City's planned infrastructure projects for the life of the Comprehensive Plan. These investments are necessary to meet the transportation, sewer, stormwater and water needs of Portland's current and future residents and businesses.
- **The Citywide Systems Plan** guides infrastructure investments to address deficiencies, maintenance needs and safety risks. It includes the state mandated public facilities plan to provide public facilities to serve a growing population.



What is infrastructure investment and why is it important?

The City of Portland owns and maintains numerous facilities, including water pipes and reservoirs; stormwater swales and sewers; parks, streets and trails. These are basic systems needed to protect the health, safety and well-being of Portland households and businesses.

The ability to meet these basic needs is critical. The City's infrastructure assets are valuable and represent generations of investment. They also require maintenance, repair and attention. In some areas, they have eroded due to years of disinvestment.

Caring for Portland's infrastructure

There are three types of core infrastructure concerns that service providers must always consider:

- 1. System maintenance** — Take care of existing infrastructure so it can continue to meet community needs and work efficiently.
- 2. System deficiencies** — Determine where systems do not meet basic levels or needs, and analyzing who is and is not being served. It is also about meeting state and federal requirements.
- 3. Future needs** — Assess which facilities need to be upgraded or replaced to avoid major problems or to meet growing demand.

As Portland continues to grow up rather than out, maintaining existing infrastructure becomes increasingly important.

Using an equity lens when making infrastructure decisions. Progress can be made on infrastructure equity by employing a decision-making process including an equity analysis of Portland's past decisions and challenging unconscious assumptions about how the City works.

Equity considerations can be incorporated throughout the infrastructure decision-making process — from long range plans, like the Citywide Systems Plan, through project design and implementation. This approach considers a series of questions related to who benefits from an investment, who is burdened, who pays and who decides.

Several City bureaus are now taking the first step to develop tools to help ask and answer such questions. An equity lens helps identify opportunities to prioritize where and when the City invests in infrastructure to ensure that low-income communities, communities of color and people with disabilities have equitable access, especially to sidewalks, parks and safe streets.

Addressing gentrification and displacement.

Neighborhood improvements are often accomplished through public and private investments that increase a neighborhood's livability. This can benefit existing residents through better access to shopping and services, improved neighborhood walkability and better transit service. This also will enhance a neighborhood's attractiveness to new residents. Greater demand for housing and commercial space can increase property values and costs for residents and businesses.

For many, neighborhood revitalization is a positive change. For others, it provokes concern that Portland is becoming less affordable. In some circumstances revitalization becomes gentrification where the negative consequences

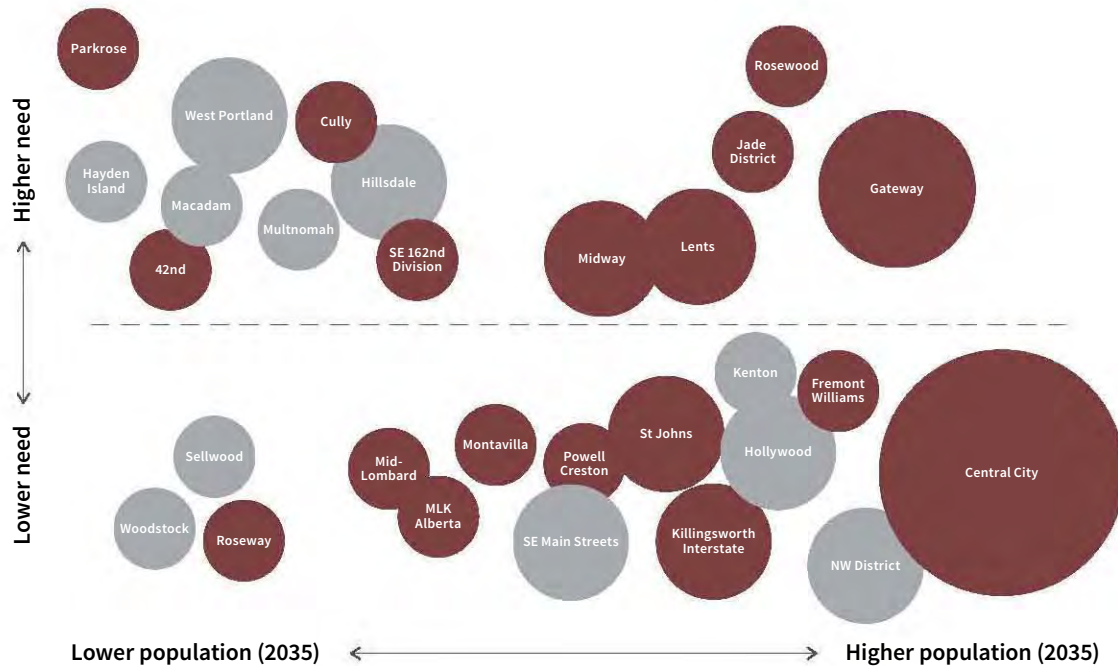
outweigh the benefits. These consequences include involuntary displacement of lower income households and a change in the ethnic and racial make-up of a neighborhood's residents and businesses.

Gentrification and displacement are long-standing issues in Portland and will continue to be issues as the city grows. The relevant policies in the Comprehensive Plan include those that seek to preserve affordable housing and local businesses; increase the supply of affordable housing in gentrifying neighborhoods; and increase household and businesses assets to improve their ability to stay in their neighborhoods.

Investment strategies for complete centers

1. Invest to reduce disparities

2. Invest to enhance neighborhoods and accommodate growth



3. Respond to opportunities and maintain existing services

4. Fill service gaps and accommodate growth

Circle sizes correspond to center types: Central City (largest), Gateway Regional Center, Town Center and Neighborhood Center (smallest). Darker circles indicate that the center includes higher than average concentrations of vulnerable residents, such as renters, communities of color, households with low median incomes and/or low education levels.

An intentional investment strategy is essential.

Portland's neighborhoods vary in size and local conditions. The Comprehensive Plan supports four investment strategies that tailor the type of investment to local needs and context.

1. Invest to reduce infrastructure disparities and improve livability.

This strategy is appropriate for places that are not expected to grow significantly, but that have existing infrastructure deficiencies. Investments could fill gaps in streets, bicycle and pedestrian routes, and create local parks. Economic development programs could support existing and new businesses, and improve neighborhood prosperity and vitality.

2. Invest to enhance neighborhoods, maintain affordability and accommodate growth.

This strategy is aimed at places that lack basic infrastructure or services and that have many residents now, or will in the future. Investments could include improving streets, creating new parks, and addressing other deficiencies. Economic development programs could preserve and increase jobs, businesses and community services in the area.

3. Invest to respond to opportunities and maintain existing services.

In these areas, investments focus on maintaining livability and existing infrastructure as well as responding to opportunities.

4. Invest to fill service gaps, maintain affordability and accommodate growth.

Some places have already benefited from public and private investments in things like light rail, complete streets and neighborhood business districts. Future investments should focus on making sure that infrastructure can serve new residents by filling remaining service gaps and providing affordable housing.

... COMPREHENSIVE PLAN UPDATE ...

KEY DIRECTION

6 Improve Resiliency



Prepare for climate change and reduce risks posed by natural hazards.

Portland currently faces many natural hazards — including floods, landslides, fire and earthquakes — which could have environmental, economic and social impacts.

Certain populations, including low-income households, communities of color, renters and older adults may be less able to prepare for and recover from impacts from natural hazards and climate change. Intentional decisions to reduce risk for all, but particularly vulnerable populations, is critical to increasing equity and safety.

Encourage growth in lower-risk areas. Focusing growth in centers and corridors and reducing density in parts of East and West Portland, where there are greater risks for landslides and floods, will help improve safety and resilience.

A significant earthquake could also threaten lives and seriously affect Portlanders for an extended period of time. In cases where risks can't totally be avoided, zoning and building codes often require additional measures to further reduce risk. For example, building codes for new buildings help improve earthquake safety. Similarly, building in an area with a steep slope may require additional engineering studies and construction practices to minimize landslide risks.

Develop green infrastructure. Trees, natural areas, stormwater swales and open spaces make up what is referred to as Portland's green infrastructure. Green infrastructure helps 1) minimize risks from flooding and landslides, 2) cool the city — reducing the impacts from urban heat island effects, and 3) create an overall healthier and more pleasant environment for people.

Invest to reduce risks. The city's ability to withstand and respond to natural disasters depends heavily on the strength and resilience of the street, bridge and water systems. Improvements are planned to protect Portland's critical infrastructure services such as drinking water, sewage treatment and bridges. These systems are necessary to protect Portlanders' safety and security and support the region's economy.

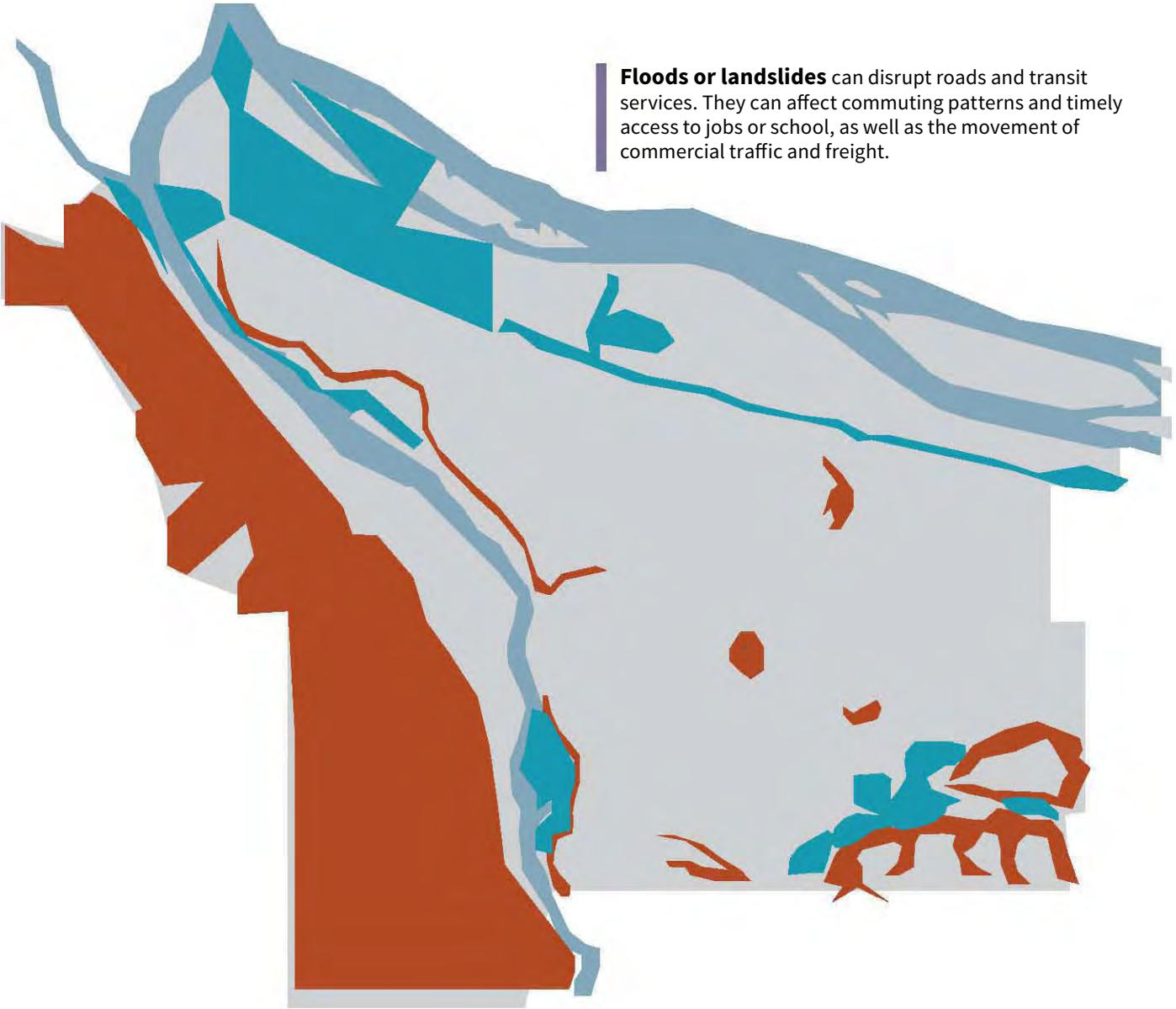
- **Backup systems:** Many of Portland's infrastructure investments help build resilience through flexibility and redundancy. For example, infrastructure investments planned for Portland's secondary groundwater supply in outer northeast Portland enables water to be provided when the primary Bull Run system needs to be supplemented.
- **Complete neighborhoods:** Investments to create complete neighborhoods, including multi-modal streets, grocery stores and parks, can help improve the community's resilience to natural hazards by providing access to local services, offering multiple ways to get around and fostering community connections. Parks, community centers and other public buildings can also play a role in emergency response — as locations for cooling centers, emergency shelters and communication centers.

Resilience is important in the face of change. Planning and investing to reduce risk and vulnerability will increase Portland's ability to withstand and bounce back from environmental, economic and social challenges that may result from major hazardous events. And, it will enable Portland to become stronger over time.

Managing risk improves resiliency

Effectively managing risks involves assessing the likelihood that a natural hazard will occur, as well as the potential consequences, such as injury or fatalities, environmental degradation, or economic loss.

Floods or landslides can disrupt roads and transit services. They can affect commuting patterns and timely access to jobs or school, as well as the movement of commercial traffic and freight.

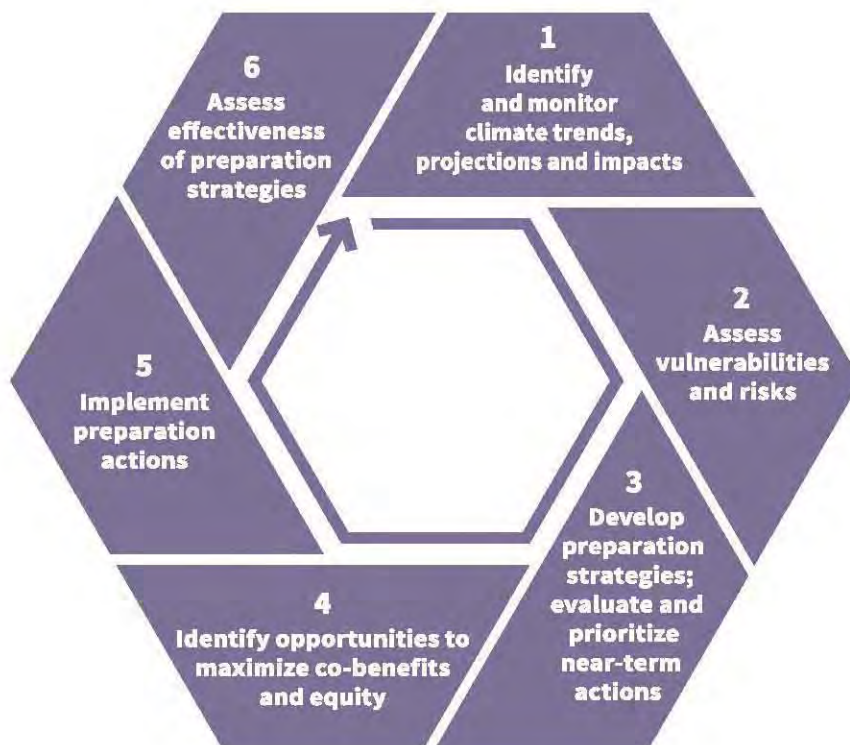


Climate change presents an unparalleled challenge

Climate change needs to be routinely considered in virtually all aspects of the City's work, including setting policy, making budget decisions, updating code, investing in infrastructure, delivering health services, and preparing for emergencies.

The 2035 Comprehensive Plan weaves policies and investments to respond and prepare for climate change throughout each component.

Portland's future climate will likely be characterized by hotter, drier summers with more heat waves (increasing the urban heat island effect and wildfires); and warmer, wetter winters (increasing the incidence of flooding and landslides).



This diagram summarizes the adaptive management planning process the City of Portland is using to prepare for climate change.

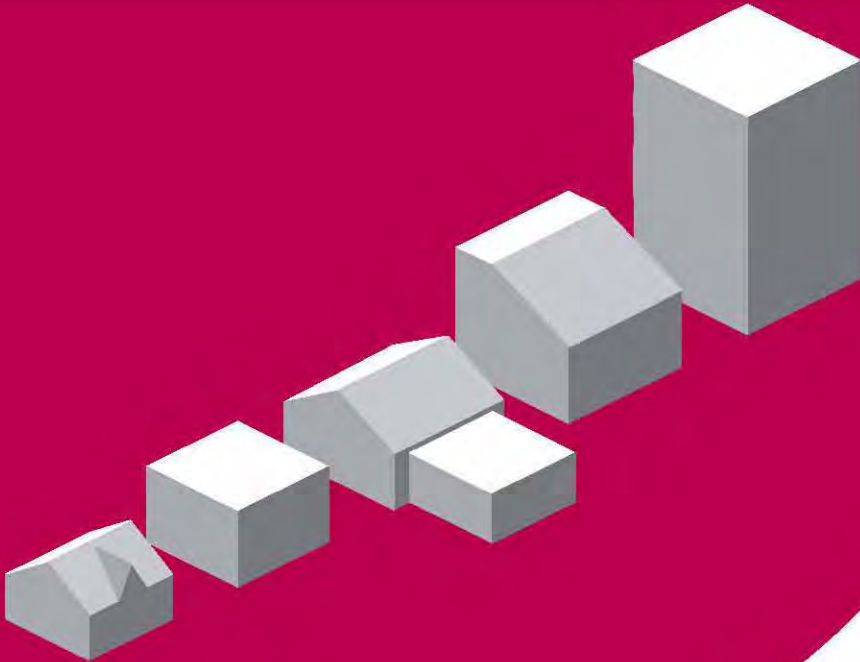
Land use policies and infrastructure investments can be used to:

- Reduce carbon emissions from transportation and buildings.
- Ensure effective emergency and disaster response by maintaining and building new, stronger and more resilient infrastructure and public buildings.
- Protect vulnerable populations from hazards.
- Provide room to manage higher volumes of stormwater.
- Add greenspaces to help cool the city during hotter summers.

... COMPREHENSIVE PLAN UPDATE ...

KEY DIRECTION

7 One Size Does Not Fit All



Plan and design to fit local conditions.

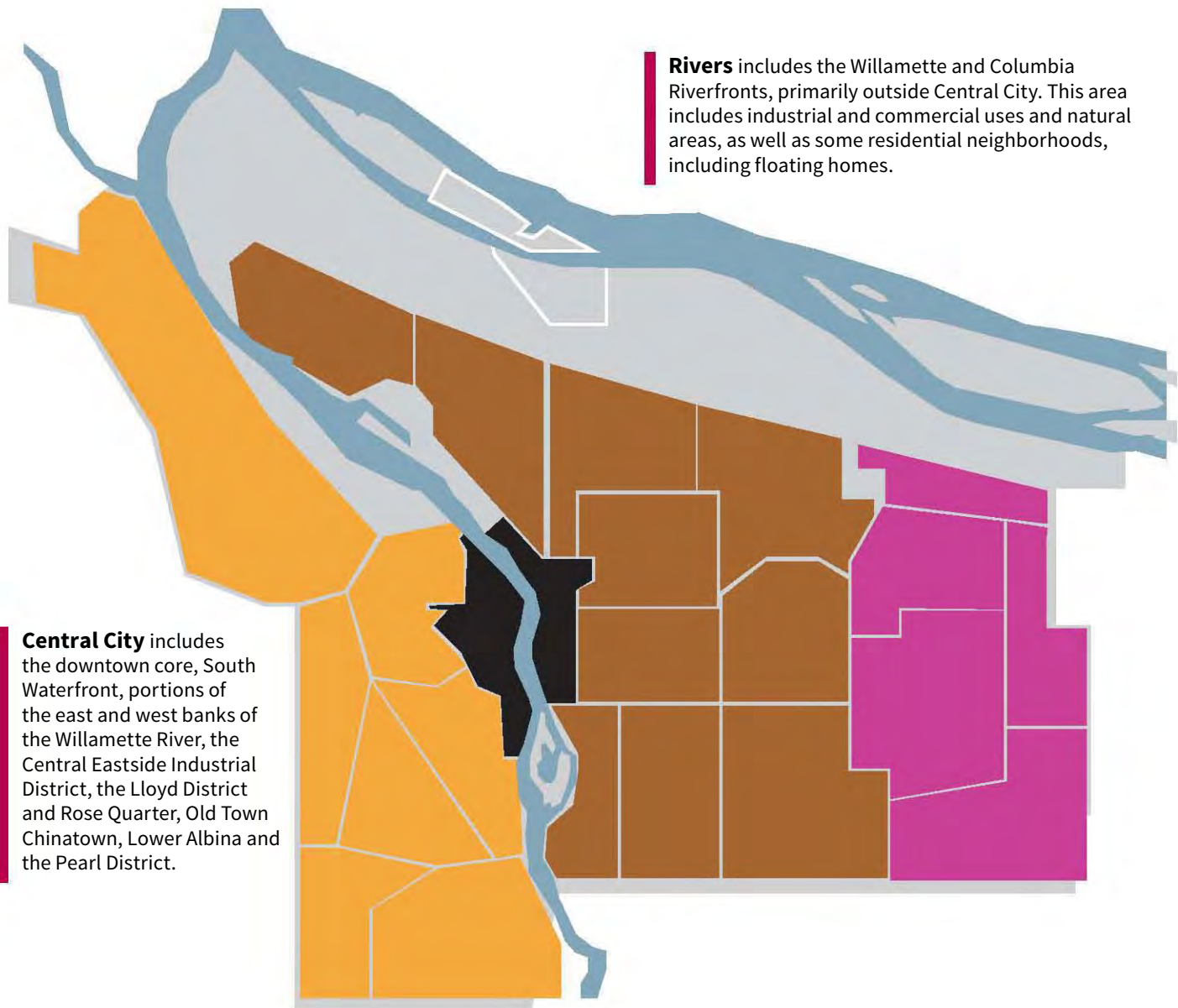
As Portland grows in population and jobs, it will be essential to implement projects and programs that meet each area's specific needs.



Portland has five major pattern areas: Inner Neighborhoods, Eastern Neighborhoods, Western Neighborhoods, Central City and Rivers. Each area has unique needs and characteristics.

Respect and enhance local context

The diversity among Portland's Pattern Areas is part of what makes Portland vibrant and engaging for residents and businesses alike. Maintaining the unique identities of these areas will help keep Portland distinctive and captivating.



Central City includes the downtown core, South Waterfront, portions of the east and west banks of the Willamette River, the Central Eastside Industrial District, the Lloyd District and Rose Quarter, Old Town Chinatown, Lower Albina and the Pearl District.

Rivers includes the Willamette and Columbia Riverfronts, primarily outside Central City. This area includes industrial and commercial uses and natural areas, as well as some residential neighborhoods, including floating homes.

Western Neighborhoods include all areas west of Central City, including the Portland Hills and extending into the Fanno and Tryon Creek basins.

Inner Neighborhoods extend from Lents to St. Johns to Northwest Portland. This area generally includes neighborhoods that were developed in an historical "streetcar era" pattern.

Eastern Neighborhoods encompass all of Portland east of Interstate 205 from the Columbia Corridor to Portland's southern and eastern boundaries. It also includes parts of the Cully and Brentwood-Darlington neighborhoods.

Central City is the state's business and commercial center and an employment center for many Portland residents. It is home to major institutions and universities and is a regional cultural hub. Its mixed-use areas and connections to the regional multimodal transportation network, make it easier for downtown workers and the quickly growing number of residents that walk, take transit or bike to work to meet their daily needs.

New development should help the Central City continue to be the major center for job and household growth over the next generation. Its increasing residential population will need more diverse housing options, public school capacity and community facilities, as well as continued investment in business and employment growth.

Western Neighborhoods have many parks, streams, ravines, forested hillsides and an extensive trail system that provide a unique green network. Residential densities are relatively low. Sidewalk and street connectivity is relatively poor.

New development in Western Neighborhoods should respond to the area's hilly topography, streams, ravines and forested slopes, and prevalent views. The area could benefit from stronger local-serving walkable commercial hubs, better pedestrian and bike connections, and restored habitat corridors.

Eastern Neighborhoods have a mix of urban and suburban development, towering Douglas Firs and buttes. The area has a significant concentration of households with children, but has poor street and sidewalk connections and a lack of developed neighborhood parks and local services.

New development in Eastern Neighborhoods should enhance the area's distinctive mix of building types, improve connectivity, and integrate natural features, like buttes, streams and large native trees. The area could benefit from stronger neighborhood business districts, improved pedestrian and transit access, and improved parks.

Inner Neighborhoods have many local business districts, compact development, and street and sidewalk connectivity, giving them great potential to be places where most residents can walk or bike to neighborhood hubs. Improvements should try to minimize residential and commercial displacement and provide additional affordable housing options.

New development should enhance the fine-grain, pedestrian-scaled built environment. In Inner Neighborhoods that are closest to the Central City, new development should take advantage of this proximity with increased densities, while at the same time working to enhance and preserve identified historic and cultural resources. Traffic and parking will need active management throughout the Inner Neighborhoods.

Rivers are the primary form giving feature of the region. Human settlement began along and at the confluence of the Willamette and Columbia rivers because the rivers offered plentiful food and natural resources and critically-important trade and transportation functions. After white immigrants began moving to the area, the settlement grew into the city of Portland. As the city's initial form-giving features, the two rivers have continued to shape the city over time.

Today, the Willamette and Columbia rivers continue to serve multiple functions and roles. They:

- Are features of significant historic and cultural significance to Native American tribes and others throughout the region.
- Serve as essential industrial transportation corridors that support the local and regional economy.
- Support recreational, subsistence and commercial fisheries.
- Provide important habitat for resident and migratory fish and wildlife.
- Are important scenic, recreational and transportation amenities for Portlanders and visitors.

New development along the rivers must balance the complex role of the river — from recreation to employment to habitat and transportation.

Share your feedback with the Planning and Sustainability Commission

Provide testimony online via the MapApp, by email, letter or in person.

ONLINE VIA THE MAPAPP	www.portlandoregon.gov/bps/mapapp
EMAIL	Send to psc@portlandoregon.gov with "Comprehensive Plan Testimony" in the subject line. Be sure to include your name and mailing address.
LETTER	Send a letter with your comments to: Planning and Sustainability Commission 1900 SW 4th Avenue Portland, OR 97201-5380
IN PERSON	<p>Attend a public hearing to offer oral testimony directly to the Planning and Sustainability Commission:</p> <p>September 23, 2014 at 5 p.m. (Focus on Goals and Policies) 1900 SW 4th Avenue, Room 2500A</p> <p>October 14, 2014 at 5 p.m. (Focus on Maps) Community location TBD</p> <p>October 28, 2014 at 5 p.m. (Focus on Maps) Community location TBD</p> <p>November 4, 2014 at 4 p.m. (Focus on Citywide Systems Plan and Transportation System Plan) 1900 SW 4th Avenue, Room 2500A</p> <p><i>To be considered formal testimony, you must include your name and address in your letters, emails or online comments. Comments received without your full name and mailing address will not be included in the Planning and Sustainability Commission's record, and the City will not be able to notify you of City Council hearing dates. In addition, if your name does not appear in the record for this proceeding, you may be precluded from appealing the Council's final decision.</i></p> <p>Check www.portlandoregon.gov/bps/compplan for updated information on these and other events.</p>

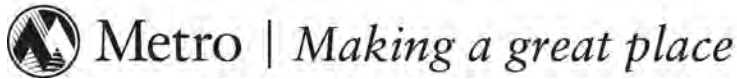


Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.



City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

Materials following this page were distributed at the meeting.



2015 MPAC Work Program

As of 04/08/15

*Items in italics are tentative; **bold** denotes required items*

<u>Wednesday, April 8, 2015</u> <ul style="list-style-type: none">• 2015 Urban Growth Management Decision: Portland's Comprehensive Plan Update - <u>Information/Discussion</u> (Ted Reid; Tom Armstrong, Jackie Dingfelder, City of Portland; 60 min)• 2015 Solid Waste Roadmap Work Plan – <u>Information/Discussion</u> (Tom Chaimov, Paul Slyman; 25 min)• Update on Climate Smart Strategy submittal to Land Conservation and Development Commission (Kim Ellis; 20 min)• TriMet Budget Update (member communication from Neil McFarlane; 5 min)	<u>Wednesday, April 22, 2015</u> <ul style="list-style-type: none">• Natural Areas System Plan Update – <u>Information</u> (Kathleen Brennan-Hunter; 30 min)• 2015 Urban Growth Management Decision: Likelihood of development in urban centers such as Portland – <u>Information/Discussion</u> (Ted Reid, Portland staff & developers TBD; 65 min)• Oregon Legislature update – <u>Information</u> (Randy Tucker; 15 min)
<u>Wednesday, May 13, 2015</u>	<u>Wednesday, May 27, 2015</u> <ul style="list-style-type: none">• <i>2015 Urban Growth Management Decision: Development trends in past UGB expansion areas such as Damascus (Ted Reid, Damascus staff TBD)</i>• Oregon Legislature update – <u>Information</u> (Randy Tucker)
<u>Wednesday, June 10, 2015</u> <ul style="list-style-type: none">• <i>2015 Urban Growth Management Decision: Tour of new developments in the City of Portland – information/discussion (Ted Reid, Portland staff & developers TBD)</i>	<u>Wednesday, June 24, 2015</u> <ul style="list-style-type: none">• 2018 Regional Transportation Plan Update Kick-off - <u>Information/Discussion</u> (Elissa Gertler, Kim Ellis; 35 min)• Regional Transit Plan and Coordination with TriMet Service Enhancement Plans and SMART Master Plan Update – <u>Information/Discussion</u> (Elissa Gertler & Jamie Snook, Metro; Eric Hesse, TriMet; Stephen Lashbrook, SMART; 25 min)• <i>2015 Urban Growth Management Decision: Planning within a range forecast for population & employment growth (Ted Reid; 50 min)</i>

<u>Wednesday, July 8, 2015</u> <ul style="list-style-type: none"> Recap of Spring 2015 Growth Management Discussions (Ted Reid; 30 min) Possible Tour Date, if desired by MPAC, or cancel 	<u>Wednesday, July 22, 2015</u> <ul style="list-style-type: none"> Possible Tour Date, if desired by MPAC, or cancel
<u>Wednesday, August 12, 2015</u> <ul style="list-style-type: none"> Proposed for cancellation – Metro Council summer recess 	<u>Wednesday, August 26, 2015</u> <ul style="list-style-type: none"> Community Planning and Development Grants update – <u>Information/Discussion</u> (Gerry Uba)
<u>Wednesday, September 9, 2015</u> <ul style="list-style-type: none"> 2018 Regional Transportation Plan Update – Review draft work program – <u>Discussion</u> (Kim Ellis, Peggy Morell; 40 min) Regional Transit Plan – Review draft Regional Transit Vision – <u>Discussion</u> (Jamie Snook; 40 min) Metro Enterprising Places program - <u>Information/Discussion</u> (Lisa Miles; 30 min) 	<u>Wednesday, September 23, 2015</u> <ul style="list-style-type: none"> 2015 Urban Growth Management Decision: Metro Chief Operating Officer Recommendation to Council - <u>Information/Discussion</u> (John Williams, Ted Reid) Discuss Regional Snapshot (John Williams, Ted Reid)
<u>Wednesday, October 14, 2015</u> <ul style="list-style-type: none"> Endorse 2018 Regional Transportation Plan Update Work Plan – <u>Action</u> (Kim Ellis; 30 min) 2015 Urban Growth Management Decision - <u>Recommendation to Metro Council</u> (Ted Reid; 45 min) 	<u>Wednesday, October 28, 2015</u>
<u>Wednesday, November 11, 2015</u> – Cancelled (holiday)	<u>Wednesday, November 25, 2015</u> - Cancelled
<u>Wednesday, December 9, 2015</u>	<u>Wednesday, December 23, 2015</u> - Cancelled

Parking Lot:

- Presentation on health & land use featuring local projects from around the region
- Affordable Housing opportunities, tools and strategies
- Greater Portland, Inc. update
- “Unsettling Profiles” presentation by Coalition of Communities of Color
- Powell-Division Action Plan (July date preferred)



2014 Compliance Report

March 2015

About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

Stay in touch with news, stories and things to do.

www.oregonmetro.gov/connect

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Tom Hughes

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Carlotta Collette, District 2

Craig Dirksen, District 3

Kathryn Harrington, District 4

Sam Chase, District 5

Bob Stacey, District 6

Auditor

Brian Evans

TABLE OF CONTENTS

Executive Summary	2
Introduction	3
Overview	3
Urban Growth Management Functional Plan Compliance Status	4
Regional Transportation Functional Plan Compliance Status	4
Appendices A, B, C, D & E	

Executive Summary

Metro's Urban Growth Management Functional Plan provides tools and guidance for local jurisdictions to implement regional policies and achieve the goals set out in the region's 2040 Growth Concept. The 2014 Compliance Report summarizes the status of compliance for each city and county in the region with the Metro Code requirements included in the Urban Growth Management Functional Plan and the Regional Transportation Functional Plan. Every city and county in the region is required if necessary to change their comprehensive plans or land use regulations to come into compliance with Metro Code requirements within two years of acknowledgement by the Oregon Land Conservation and Development Commission and to remain in compliance. The information in this report confirms the strong partnerships at work in this region to implement regional and local plans.

In 2014, there were no requests for extensions of existing compliance dates for the Urban Growth Management Functional Plan.

Eleven jurisdictions had a deadline of December 31, 2014 to meet the requirements of the Regional Transportation Functional Plan. As described below and in Appendix D, two of these jurisdictions have requested extensions until 2015. Two have requested an extension to 2016. Two have requested an extension to 2017. All six of these jurisdictions were found to meet one of the two criteria: 1) the city or county is making progress towards compliance; or 2) there is good cause for failure to meet the deadline for compliance. Therefore, all of these extensions have been granted by the Chief Operating Officer.

Five jurisdictions completed Transportation System Plan and development code updates in 2013 and are now in compliance with the RFTP: Forest Grove, Lake Oswego, Sherwood, Troutdale and Washington County.

Metro Code Chapter 3.07 Urban Growth Management Functional Plan and Metro Code Chapter 3.08 Regional Transportation Functional Plan – March 2015

Introduction

Metro Code 3.07.870 requires the Chief Operating Officer to submit the status of compliance by cities and counties with the requirements of the Metro Code Chapter 3.07 (Urban Growth Management Functional Plan) annually to the Metro Council. In an effort to better integrate land use and transportation requirements, this compliance report includes information on local government compliance with the Regional Transportation Functional Plan (Metro Code Chapter 3.08) as well as the Urban Growth Management Functional Plan (UGMFP).

Overview

Per the Metro Code, the Chief Operating Officer (COO) may grant an extension request if a local government meets one of two criteria: 1) the city or county is making progress towards compliance; or 2) there is good cause for failure to meet the deadline for compliance.

By statute, cities and counties have two years following the date of acknowledgement of Metro's Regional Transportation Plan (RTP) dated November 24, 2011 to bring their Transportation System Plans (TSPs) into compliance with any new or changed regional requirements. However, Metro exercised its authority under the state's Transportation Planning Rule to extend city and county deadlines beyond the two-year statutory deadline. Metro consulted with each city and county to determine a reasonable timeline for this work and adopted a schedule that is available on Metro's website at www.oregonmetro.gov/tsp. The deadlines are phased to take advantage of funding opportunities and the availability of local and Metro staff resources.

Appendix A summarizes the compliance status for all local governments with the requirements of the Urban Growth Management Functional Plan (UGMFP) by the end of 2014.

Appendix B shows the status of Title 11 new urban area planning for areas added to the Urban Growth Boundary (UGB) since 1998.

Appendix C summarizes the compliance dates for each UGMFP title.

Appendix D summarizes the compliance dates for the Regional Transportation Functional Plan (RTFP) in effect as of December 31, 2014.

Appendix E is the Annual Report on Amendments to the Employment and Industrial Areas Map dated January 1, 2015.

Urban Growth Management Functional Plan Compliance Status

Washington County: A February 2013 Intergovernmental Agreement between Washington County and the City of Beaverton identified the city to lead long-range planning

efforts in the Cooper Mountain area. The South Cooper Mountain Concept Plan area includes two subareas inside the UGB – North Cooper Mountain and South Cooper Mountain Annexation Area – and an urban reserve between those two areas located outside the Urban Growth Boundary. The City of Beaverton completed this work in 2014 and the Beaverton City Council adopted the Concept Plan in January 2015. Washington County has land use authority for the North Cooper Mountain area and the Washington County Board of Commissioners acknowledged the South Cooper Mountain Concept Plan on January 20, 2015. Washington County staff will carry forward the land use, natural resource and transportation proposals generated by the city in preparation for amending the county's comprehensive plan documents which will be addressed during the 2015 land use ordinance season occurring annually between March 1 and October 31.

Regional Transportation Functional Plan Compliance Status

Eleven jurisdictions had the deadline of December 31, 2014 to meet the requirements of the Regional Transportation Functional Plan. As described below and in Appendix D, two of these jurisdictions have requested extensions until 2015. Two have requested an extension to 2016. Two have requested an extension to 2017. All six of these jurisdictions were found to meet one of the two criteria: 1) the city or county is making progress towards compliance; or 2) there is good cause for failure to meet the deadline for compliance. Therefore, all of these extensions were granted by the Chief Operating Officer.

Five jurisdictions completed Transportation System Plan and development code updates and are now in compliance with the RTFP: Forest Grove, Lake Oswego, Sherwood, Troutdale and Washington County.

Jurisdictions with 2014 deadlines that requested extensions until 2015

Happy Valley: The City of Happy Valley has obtained an Oregon Transportation Growth Management (TGM) grant to complete its TSP update. The City has selected a consultant, prepared a work plan and held its first TSP Technical Advisory Committee (TAC) meeting.

West Linn: The City of West Linn has obtained a TGM grant to complete its TSP update. The City has selected a consultant and has held its first TAC meeting. The TSP is currently in the existing conditions and potential solutions phase.

Jurisdictions with 2014 deadlines that requested extensions until 2016

Portland: The City of Portland Bureau of Transportation Policy team has made substantial progress on its TSP update and has substantial work still to be completed. Below is a summary of what has been completed or is underway and what remains to be completed.

Completed/Underway

- Project team in place.
- Transportation Expert Group (agency and public advisory group) in place.
- Senior management, Bureau Commissioner and Planning & Sustainability Commission briefed on key issues and schedule.
- Project and program candidate list updated and posted to interactive web map.
- Outcome-based project and program evaluation criteria developed, vetted and tested.

- Draft transportation policies released for public comment in comprehensive plan.
- Updated revenue projections.
- Public Involvement Plan drafted.
- Public Involvement started with key stakeholder groups.
- Phase 1 modeling completed (2010 RTP plus proposed land use changes) and modeling technical advisory committee in place.
- Project and program scoring based on evaluation criteria has begun.

To Be Completed

- Implement remaining elements of Public Involvement Plan.
- Finish project and program scoring based on evaluation criteria (includes public support and/or opposition).
- Finalize revenue projections, establish financially constrained budget, and match to projects and programs.
- Conduct Phase 2 and Phase 3 system and corridor performance modeling.
- Proposed financially constrained project/program list for public comment and Planning & Sustainability Commission recommendation to the City Council.
- Propose project/program study list.
- Finalize comprehensive plan transportation policies.
- Propose Transportation System Plan policies.
- City Council hearings and adoption.

Wood Village: All comprehensive plan policies and local implementing ordinances were revised and updated in the TSP update in May of 2012 and adopted following all appropriate land use hearings in June 2012. Work completed at the time did not include required performance measures, integration of a street plan, or the creation of a capital investment strategy due to the pending completion of the East Metro Connections Plan. With that work completed, the City pursued a TGM grant to complete its TSP. The City has been awarded the funding and anticipates completing the work in early 2016.

Jurisdictions with 2014 deadlines that requested extensions until 2017

Damascus: The City of Damascus' charter requires any ordinance or plan that will be submitted to LCDC, DLCD or Metro, to be submitted to the voters. A comprehensive plan has yet to pass a vote of the people, therefore the City of Damascus does not have an adopted comprehensive plan or TSP with which to demonstrate compliance with the RTFP. On November 4, 2014 the voters rejected the city's latest proposed comprehensive plan. Another comprehensive plan is scheduled for the March 2015 ballot. Per the city charter, a double majority is needed for the plan to pass in March. In the event this plan also fails, the City is requesting an extension until December 31, 2017 to allow time for the city and the people of Damascus to develop and pass a new comprehensive plan

Multnomah County: Multnomah County's TSP includes planning for urban unincorporated pockets, which will be completed in partnership with the City of Portland. The county requested more time until the city has completed its own TSP and focus staff resources on the urban unincorporated pockets. The county's urban roads are also addressed in TSP updates for the cities of Fairview, Troutdale and Wood Village, and the City of Gresham for the Pleasant Valley and Springwater Corridor Plan Areas. The county coordinates with the cities on their TSPs as part of compliance with the RTP. The cities of Gresham and Troutdale

have recently completed their TSP updates and are in compliance with the RFTP. The county will continue working with the cities of Wood Village and Fairview, both of which have received TGM grants, to complete their TSP work. The county will also amend its Comprehensive Framework Plan Transportation Elements as part of RTP compliance as part of the two-year County Comprehensive Plan Update process that the county kicked off in November 2014.

APPENDIX A

Summary of Compliance Status as of December 31, 2014 (Functional Plan effective 1/18/12)

City/ County	Title 1 Housing Capacity	Title 3 Water Quality & Flood Management	Title 4 Industrial and other Employment Land	Title 6¹ Centers, Corridors, Station Communities & Main Streets	Title 7 Housing Choice	Title 11 Planning for New Urban Areas <small>(see Appendix B for detailed information)</small>	Title 13 Nature in Neighborhoods
Beaverton	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Cornelius	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Damascus	Not in compliance	Not in compliance	Not in compliance	See footnote	Not in compliance	Not in compliance	Not in compliance
Durham	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Fairview	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Forest Grove	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Gladstone	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Gresham	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Happy Valley	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Hillsboro	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Johnson City	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
King City	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Lake Oswego	In compliance	In compliance	Pending final city action	See footnote	In compliance	Not applicable	Currently amending code to be in compliance
Maywood Park	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Milwaukie	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Oregon City	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance

¹ Once acknowledged by LCDC, Title 6 will be an incentive approach and only those local governments wanting a regional investment (currently defined as a new high-capacity as a new high-capacity transit line) will need to comply.

City/ County	Title 1 Housing Capacity	Title 3 Water Quality & Flood Management	Title 4 Industrial and other Employment Land	Title 6¹ Centers, Corridors, Station Communities & Main Streets	Title 7 Housing Choice	Title 11 Planning for New Urban Areas (see Appendix B for detailed information)	Title 13 Nature in Neighborhoods
Portland	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Rivergrove	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Sherwood	In compliance	In compliance	In compliance	See footnote	In compliance	Area 61 extended to 12/31/21*	In compliance
Tigard	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance.	In compliance
Troutdale	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Tualatin	In compliance	In compliance	In compliance	See footnote	In compliance	Basalt Creek extended to 9/30/2016	In compliance
West Linn	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Wilsonville	In compliance	In compliance	In compliance	See footnote	In compliance	East Wilsonville Extended to 12/31/2015; Basalt Creek extended to 9/30/2016	In compliance
Wood Village	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Clackamas County	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Multnomah County	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Washington County	In compliance	In compliance	In compliance	See footnote	In compliance	Cooper Mountain not in compliance	In compliance

*The City of Tualatin requested that the City of Sherwood take over concept planning for Area 61 Title 11 planning in 2012.

¹ Once acknowledged by LCDC, Title 6 will be an incentive approach and only those local governments wanting a regional investment (currently defined as a new high-capacity as a new high-capacity transit line) will need to comply.

APPENDIX B
TITLE 11 NEW AREA PLANNING COMPLIANCE
(As of December 31, 2014)

Project	Lead Government(s)	Compliance	Status
1998 UGB Expansion			
Rock Creek Concept Plan	Happy Valley	Yes	Concept plan and implementation measures completed; development on-going.
Pleasant Valley Concept Plan	Gresham and Portland	Yes	Concept plan and implementation measures completed; city annexed 524 acres and development to begin in eastern section.
1999 UGB Expansion			
Witch Hazel Community Plan	Hillsboro	Yes	Concept plan and implementation measures completed; development on-going.
2000 UGB Expansion			
Villebois Village	Wilsonville	Yes	Concept plan and implementation measures completed; development on-going.
2002 UGB Expansion			
Springwater Community Plan	Gresham	Yes	Concept plan and implementation measures completed for this mostly industrial area; waiting annexation & development.
Damascus/Boring Concept Plan	Happy Valley	Yes	HV portion: Concept plan and implementation measures completed; waiting annexation and development.
	Damascus	No	Damascus portion: City out of compliance with DLCD order; City out of compliance with Functional Plan extension and CET extension.
	Gresham	Yes	Gresham portion, called Kelley Creek Headwaters Plan, was adopted by city in 2009.
Park Place Master Plan	Oregon City	Yes	Concept plan and implementation measures completed; waiting annexation & development
Beavercreek Road	Oregon City	Yes	Concept plan completed and accepted by Metro.
South End Road	Oregon City	Yes	Concept plan and implementation measures completed.
East Wilsonville (Frog Pond area)	Wilsonville	Extension to 12/31/15	CPDG grant awarded in 2013. Planning for area currently underway with completion projected for Spring 2015.
NW Tualatin Concept Plan (Cipole Rd & 99W)	Tualatin	yes	Concept plan and implementation measures completed for this small industrial area.
SW Tualatin Concept Plan	Tualatin	yes	Concept plan and implementation measures completed for this industrial area.
Brookman Concept Plan	Sherwood	yes	Concept Plan and implementation measures completed; waiting development
Study Area 59	Sherwood	yes	Concept plan and implementation measures completed; school constructed.
Study Area 61 (Cipole Rd)	Sherwood	Extension to 12/31/2021	Extension agreement – planning shall be completed when Urban Reserve 5A is completed, or by 12/31/2021, whichever is sooner.
99W Area (near Tualatin-Sherwood Rd)	Sherwood	Yes	Concept plan and implementation measures completed.
King City	King City	Yes	Concept plan and implementation measures completed; annexed to city with portion developed as park and rest in floodplain.

Project	Lead Government(s)	Compliance	Status
Cooper Mountain area	Washington County	No	Planning completed January 2015. Work program pending.
Study Area 64 (14 acres north of Scholls Ferry Rd)	Beaverton	Yes	Concept plan and implementation measures completed; annexed to City.
Study Area 69 & 71	Hillsboro	Yes	Areas are included in South Hillsboro Area Plan. City has adopted these areas into its comprehensive plan; upon annexation, they will be zoned to comply with comp plan.
Study Area 77	Cornelius	Yes	Concept plan and implementation measures completed; annexed to City.
Forest Grove Swap	Forest Grove	Yes	Concept plan and implementation measures completed; annexed to City.
Shute Road Concept Plan	Hillsboro	Yes	Concept plan and implementation measures completed; annexed to City and portion developed with Genentech.
North Bethany Subarea Plan	Washington County	Yes	Concept plan and implementation measures completed; annexations underway with development occurring.
Bonny Slope West Concept Plan (Area 93)	Multnomah County	Extension to 6/2/21 or 2 yrs after agreement w/other govt, whichever earlier	Undertaking planning for area with completion expected in Fall 2015.
2004/2005 UGB Expansion			
Damascus area	Damascus	See under 2002 above	Included with Damascus comprehensive plan (see notes above).
Tonquin Employment Area	Sherwood	Yes	Concept plan and implementation measures completed.
Basalt Creek/West RR Area Concept Plan	Tualatin and Wilsonville	Extension to 9/30/16	Planning underway. Completion expected Winter 2015
Project	Lead Government(s)	Compliance	Status
N. Holladay Concept Plan	Cornelius	Yes	Concept plan completed; implementation to be finalized after annexation to City.
Evergreen Concept Plan	Hillsboro	Yes	Concept plan and implementation measures completed.
Helvetia Concept Plan	Hillsboro	Yes	Concept plan and implementation measures completed.
2011 UGB Expansion			
North Hillsboro	Hillsboro	Yes	Concept planning completed. Awaits annexation to city.
South Hillsboro	Hillsboro	Yes	Concept planning completed. Awaits annexation to city.
South Cooper Mountain	Beaverton	Yes	Concept planning completed January 2015.
Roy Rogers West (River Terrace)	Tigard	Yes	See West Bull Mountain.

APPENDIX C **COMPLIANCE DATES FOR THE** **URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN**

Functional Plan Requirement	When Local Decisions Must Comply		
	Plan/Code Amendment 3.07.810(C) ¹	Land Use Decision 3.07.810(D) ²	Adoption 3.07.810(B) ³
Title 1: Adopt minimum dwelling unit density (3.07.120.B)	12/21/2013	12/21/2013	12/21/2014
Title 1: Allow accessory dwelling unit in SFD zones (3.07.120.G) <i>(provision included in previous version of Metro Code as 3.07.140.C)</i>	12/8/2000		12/8/2002
Title 3: Adopt model ordinance or equivalent and map or equivalent (3.07.330.A)	12/8/2000		12/8/2002
Title 3: Floodplain management performance standards (3.07.340.A)	12/8/2000	12/8/2001	12/8/2002
Title 3: Water quality performance standards (3.07.340.B)	12/8/2000	12/8/2001	12/8/2002
Title 3: Erosion control performance standards (3.07.340.C)	12/8/2000	12/8/2001	12/8/2002

¹ After one year following acknowledgment of a UGMFP requirement, cities and counties that amend their plans and land use regulations shall make such amendments in compliance with the new functional plan requirement.

² A city or county that has not yet amended its plan to comply with a UGMFP requirement must, following one year after acknowledgement of the requirement (the date noted), apply the requirement directly to land use decisions

³ Cities and counties must amend their plans to comply with a new UGMFP requirement within two years after acknowledgement of the requirement (the date noted)

Functional Plan Requirement	When Local Decisions Must Comply		
	Plan/Code Amendment 3.07.810(C) ¹	Land Use Decision 3.07.810(D) ²	Adoption 3.07.810(B) ³
Title 4: Limit uses in Regionally Significant Industrial Areas (3.07.420)	7/22/2005	7/22/2006	7/22/2007
Title 4: Prohibit schools, places of assembly larger than 20,000 square feet, or parks intended to serve people other than those working or residing in the area in Regional Significant Industrial Areas (3.07.420D)	12/21/2013	12/21/2013	12/21/2014
Title 4: Limit uses in Industrial Areas (3.07.430)	7/22/2005	7/22/2006	7/22/2007
Title 4: Limit uses in Employment Areas (3.07.440)	7/22/2005	7/22/2006	7/22/2007
Title 6: (Title 6 applies only to those local governments seeking a regional investment or seeking eligibility for lower mobility standards and trip generation rates)	12/21/12	12/21/13	12/21/14
Title 7: Adopt strategies and measures to increase housing opportunities (3.07.730)			6/30/2004
Title 8: Compliance Procedures (45-day notice to Metro for amendments to a comprehensive plan or land use regulation) (3.07.820)	2/14/2003		
Title 11: Develop a concept plan for urban reserve prior to its addition to the UGB (3.07.1110)	N/A	N/A	N/A

Functional Plan Requirement	When Local Decisions Must Comply		
	Plan/Code Amendment 3.07.810(C) ¹	Land Use Decision 3.07.810(D) ²	Adoption 3.07.810(B) ³
Title 11: Prepare a comprehensive plan and zoning provisions for territory added to the UGB (3.07.1120)	12/8/2000	12/8/2001	2 years after the effective date of the ordinance adding land to the UGB unless the ordinance provides a later date
Title 11: Interim protection for areas added to the UGB (3.07.1130) <i>(provision included in previous version of Metro Code as 3.07.1110)</i>	12/8/2000	12/8/2001	12/8/2002
Title 12: Provide access to parks by walking, bicycling, and transit (3.07.1240.B)			7/7/2005
Title 13: Adopt local maps of Habitat Conservation Areas consistent with Metro-identified HCAs (3.07.1330.B)	12/28/2005	1/5/2008	1/5/2009
Title 13: Develop a two-step review process (Clear & Objective and Discretionary) for development proposals in protected HCAs (3.07.1330.C & D)	12/28/2005	1/5/2008	1/5/2009
Title 13: Adopt provisions to remove barriers to, and encourage the use of, habitat-friendly development practices (3.07.1330.E)	12/28/2005	1/5/2008	1/5/2009

APPENDIX D

Summary of Compliance Status for 2014 (Regional Transportation Functional Plan in effect as of 12/31/12)

Jurisdiction	Title 1 Transportation System Design	Title 2 Development and Update of Transportation System Plans	Title 3 Transportation Project Development	Title 4 Regional Parking Management	Title 5 Amendment of Comprehensive Plans
Beaverton	In compliance	In compliance	In compliance	In compliance	In compliance
Cornelius	12/31/16	12/31/16	12/31/16	12/31/16	12/31/16
Damascus	12/31/17	12/31/17	12/31/17	12/31/17	12/31/17
Durham	Exempt	Exempt	Exempt	Exempt	Exempt
Fairview	12/31/15	12/31/15	12/31/15	12/31/15	12/31/15
Forest Grove	In compliance	In compliance	In compliance	In compliance	In compliance
Gladstone	12/31/15	12/31/15	12/31/15	12/31/15	12/31/15
Gresham	In compliance	In compliance	In compliance	In compliance	In compliance
Happy Valley	12/31/14	12/31/14	12/31/14	12/31/14	12/31/14
Hillsboro	12/31/15	12/31/15	12/31/15	12/31/15	12/31/15
Johnson City	Exempt	Exempt	Exempt	Exempt	Exempt
King City	Exempt	Exempt	Exempt	Exempt	Exempt
Lake Oswego	In compliance	In compliance	In compliance	In compliance	In compliance
Maywood Park	Recommending exemption	Recommending exemption	Recommending exemption	Recommending exemption	Recommending exemption
Milwaukie	In compliance	In compliance	In compliance	In compliance	In compliance
Oregon City	In compliance	In compliance	In compliance	In compliance	In compliance
Portland	12/31/16	12/31/16	12/31/16	12/31/16	12/31/16
Rivergrove	Exempt	Exempt	Exempt	Exempt	Exempt
Sherwood	In compliance	In compliance	In compliance	In compliance	In compliance
Tigard	In compliance	In compliance	In compliance	In compliance	In compliance
Troutdale	In compliance	In compliance	In compliance	Exception	In compliance
Tualatin	In compliance	In compliance	In compliance	In compliance	In compliance
West Linn	12/31/15	12/31/15	12/31/15	12/31/15	12/31/15
Wilsonville	In compliance	In compliance	In compliance	In compliance	In compliance
Wood Village	12/31/16	12/31/16	12/31/16	12/31/16	12/31/16
Clackamas County	In compliance	In compliance	In compliance	In compliance	In compliance
Multnomah County	12/31/17	12/31/17	12/31/17	12/31/17	12/31/17
Washington County	In compliance	In compliance	In compliance	In compliance	In compliance

Date shown in table is the deadline for compliance with the Regional Transportation Functional Plan (RTFP). Note – a city or county that has not yet amended its plan to comply with the RTFP must, following one year after RTFP acknowledgement, apply the RTFP directly to land use decisions.



Metro | Memo

Date: January 1, 2015
To: Metro Council, MPAC
From: Martha Bennett, Chief Operating Officer
Subject: 2014 annual report on amendments to the Employment and Industrial Areas Map

Background

Title 4 (Industrial and Other Employment Areas) of the Urban Growth Management Functional Plan seeks to improve the region's economy by protecting a supply of sites for employment by limiting the types and scale of non-industrial uses in Regionally Significant Industrial Areas, Industrial Areas, and Employment Areas. Those areas are depicted on the Employment and Industrial Areas Map.

Title 4 sets forth several avenues for amending the map, either through a Metro Council ordinance or through an executive order, depending on the circumstances. Title 4 requires that, by January 31 of each year, Metro's Chief Operating Officer submit a written report to the Council and MPAC on the cumulative effects on employment land in the region of amendments to the Employment and Industrial Areas Map during the preceding year. This memo constitutes the report for 2014.

Title 4 map amendments in 2014

During 2014, the Oregon Legislature added land to the Metro urban growth boundary (UGB) under HB 4078. The Metro Council subsequently designated 830 of those acres as Title 4 lands. Those additions and their Title 4 designations are as follows:

Area added to UGB	Acres	Title 4 designation
Urban Reserve 7B Forest Grove	240	Employment
Urban Reserve 7E Forest Grove	38	Industrial
Urban Reserve 8A Hillsboro	552	Industrial
TOTAL	830	

Chief Operating Officer recommendations for 2014

Staff does not, at this time, recommend changes to Title 4 policies.

LET'S TALK TRASH

with



Ignoble Rot:
Food Scraps as Compost and Energy

Tuesday, May 5, 2015

Doors open at 6 p.m.
Program begins at 7 p.m.

Clinton Street Theater
2522 SE Clinton St., Portland

\$8 advance tickets/\$10 suggested cover at the door



Food scraps comprise almost one-fifth of the amount of material our region sends to landfills every year – enough to fill 5000 long-haul trucks. These food scraps can provide compost, energy and other benefits to communities, but what are the most desirable environmental and economic approaches to dealing with this resource? What impacts do food scraps have on the climate, water supplies, energy, and food security?

David Allaway, senior policy analyst with the Oregon Department of Environmental Quality, will share insights for different ways of dealing with food scraps while reducing what we throw away.

This event is part of Metro's Let's Talk Trash series designed to engage you in discussions that shape how our region manages its waste. This event is co-sponsored by Science on Tap, a lecture series where you can sit back, enjoy a pint, and laugh while you learn.

More information can be found at oregonmetro.gov/letstalktrash





Metro's Solid Waste Roadmap

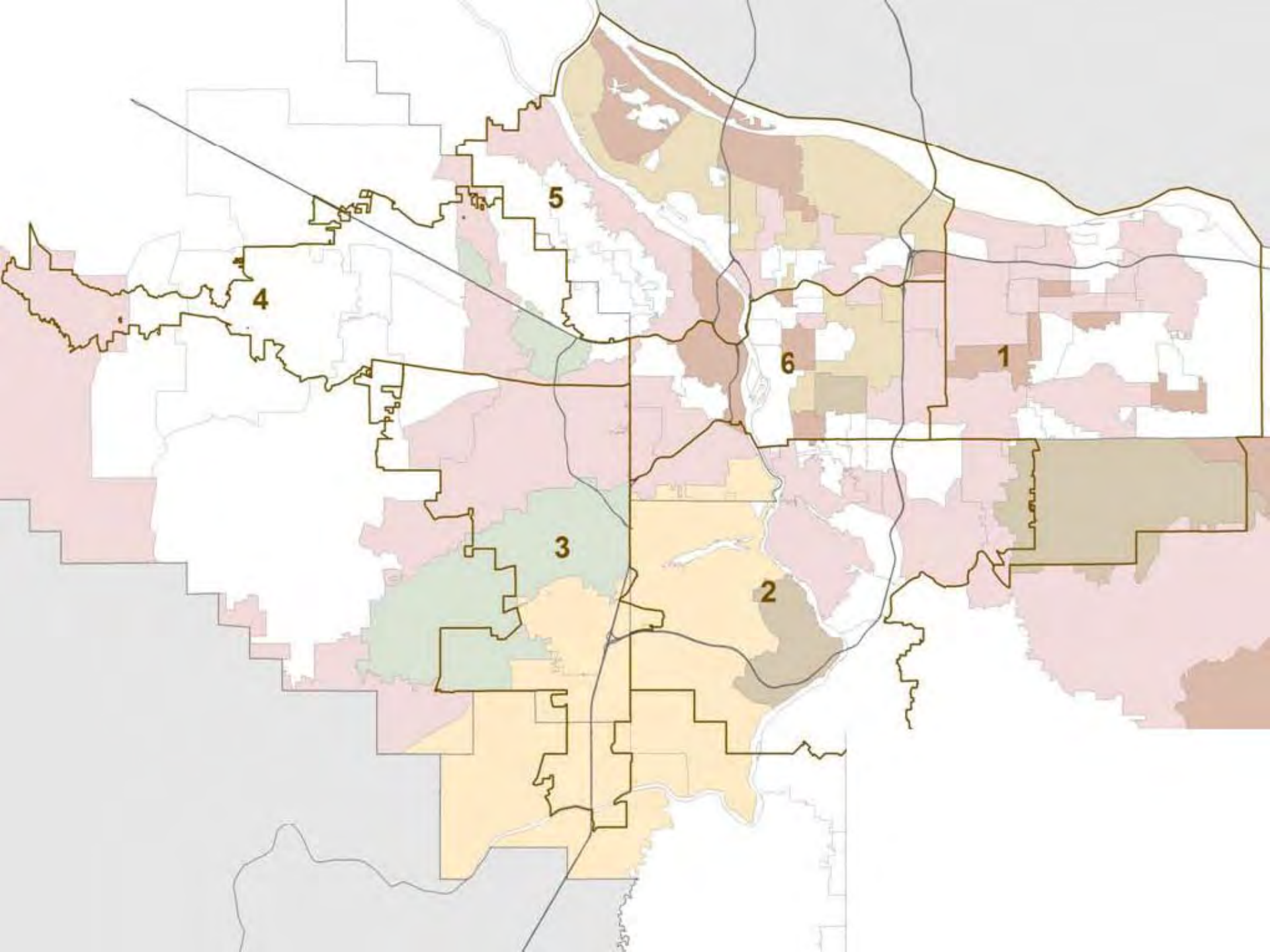
Making the most of what we don't want

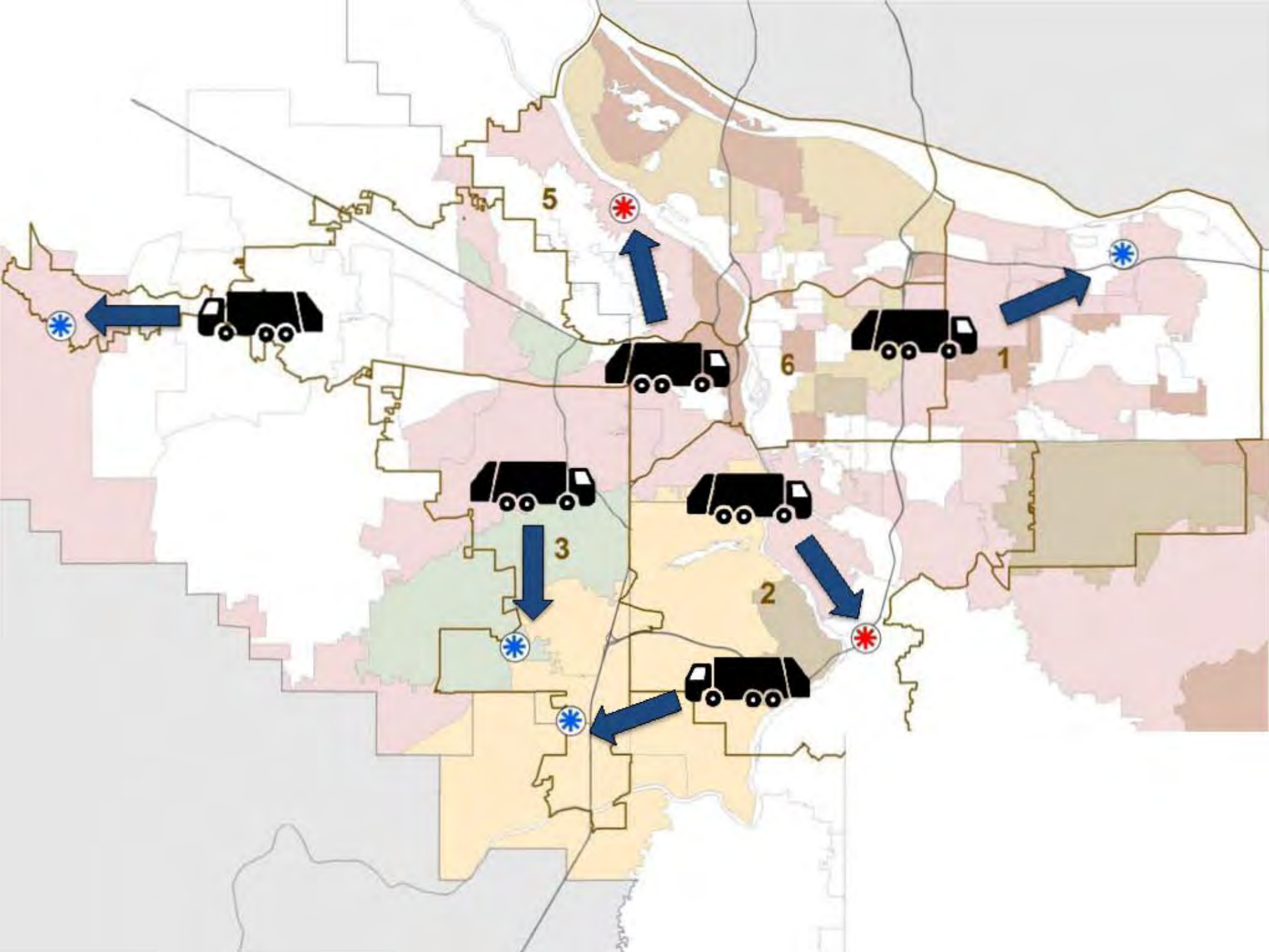


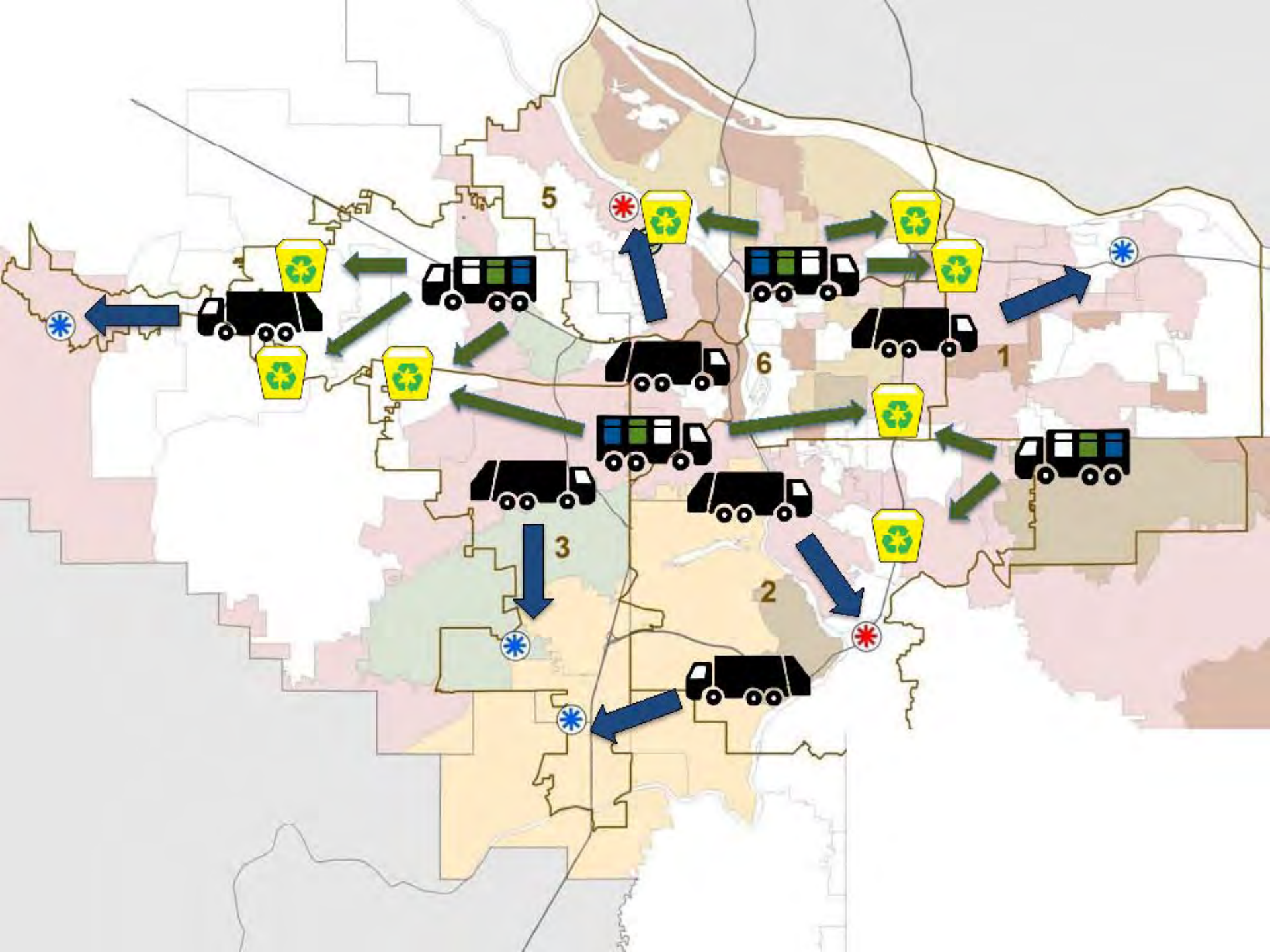
Presentation to Metro Policy Advisory Committee
Paul Slyman, Parks and Environmental Services Director
Tom Chaimov, Principal Solid Waste Planner
April 8, 2015









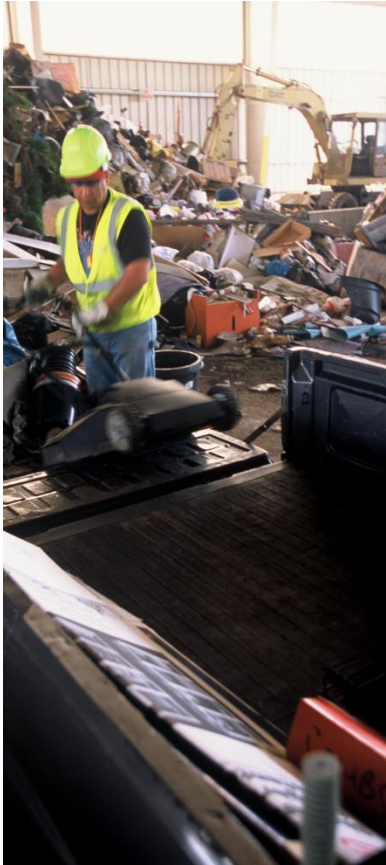


Where our region's garbage goes

Most goes to Waste Management landfills in
Gilliam and Yamhill counties.



Public benefits



- Health
- Environment
- Good value
- Highest and best use of resources
- Adaptable and responsive
- Services available to all types of customers

Solid Waste Roadmap



- How best to manage garbage and other materials in years ahead



- How to position the region to make better use of discarded materials



- How the region's solid waste system can best meet the needs of the public

Making the most of what we don't want









Engagement



- Solid Waste Alternatives Advisory Committee (SWAAC)
- Transfer system task force
- Public outreach

Let's Talk Trash



- Innovative engagement series
- Past events included:
 - Film contest
 - Authors, experts, lecturers
 - Community engagement through Milagro Theatre
- Next event: May 5 at Clinton St. Theater
Ignoble Rot: Food Scraps as Compost and Energy

Decisions coming up



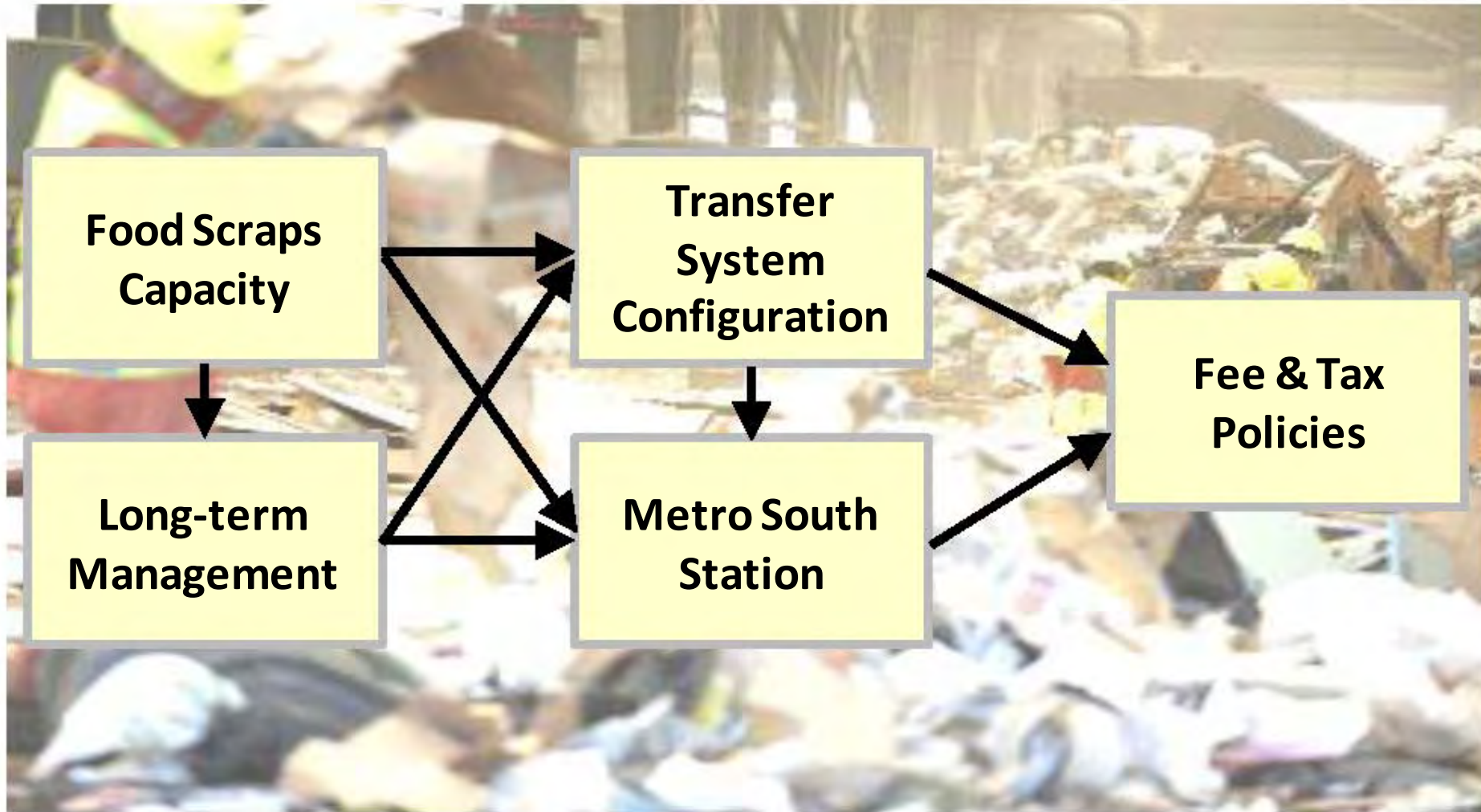
- Through 2015:
 - Direction on managing food scraps
 - Best options for long-term management of garbage
 - Updating public/private transfer station roles, responsibilities
- 2016:
 - Improving Metro South Station
 - Adjust fee & tax policies, if needed

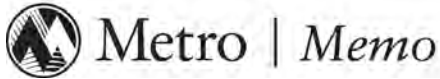


Garbage is a resource we literally throw away.
Help us make the most of it.

END

Key Questions





Date: February 12, 2015
To: Metro Council
From: John Williams and Ted Reid, Planning and Development Department
Re: Staff proposal for structuring urban growth management discussions in light of the remand of urban reserves

Introduction

At its February 3, 2015 retreat, the Metro Council discussed the legal status of urban and rural reserves and implications for the Council's next urban growth management decision. This memo follows up on Council direction at the retreat and proposes a work plan leading to a Metro Council decision in the fall of 2015 on which of two general process options to pursue. Staff will provide Council with additional policy, legal, and budgetary considerations on each option as the fall 2015 decision approaches.

Option 1: conclude the urban growth management decision in 2015, prior to resolution of the urban reserves in Clackamas and Multnomah counties.¹

Option 2: request an extension from the state for the urban growth management decision to wait for the resolution of urban reserves and to allow for additional discussion of housing needs.

This proposed framework is guided by Council's direction that it wishes to discuss several policy topics, and support regional discussion of these topics, before deciding which growth management option best achieves the region's desired outcomes. This proposed framework also reflects the fact that the draft Urban Growth Report (UGR) provides a substantial information base for informing policy discussions. Following Council's direction, staff's primary effort in 2015 will be to focus discussions on how to support implementation of existing community plans and how those plans interact in a regional context, rather than focusing on new data analysis.

Background notes

The draft 2014 UGR accepted by the Council finds that adopted city and county plans can accommodate expected housing and job growth inside the existing urban growth boundary (UGB). Council and MPAC have indicated a desire to continue discussing a number of topics, some of which may have implications for the draft UGR's conclusions regarding housing needs. However, without

¹ The Council could also choose to initiate a new growth management decision cycle before the next state-mandated urban growth report would be due.

new policy direction, the UGR's conclusion will likely hold true for the near future, including if a new UGR were developed in the next two to three years.

The draft UGR assumes that, because of market factors, only a portion of the region's zoned capacity may develop over the next 20 years. Some stakeholders have asserted that zoned capacity should be discounted further. Others assert that too many discounts have been applied or have questioned whether it is legally permissible to apply market discounts at all. As far as staff is aware, Metro's approach to applying market factors is untested in the courts.

The Metro Council and the region have adopted an outcomes-based approach to growth management, meaning that it intends to consider housing needs in light of practical and feasible outcomes on the ground. Two cities, Wilsonville and Sherwood, are working to complete residential concept plans for areas they would like the Council to consider for UGB expansion. However, if the Council determines that there is a regional need for additional growth capacity, the recent remand of urban reserves means that the Council cannot rely on urban reserves for expanding the UGB in 2015.

Proposed framework for 2015 work program

In order to inform the Council's decision-making on which growth management process option to pursue in fall 2015, staff proposes to focus policy discussions in spring of 2015 on the following three questions related to regional housing needs:

1. Residential development potential in Damascus
How much residential development should be assumed is likely in the City of Damascus? If less than what is forecast in the draft UGR is likely, where might that development occur instead? Or, should the region plan for a lower point in the range forecast?
2. Residential development potential in centers such as Portland
How much residential development should be assumed is likely in the region's centers and corridors, including those in Portland? If less than what is forecast in the draft UGR is likely, where might that development occur instead? Or, should the region plan for a lower point in the range forecast?
3. Choosing a point in the range forecast
Should the region plan for the midpoint of the forecast range, which has the highest probability, or should the region plan for higher or lower growth? Why? What new policies would be implemented to achieve higher or lower growth?

Staff proposes that other topics of interest that do not directly impact the determination of whether there is a regional need for land for residential growth be discussed separately, and perhaps after the growth management process option is chosen, since they cannot be resolved by a single growth management decision. Examples of these topics include regional housing affordability, regional infrastructure costs, and regional housing mix.

Note that the draft UGR forecasts the mix of housing that will result from adopted city and county plans. Establishing a markedly different share of single-family or multifamily housing in the region is not as simple as making a technical change to the draft UGR. It would require a larger discussion

of how the region intends to grow, including a discussion of the amendments to state, regional, and local policies and investment programs that would be required to achieve a different housing mix.

Proposed timeline for work program in 2015

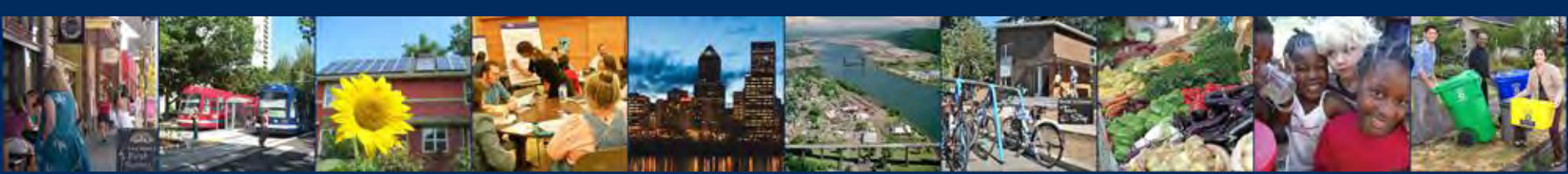
February	Discussion of framework for proposed work program.
March – July	MPAC and Council initial discussions of the three topics related to regional housing needs.
September	Metro COO recommendation on the three topics and next steps for growth management decision-making. Release of inaugural report on regional readiness for addressing future opportunities and challenges, including some of the other topics of interest to Council and MPAC.
Fall	MPAC recommendation to Council on next steps for growth management decision-making.
By December or sooner	Metro Council decision on next steps for growth management: <ol style="list-style-type: none"> 1. Does the Council choose to conclude the urban growth management decision at this time or request an extension? 2. Does the Council direct staff to conduct a new UGR before its next scheduled 6-year review? If so, what direction would Council like to provide staff regarding the three topics related to regional housing needs or other issues?

Urban Growth Management Decision

Tentative schedule for Council, MPAC and MTAC

4-7-15

Date	Meeting	Topic
2-17-15	Council	Work program
2-25-15	MPAC	Work program
3-31-15	Council	Portland's comprehensive plan update
4-8-15	MPAC	Portland's comprehensive plan update
4-15-15	MTAC	Portland's comprehensive plan update
4-22-15	MPAC	Likelihood of development in urban centers such as Portland
5-5-15	Council	Likelihood of development in urban centers such as Portland
5-6-15	MTAC	Development trends in past UGB expansion areas and the likelihood of development in Damascus
5-12-15	Council	Development trends in past UGB expansion areas and the likelihood of development in Damascus (joint work session with Damascus City Council)
5-20-15	MTAC	Likelihood of development in urban centers such as Portland
5-27-15	MPAC	Development trends in past UGB expansion areas and the likelihood of development in Damascus
6-10-15	MPAC with Council invited	Tour of recent developments in the City of Portland
6-16-15	Council	Planning within a range forecast
6-17-15	MTAC	Planning within a range forecast
6-23-15	Council	Recap of spring 2015 growth management discussions; opportunity to request additional discussion at MPAC
6-24-15	MPAC	Planning within a range forecast
7-8-15	MPAC	Recap of spring 2015 growth management discussions
9-15-15	Council	Discuss COO recommendation Request recommendations from MPAC
9-16-15	MTAC	Review COO recommendation
9-23-15	MPAC	Discuss COO recommendation Action: MPAC recommendation to Council
Fall 2015 (TBD)	Council	Action: decision on how to proceed (conclude decision in 2015 or ask for extension)



2035 Comprehensive Plan *Overview of the Proposed Draft*

MPAC Briefing
April 8, 2015



Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.



Preparing for growth...

Portland today...

- Roughly 260,000 households
(over 600,000 people)
- Roughly 400,000 jobs

We are Planning for....

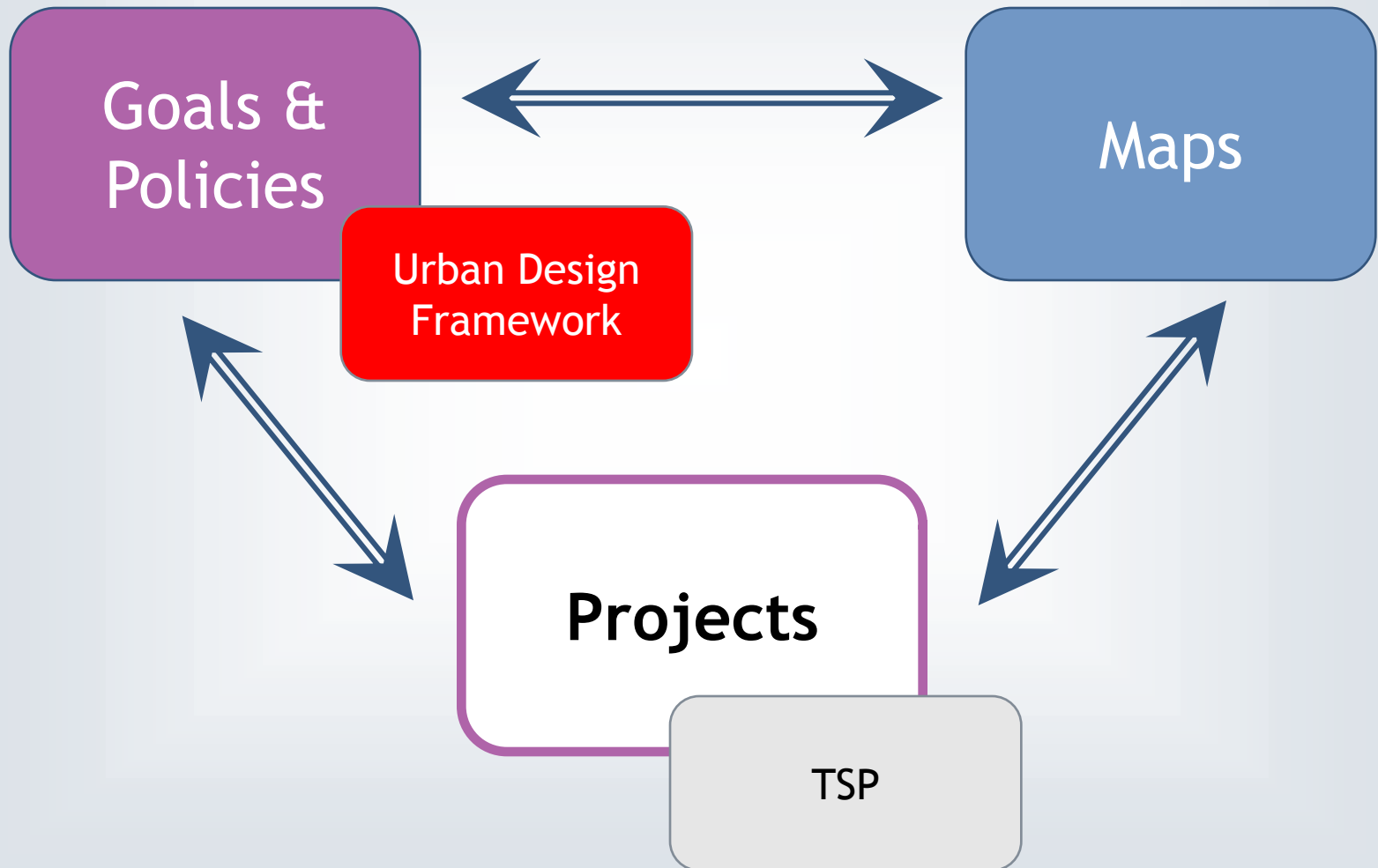
- 123,000 new households
- 142,000 new jobs

*Baseline year is 2010, the planning horizon is 2035

THE PORTLAND PLAN

Prosperous. Educated. Healthy. Equitable.

Plan Elements



Seven Key Directions

1. Create complete neighborhoods
2. Encourage job growth
3. Create a low-carbon community
4. Protect natural areas and open spaces
5. Provide reliable infrastructure that equitably serves all parts of the city
6. Improve Resiliency
7. One size does not fit all

What Makes a Complete Neighborhood?



Basic Public Services



Parks & Nature



Healthy Food



Businesses & Amenities



Watershed Health



Social Connections



Active Transportation

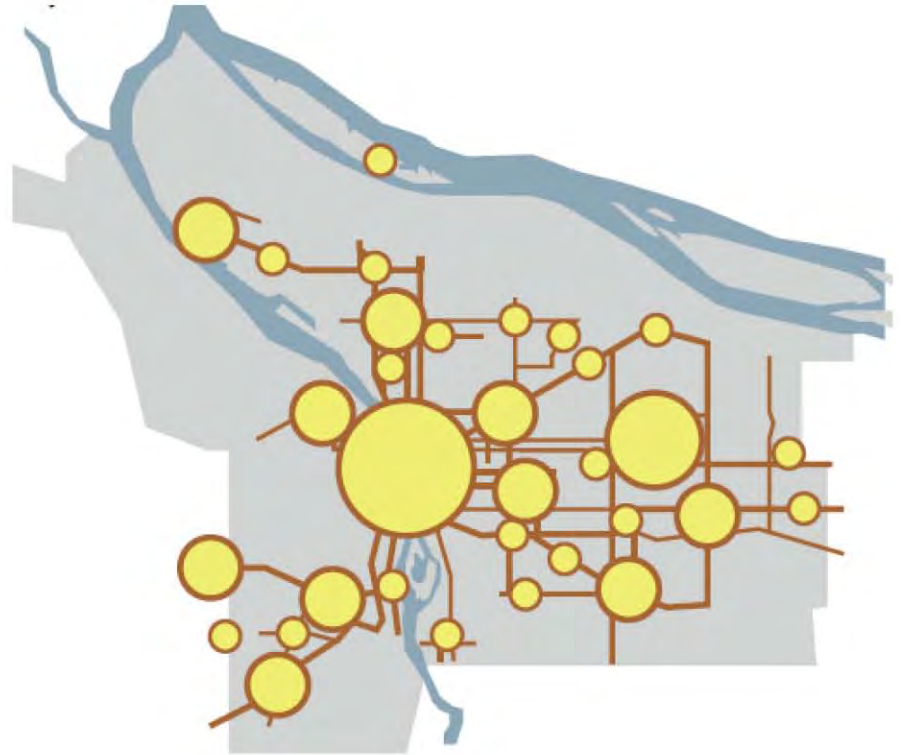
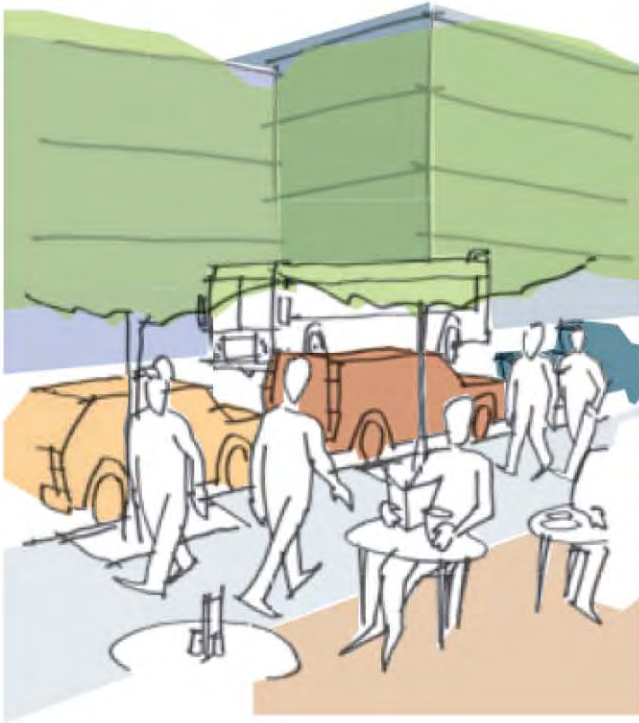


Safety

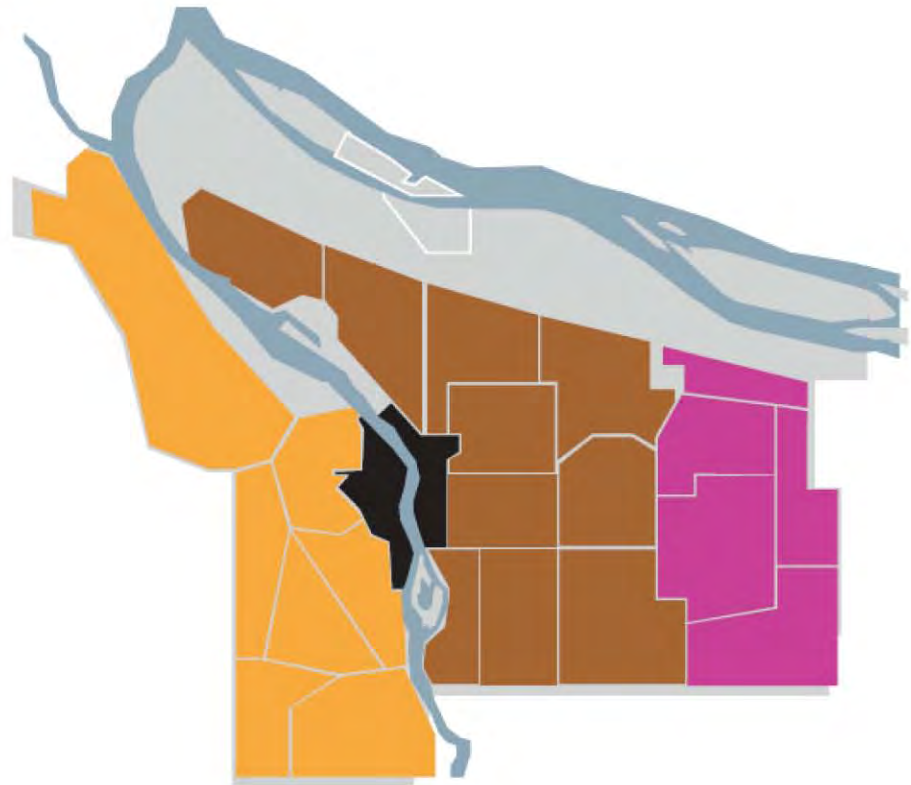


Quality Housing

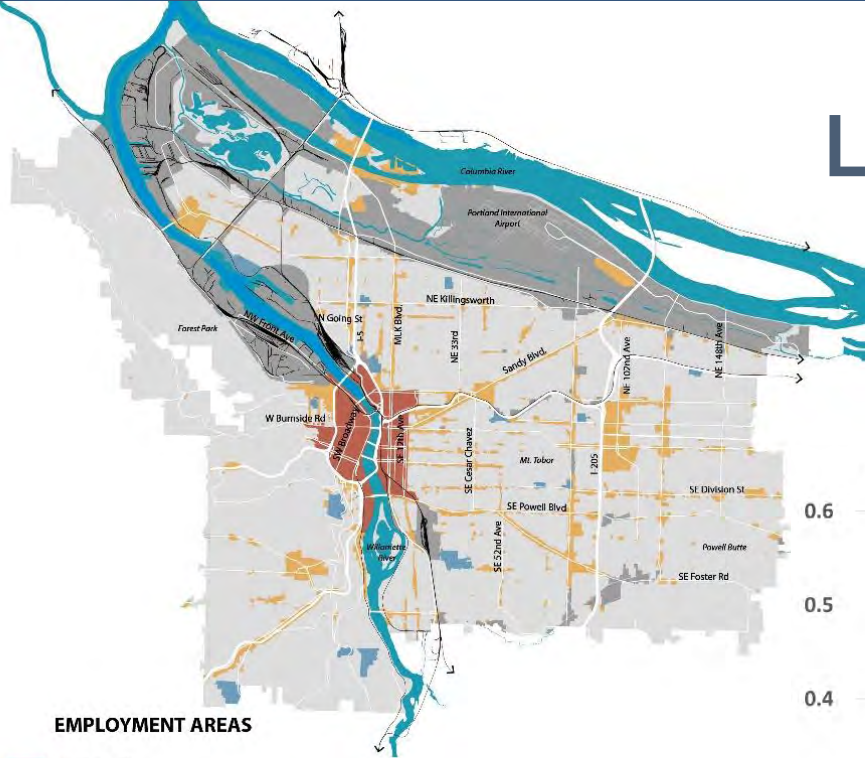
Complete Neighborhoods



One Size Does Not Fit All



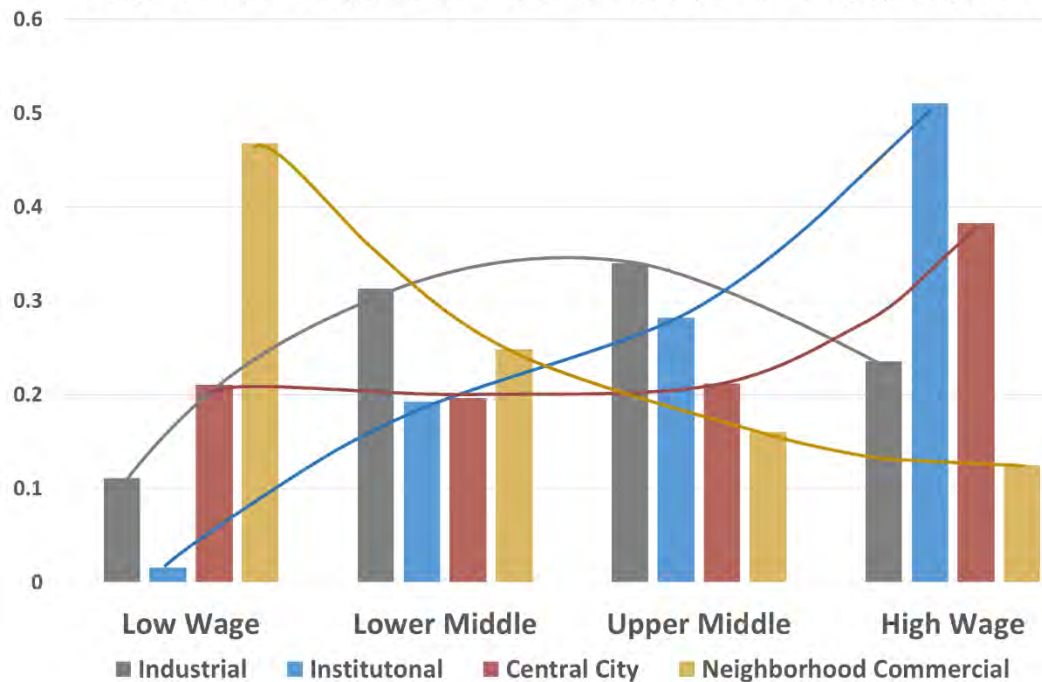
Land supply for balanced job growth and wage distribution



Citywide Wage Thresholds

Low	< \$26,400/year
Lower Middle	\$26,400 - \$46,400
Upper Middle	\$46,400 - \$67,600
High	> \$67,647/year

Wage Quartile Comparison of Portland Employment Geographies, 2012



Urban Design Framework

What is it?

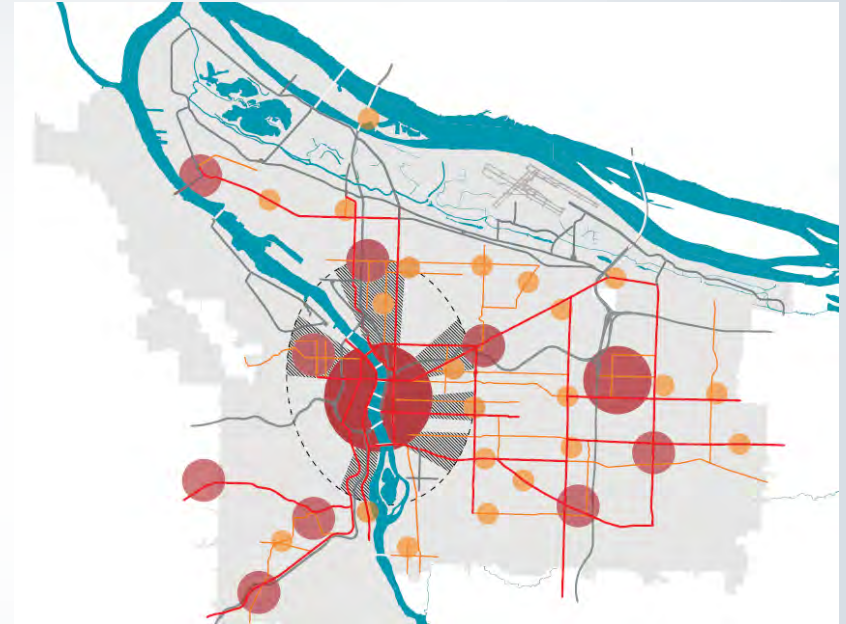
How is it Used?

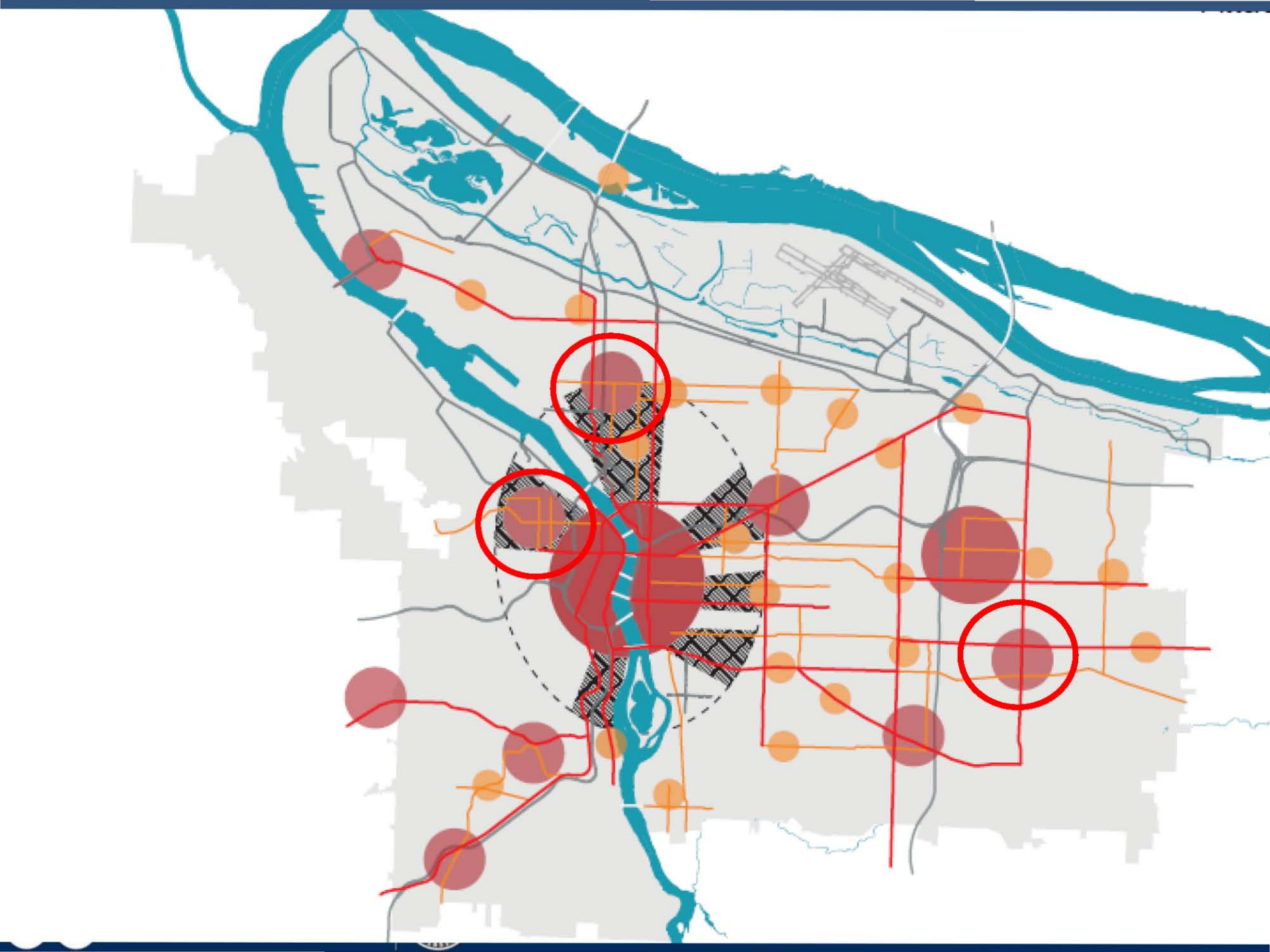
- Concept Illustration
- Communication tool
- Defines place types
- Informs later planning work
- Not a development review tool



Urban Design Terms

- Town Centers
- Civic Corridors
- Neighborhood Centers
- Station Areas
- Greenways and Habitat Corridors
- Employment Districts
- Pattern Areas – Inner, East, West, River



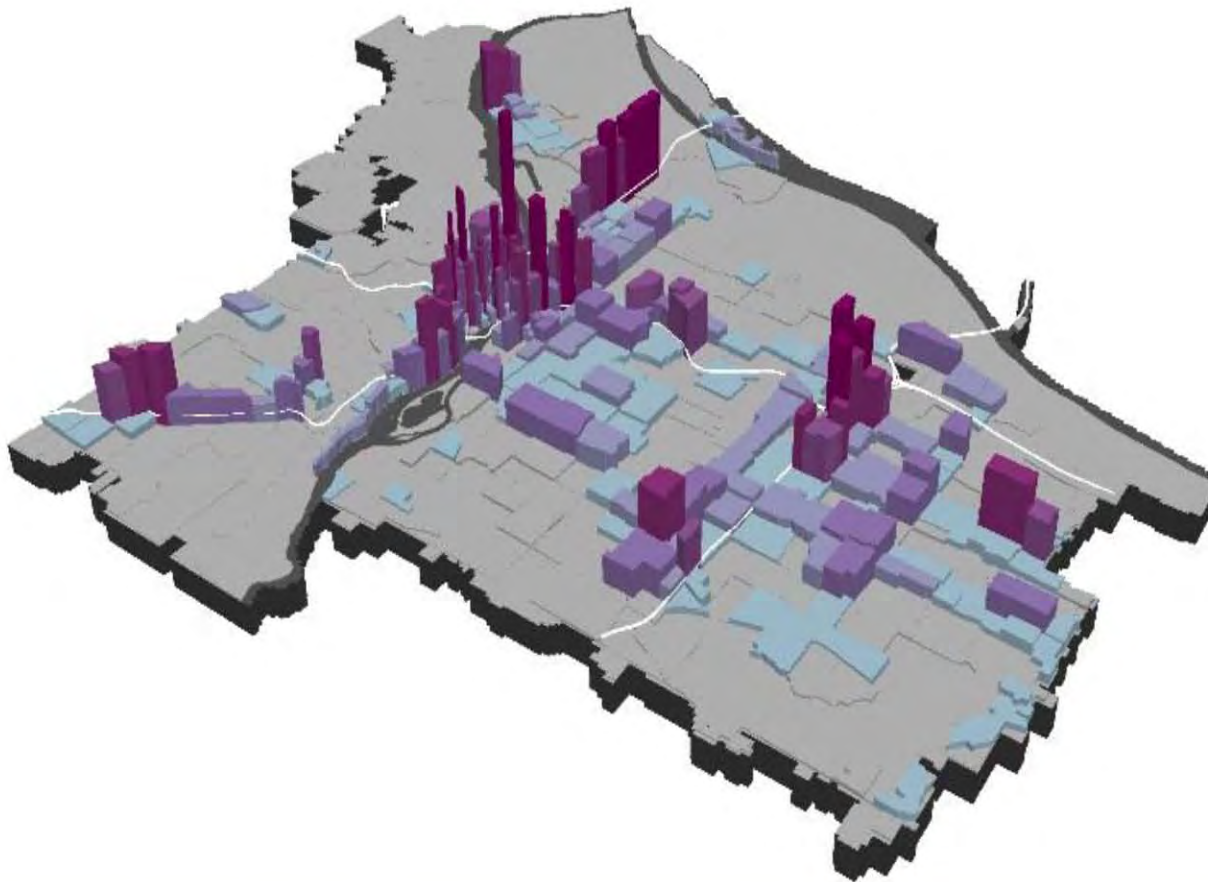


Urban Design Framework

Residential Growth Allocation

- 30% Central City
- 50% Centers and Corridors
- 20% Residential Neighborhoods

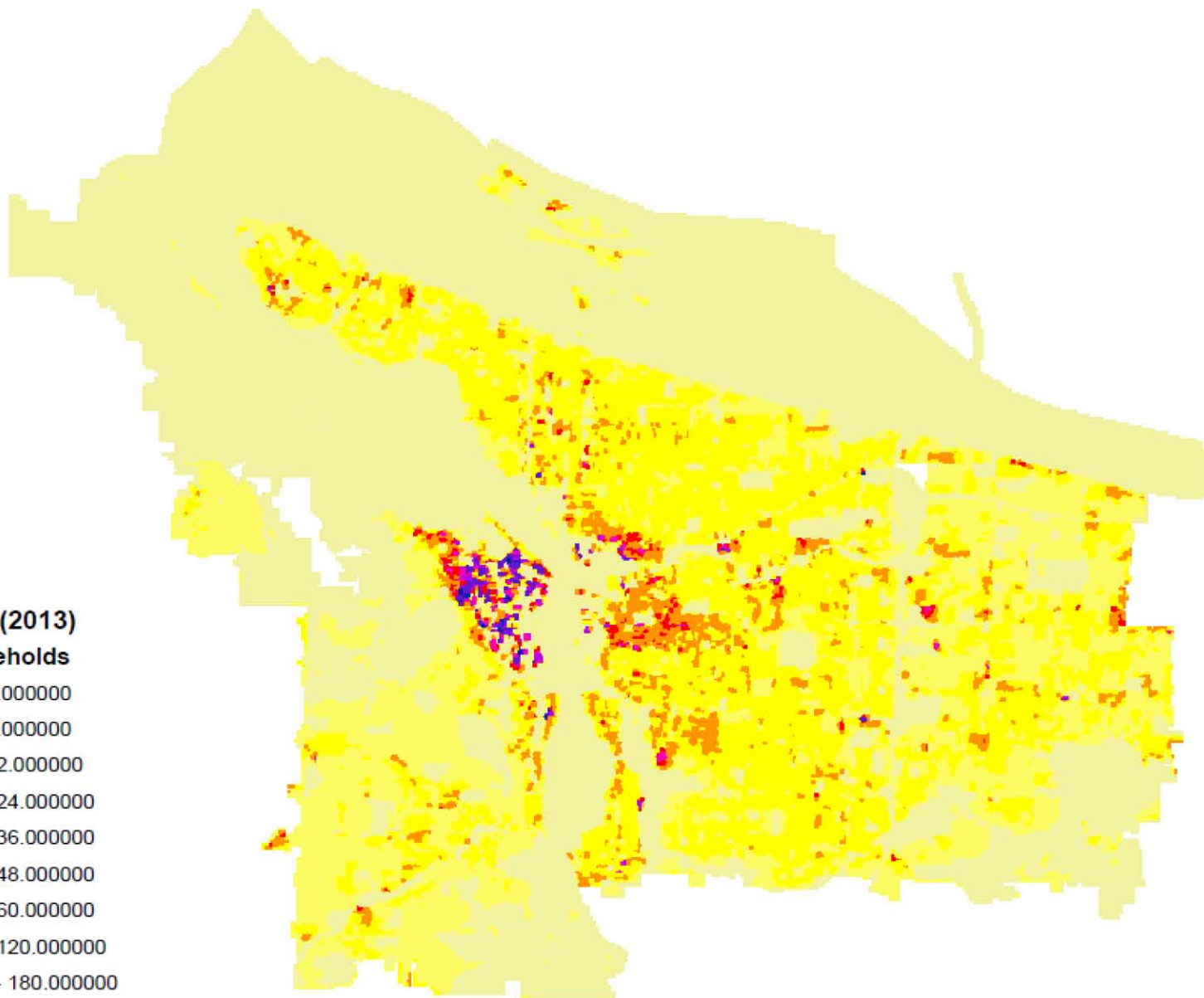
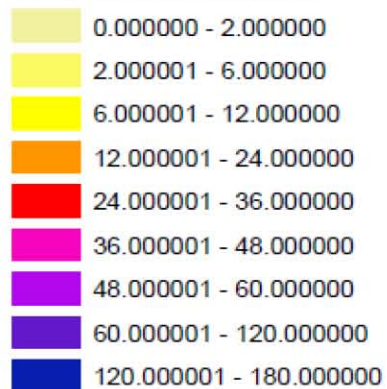
Residential Capacity



Legend

BLI Allocation (2013)

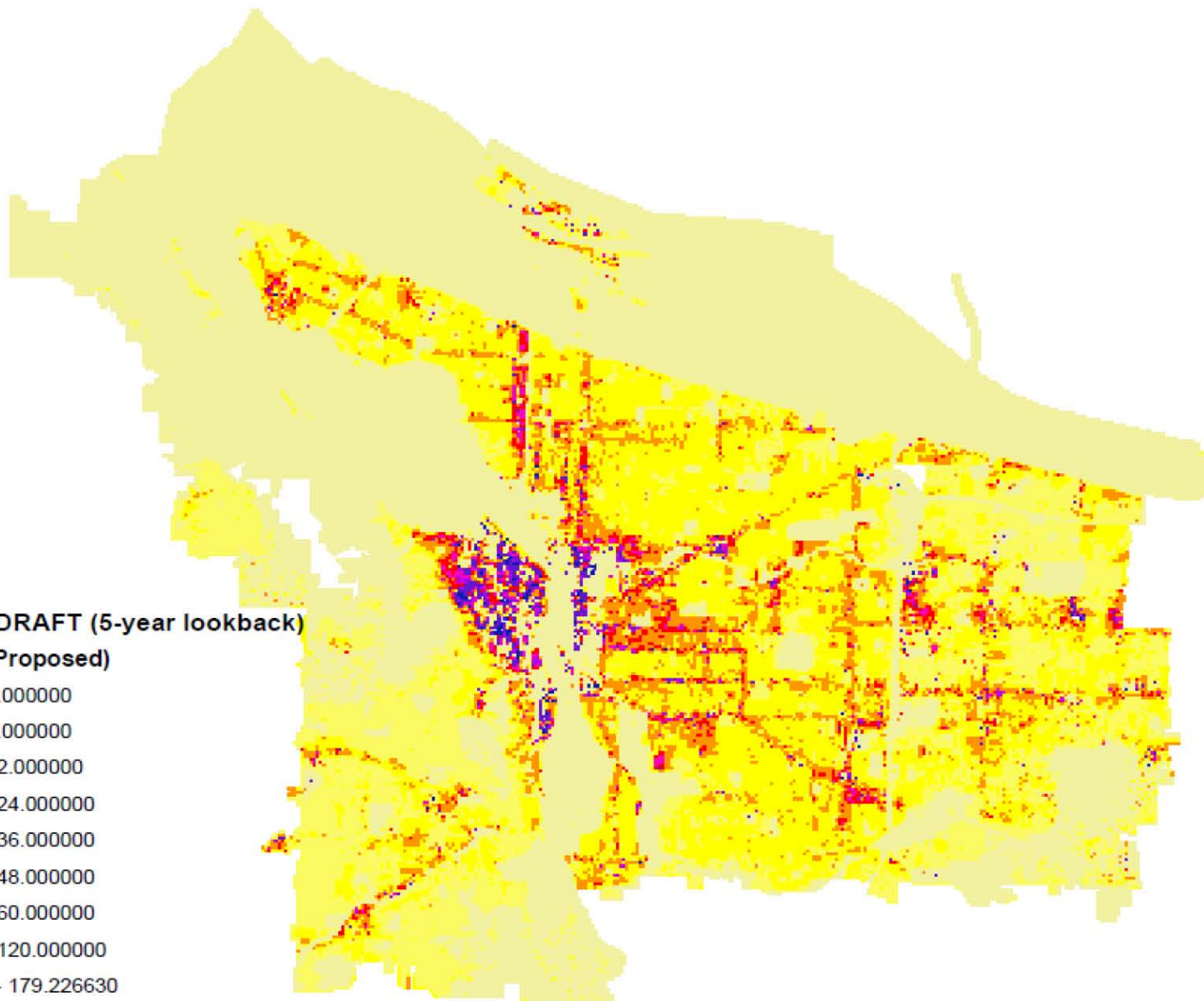
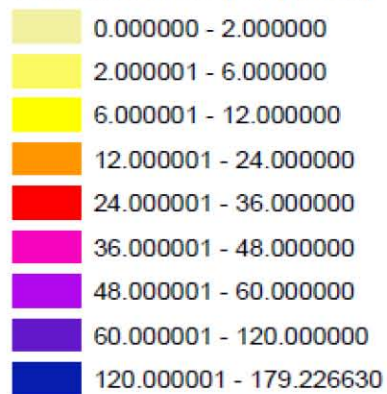
Total 2010 Households



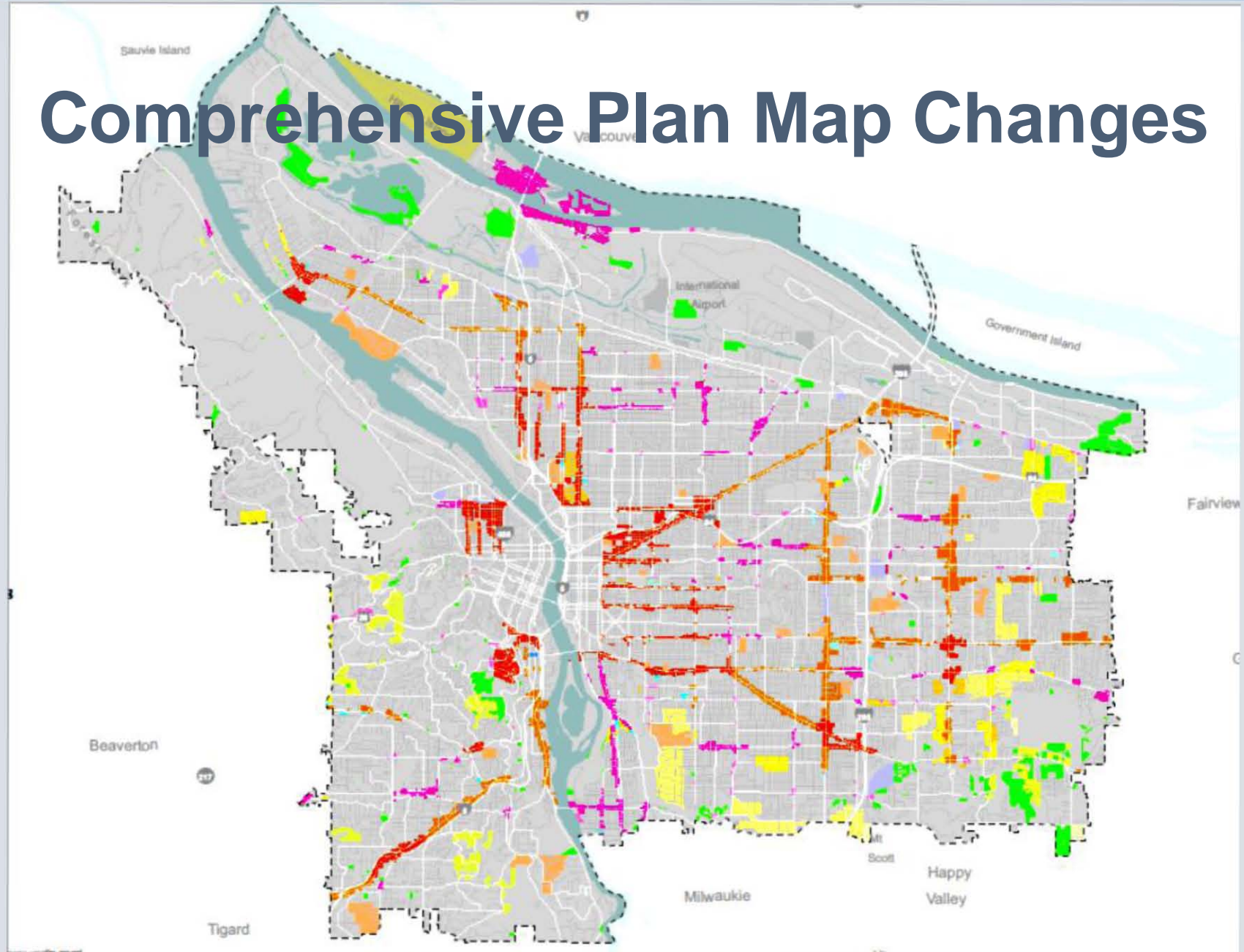
Legend

BLI Allocation DRAFT (5-year lookback)

Forecast Units (Proposed)



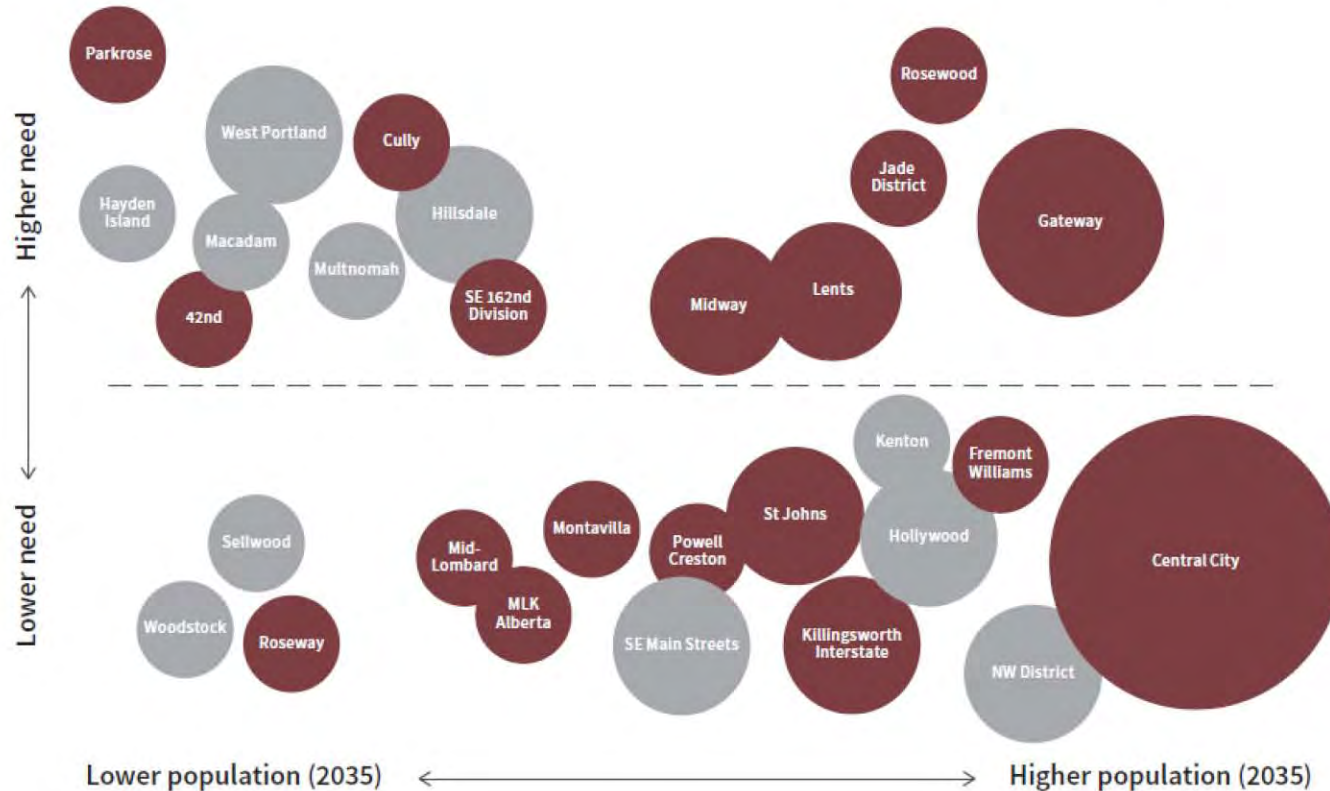
Comprehensive Plan Map Changes



Investment Strategy

1. Invest to reduce disparities

2. Invest to enhance neighborhoods and accommodate growth

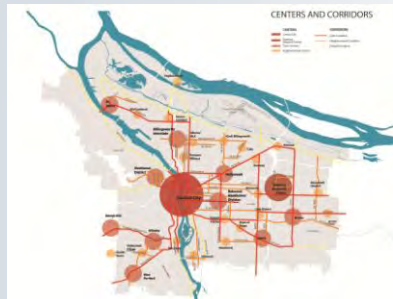


3. Respond to opportunities and maintain existing services

4. Fill service gaps and accommodate growth

Mixed Use Zoning Project - Context

UDF



This provides sharper focus to where we grow.

- Town Centers
- Civic Corridors
- Neighborhood Centers + Corridors

Comp Plan Maps



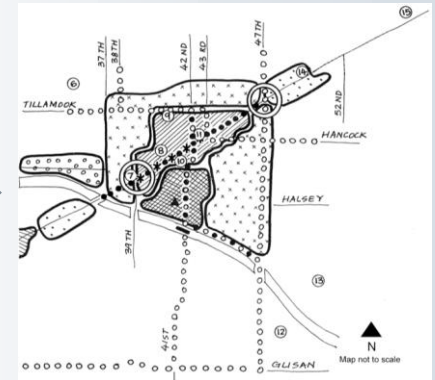
A basis of later zoning map and code changes.

Mixed Use Codes Project



New “palette” of zoning designations to replace existing commercial and mixed use zoning.

Refinement Plans



Specific action plans and land use refinement for priority centers.

Additional code and process improvement.

The Map App

