


Metro Update

**Metro Councilor Rod Park
Presentation to Windermere
Real Estate Company
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Metro Urban Growth Boundary Origins

Oregon Statewide Land Use Law (Senate Bill 100, 1973) required creation of urban growth boundaries to help contain development and ~~minimize expansion of urban development onto farmland and natural areas~~

Administered by the Land Conservation & Development Commission


LEDC



Metro Urban Growth Boundary Origins

The Columbia Region Association of Governments (CRAG), Metro's predecessor, engaged in a complete planning process and proposed an urban growth boundary for the greater Portland metropolitan region in 1977.

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Metro Urban Growth Boundary Origins

~~Local voters approved the formation of Metro (the nation's first elected regional government) in 1978 to help manage the urban growth boundary that CRAG developed.~~

History of UGB Expansions

- Since the late 1970s, the boundary has been moved about three dozen times. Most of those moves were small – 20 acres or less.
- In 1997, the Oregon Legislature passed a law requiring Metro to evaluate, every five years, whether there is enough buildable land inside the UGB to accommodate the next 20 years of population growth, and to amend the UGB if necessary.



Substantial additions to the UGB since 1997

1998:

- 3,500 acres were added to make room for approximately 23,000 housing units and 14,000 jobs.
- Acreage included areas around the old Dammasch state hospital site near Wilsonville, the Pleasant Valley area in east Multnomah County, the Sunnyside Road area in Clackamas County, and a parcel of land south of Tualatin.



Show progressive moves.

Substantial additions to the UGB since 1997

1999:

- 605 acres were added for housing.
- Acreage included South of Hillsboro, the other half in the Southwest Wilsonville and Dammasch areas (Villebois).



Substantial additions to the UGB since 1997

2002:

- Unprecedented 18,867 acres
- The bulk of the acreage was in Damascus and North Bethany.
- Added to provide 38,657 housing units and 2,671 acres for additional jobs.
- This action also created important regional policies to support neighborhoods, protect industrial areas and enhance regional and town centers.



Substantial additions to the UGB since 1997

2004:

- 1,956 acres
- Added to address the need for industrial lands identified as part of the 2002 planning process.

2005:

- Additional 345 acres of land was added for industrial purposes that completed the 2002 planning process.



Difficulties with UGB Expansions

- Oregon land use law has set priorities for determining which areas to expand the UGB to, based on the quality of agricultural soils.
- ~~The process by which Metro has made decisions over whether and how to expand the UGB has been highly contentious and often produces results that few are ever happy with.~~



Less than 200 div.'s since the 1998 UGB expansion FOR the 200K ~~area~~ people who have made here

Difficulties with UGB Expansions

- Approach we've used for the last 35 years has been effective in curtailing development onto farmland **AFTER 1996 AND**
- Until 2007, there was no mechanism in state law to declare certain rural lands off-limits to development for a set period of time.



Difficulties with UGB Expansions

- A very small percentage of the new land added since 1998 (estimated to be less than five percent) has been developed.
- Reasons for this:
 - lack of available funding to pay for planning
 - infrastructure development in new areas in order to create new communities.



New approaches and considerations

- In 2007, the Oregon Legislature granted Metro and the three counties the ability to take a new approach.
- The new approach:
 - Relies less on a hierarchy of soil types for UGB expansion.
 - Looks to a variety of other factors that contribute to the successful development of vibrant and well-supported communities.



New approaches and considerations

- Metro and the counties are required to agree on which areas outside of the UGB should be set aside as "urban reserves".
- "Urban reserves" will:
 - Provide linkages to the region's transportation system,
 - Can be served with important infrastructure in a cost-effective manner,
 - Can be governed by an appropriate local government with a sufficient tax base to provide services.



Provide the ability to plan for long term development

- 1.
- 2.
- 3.

New approaches and considerations

This new approach establishes "rural reserves", valuable rural land—farmland, forest lands, and natural areas—as off-limits to development (and thus excluded from UGB expansions) for up to 40 to 50 years.



Provides certainty for investments necessary for these activities

New approaches and considerations

- Questions to consider:
 - What do current ~~Portland~~ residents want their neighborhoods to look like over the next 50 years as more people live here?
 - How communities ~~accommodate~~ *embrace* growth inside the existing UGB will greatly affect where and how much land we set aside in urban reserves?



Regional Infrastructure Analysis

As the region's population grows, one of the challenges to successful implementation of the 2040 Growth Concept is the development and maintenance of critical infrastructure necessary to build and enhance great communities.



Regional Transportation Plan: Transportation Investment Scenarios

- Concept A: Focus on Multi-Modal System Connectivity
- Concept B: Focus on High Capacity Transit and Regional Transit Service
- Concept C: Focus on Throughways
- Concept D: Focus on System Management



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Where to go for more information

www.oregonmetro.gov/reserves -- Information on Urban and Reserves, with links to outreach activities and counties' Web pages

www.oregonmetro.gov/infrastructure -- Information on the Regional Infrastructure Analysis

www.oregonmetro.gov/rtp -- Information on the Regional Transportation Plan update



Questions/comments

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