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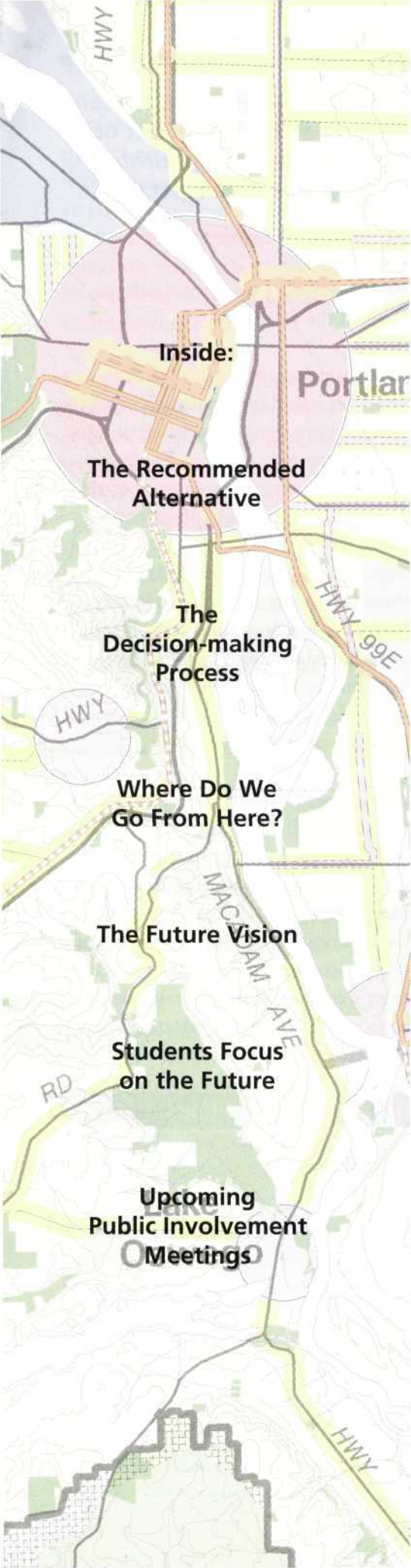
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2040

Decisions for Tomorrow



Metro Region 2040 Update

Fall 1994

You Said It

Two years ago, we began Region 2040 by asking very basic, general questions about how our region should grow. We wanted to know people's regional values – which elements of our community should be protected and which things needed improving. We learned that, in general, people tended to value most highly a clean and accessible natural environment, freedom from excessive traffic congestion and quiet, safe neighborhoods.

As the Region 2040 program progressed, so did the types of questions we asked the public. We moved from the general to the more specific.

Earlier this summer, we narrowed the focus to four questions that identified possible ways to use land more efficiently inside the urban growth boundary, in order to keep those elements people said they valued the most. Through an intense public involvement effort – including the use of a direct mail piece and questionnaire sent to more than 500,000 households, a telephone hotline number, a youth involvement program, interviews with

"These are tough issues because people like to have their space ... I know I do."

community leaders, a video, speaking engagements and open houses – we asked people to tell us how they felt about those four specific issues. Those questions asked people how they felt about:

- increasing development along transit lines
- redeveloping city centers
- decreasing the average size of new residential lots
- reducing the number of commercial parking spaces.

What you told us

More than 17,000 people responded to the questionnaire, and the response was almost evenly distributed across the region. We also received about 300

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Executive Officer
Rena Cusma

Metro Councilors

- District 1 Susan McLain
- District 2 Jon Kvistad
- District 3 Jim Gardner
- District 4 Richard Devlin
- District 5 Mike Gates
- District 6 George Van Bergen
- District 7 Ruth McFarland
- District 8 Judy Wyers,
presiding officer
- District 9 Rod Monroe
- District 10 Roger Buchanan
- District 11 Ed Washington,
deputy presiding officer
- District 12 Sandi Hansen
- District 13 Terry Moore

To talk with your elected councilor about Region 2040 call 797-1540

Metro is the directly elected regional government that serves more than 1 million residents in Clackamas, Multnomah and Washington counties and the 24 cities that make up the Portland metropolitan area.

Metro is responsible for solid waste management; operation of the Metro Washington Park Zoo; transportation and land-use planning; managing and planning regional parks and greenspaces; and technical services to local governments. Through the Metropolitan Exposition-Recreation Commission, Metro manages the Oregon Convention Center, Civic Stadium, the Portland Center for the Performing Arts and the Expo Center.

Metro is governed by a 13-member council and an executive officer. Councilors are elected within sub-districts; the executive officer is elected regionwide.

For more information about Metro or to schedule a speaker for a community group, call 797-1510.

You said it

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letters from people who wrote eloquently and thoughtfully about their ideas for their region's future. About 600 people attended eight open houses around the region, nearly 4,000 people checked out a free copy of a Region 2040 video from area Blockbuster Video stores and libraries, and 600 students participated in a youth involvement program. The response was overwhelming, exceeding our highest expectations.

All responses have been categorized, counted and analyzed, and are being forwarded to the Metro Council. Additional public input this fall also will be sent directly to the elected councilors. Summaries of the public involvement report are available at Metro, 600 NE Grand Ave., Portland, or by calling 797-1888.

In examining the responses, we found that people tended to support more compact, transit-oriented development so that farm and forest lands could be preserved. The responses of 45 stakeholders, including such diverse interest groups as home builder associations, environmental organizations, and public school and housing officials, also

"I think smaller lot sizes can make perfect sense, but only if there are neighborhood parks or greenspaces."

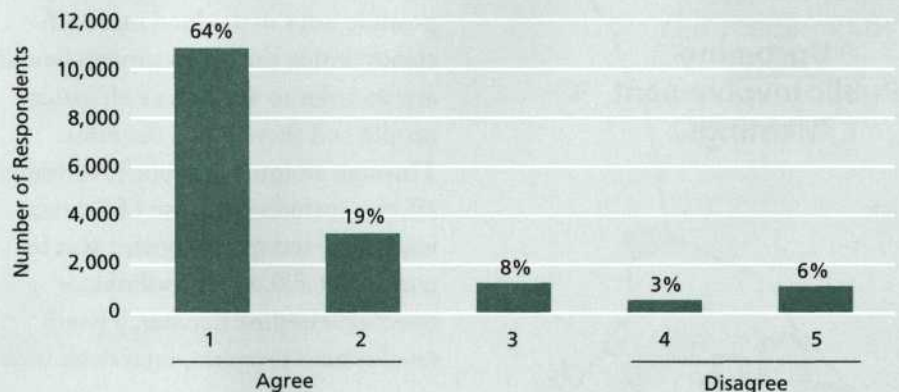
tended to reflect concerns similar to those of the general public.

In our summer public involvement effort, we asked for a rating of 1 to 5 on the questions, ranging from strongly agree to strongly disagree. For many people, however, a simple numbered rating did not say it all. Some sent maps, letters, articles and comments with their questionnaires. Many of these comments are included in this update. They drew on personal stories or technical solutions to offer their suggestions. Here is a summary of what you said:

Should we increase development along transit lines?

People enthusiastically endorsed the idea of increasing development along transit lines – 83 percent agreed, while only 9 percent disagreed. One of the most frequently noted reasons for supporting this was the potential increased use of mass transit.

Figure 1 Encourage development along transit lines



Although some people worried about having homes near transit lines, most favored having shops, homes and transit near one another. One citizen wrote, "I do not have a car and live in an area where I can walk to most essential services, and have three frequently running bus lines close by – it's great and should be a model for future development."

Many people were adamant, however, that while they liked the idea of concentrating development along transit lines, they did not want strip malls or endless blocks of retail development. Instead, many suggested that shops and homes be clustered around MAX stations or centrally located bus stops to form more aesthetically pleasing and pedestrian-friendly centers.

Many raised the concern of preserving the character of their neighborhood in the face of increased development along transit lines. Few people wanted to see their own neighborhood change drastically, which suggests that we should focus development around transit lines that already exist or are currently in the planning stage.

Should we redevelop city centers?

Redevelopment of city centers also was a popular idea. Many people felt that redeveloping rundown buildings could enhance the value of an area and that vibrant downtowns would make cities safer and shopping easier. A common suggestion was to remodel old buildings, rather than build new ones, thus preserving communities' sense of history and charm.

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Students Focus on the Future

Underwater cities and space shuttles may not be included as part of the recommended alternative, but those were a couple of the ideas that students had for how the region should grow. This spring, 25 elementary, middle and high schools brought Region 2040 questions to the classrooms as part of Metro's youth involvement program. More than 600 students offered their thoughts on what their neighborhood might look like in 50 years, expressing their ideas through essays, poetry, plays, rap music, maps, models, drawings and diaries.

"I want my neighborhood in the year 2040 to look like a park. My park would have a rainbow there."

For some, the possibilities were fanciful. One student wanted to live in a high-rise apartment with redwood treetops just outside her window. Another would have a neighborhood with no crime. Others imagined commuter space shuttles, parks on top of buildings, and automated farms. Some, however, took the opportunity to express their fears that pollution, pavement and traffic would prevail while trees, farms and quiet neighborhoods would vanish.



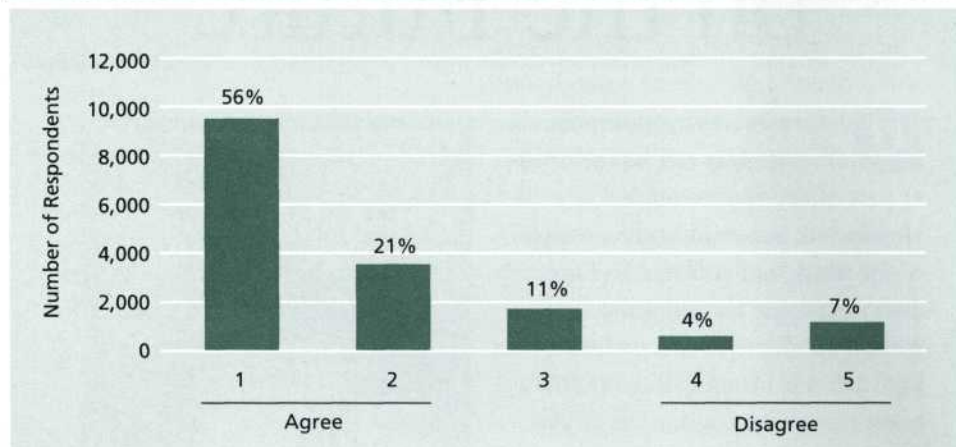
Many of the essays and letters focused on what we could do to keep those fears from being realized. The ideas were varied and sincere, ranging from technological solutions to simply being nicer to one another. One heartening theme united them – the need to think now about what the region will look like tomorrow. As one student wrote, "There's millions of questions that need answers. We must not sit around and ignore them."

"The year is 2040. The land is dry and dead. The hills were once forests. The dumps were once parks for kids to play in. The waterwastes were once ponds, oceans, seas, lakes and pools."

You said it

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Figure 2 Encourage growth of city centers



"(I'm) tired of seeing new houses built while old neighborhoods are falling apart . . ."

Should we decrease average new residential lot size?

About 58 percent, a slight majority, of the people who responded said they supported the idea of reducing the size of new residential lots. Opposition to this idea, however, was fairly high at 32 percent. No other proposed action received that high a percentage of opposition, suggesting that we must provide a variety of different housing options so that people can have choices.

A key concern among people who responded on this issue was the need to have play and recreational space for their children and pets. Some of the solutions people offered included making the houses smaller so that yards could be bigger or creating more small neighborhood parks within easy walking distance. Fears of increasing crime and tension among neighbors were two primary reasons people opposed reducing average new lot sizes. Others, however, felt that a more compact neighborhood would increase efficiency for police and fire service.

People also indicated that it was important to have affordable housing, a distinct neighborhood character and the option to own rather than rent apartments and condominiums.

Figure 3 Reduce average new lot sizes

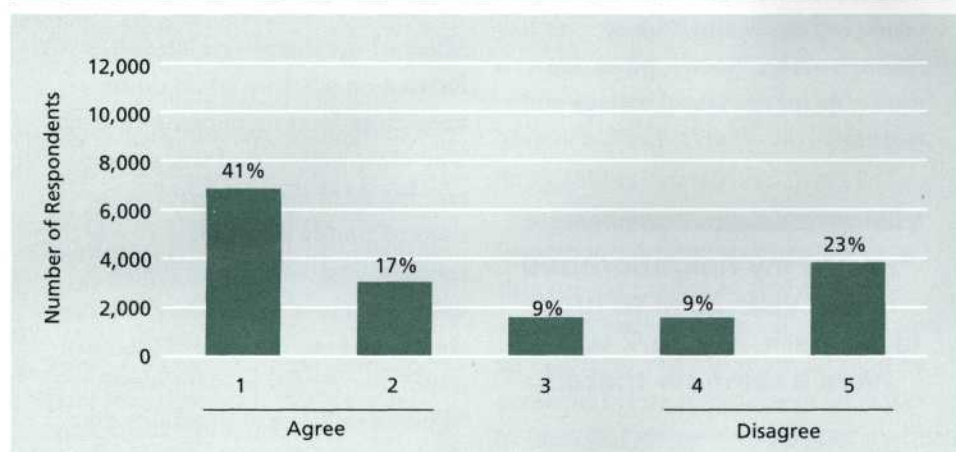
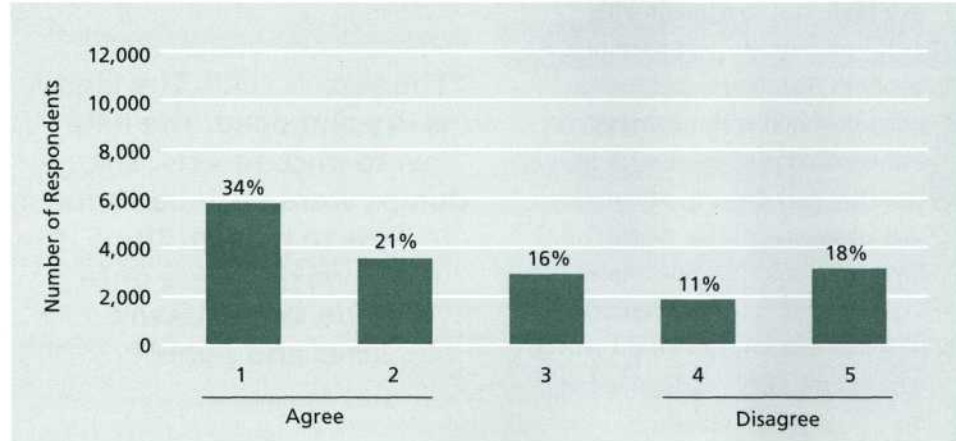


Figure 4 Reduce the amount of parking



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Recommended Alternative

Preserving our quality of life

Region 2040's "recommended alternative" is how we describe the end result of more than two years of working on Region 2040. The recommended alternative is the Metro executive officer's recommendation about how and where the region should grow. This fall, the Metro Council will closely examine the recommended alternative, listen to final public input and make a growth policy decision by the end of the year.



Residential neighborhoods continue to be a key part of the recommended alternative.

We derived the recommended alternative through two means: from comments we've heard from the public and from the technical analysis of the growth concepts created earlier in the Region 2040 process.

The basic philosophy we've heard from the public and have used to build the recommended alternative is: preserve our access to nature and help build better communities. In general, people consistently have expressed concern about open space, transportation mobility for people and goods, a strong sense of community and a sustainable economy. By addressing these fundamental concerns, the recommended alternative can help guide growth so that our region remains a wonderful place to live.

Where is everyone going?

Our forecast of 1.1 million additional people is for the four-county area (Multnomah, Clackamas, Washington and Clark counties), with about two-thirds, or 720,000, of them locating within Metro's boundary. Clark County

is expected to receive about 275,000 additional people, while the neighboring cities are forecast to receive 40,000. Rural areas of the three Oregon counties are forecast to grow by 18,000 people.

Using compact development to reduce land consumption

Compact development is important to many people because it helps preserve farm and forest land outside the urban growth boundary. The more efficient we are in using land inside the urban growth boundary, the less rural land outside the boundary we have to convert to urban uses. The recommended alternative calls for more compact development in city centers and good quality transit service. It includes substantial development in downtown Portland, regional centers, town centers and transportation corridors where transit service currently exists or is being planned.

Rural reserves protect open space

Although there are substantial areas both within and around the urban area that are undeveloped, they are not likely to remain so without some effort to protect them. The recommended alternative proposes creating more permanent public and private open spaces.

We refer to lands designated as permanently rural as "rural reserves." They are areas outside the present urban growth boundary and along highways that connect the region to neighboring cities. They will not be developed in the foreseeable future.

These rural reserves would support and protect farm and forestry operations. The reserves also would include some purchase of natural areas adjacent to rivers, streams and lakes to make sure the water quality is protected and wildlife habitat enhanced. Large natural features, such as hills and buttes, also would be included as rural reserves because they buffer developed areas and are poor candidates for compact

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Glossary of terms

Main streets – Neighborhood shopping areas along a main street or at an intersection, sometimes having a unique character that draws people from outside the area.

Inner neighborhoods – Areas in Portland and the older suburbs that are primarily residential, close to employment and shopping areas, and have slightly smaller lot sizes and higher population densities than in outer neighborhoods.

Outer neighborhoods – Areas in the outlying suburbs that are primarily residential, farther from employment and shopping areas, and have slightly larger lot sizes and lower population densities than inner neighborhoods.

Neighboring cities – Cities that are outside Metro's jurisdiction but will be affected by the growth policies adopted by the Metro Council.

Neighborhood centers – Retail and service development that surrounds major MAX stations and other major intersections, extending out for one-quarter to one-half mile.

Recommended alternative – The Metro executive officer's recommendation for long-term growth management of our region, including suggestions for where and how much the urban growth boundary should be expanded, what densities should characterize different areas, and which areas should be protected as open space.

Regional centers – Areas of mixed residential and commercial use that serve hundreds of thousands of people and are easily accessible by different types of transit. As identified in the recommended alternative, there are six regional centers: Gresham, Beaverton, Washington Square, Hillsboro, Milwaukie and Clackamas Town Center.

Rural reserves – Areas that are a combination of public and private lands outside the urban growth boundary, used primarily for farms and forestry. They are protected from development by very low-density zoning and serve as buffers between urban centers.

Town centers – Areas of mixed residential and commercial use that serve tens of thousands of people.

Transportation corridors – Residential and retail development concentrated along major arterials and bus lines.

Urban growth boundary (UGB) – A line around the metropolitan region that indicates land that already is or can be developed at urban densities. Metro controls the urban growth boundary and is responsible for deciding whether to make expansions to the boundary.

Urban reserves – Land outside the present urban growth boundary that later could be included inside the boundary to accommodate future growth.

High capacity transit – Transit routes that may be either a road designated for frequent bus service or for a light-rail line.

Open space – Publicly and privately owned areas of land, including parks, natural areas and areas of very low density development inside the urban growth boundary.

Recommended

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urban development. Existing rural residential developments and lots would remain as they are.

Rural reserves are designated in areas that are most threatened by new development, that separate communities (such as the land between Gresham and Sandy or between Oregon City and Canby), or exist as special resource areas (such as the Columbia Gorge, Sauvie Island or the Tualatin Valley).

The primary means of achieving rural reserves would be through voluntary agreements among Metro, the counties, neighboring cities and the state. These agreements would prohibit extending urban growth into the rural reserves and require that state agency actions are consistent with the rural reserve designation.

Open spaces inside the present UGB

Areas inside the present urban growth boundary also would be set aside as permanent open space, ensuring substantial natural area opportunities for people, protection of water quality and connections to nature and the environment. Some of these open spaces would be vistas of trees or natural countryside with limited access. Other open spaces would be publicly owned and much more accessible to those who seek a respite from the urban landscape.

About 35,000 acres of land and water inside today's urban growth boundary are included as open spaces in the recommended alternative. We could achieve these open spaces by a combi-

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Decision Making

How will the Region 2040 decision be made?

The 13 members of the elected Metro Council will consider a recommendation made by Metro's executive officer. The final decision-making phase, which will include considerable public input, will occur this fall. The council will adopt a 50-year growth management policy by December 1994. This policy will be an amendment to the Regional Urban Growth Goals and Objectives that were adopted in 1991.

The decision phase will include extensive review by the council Planning Committee, recommendations from various regional advisory committees, and a series of hearings devoted exclusively to public testimony. Finally, the Metro Council will use the volume of public testimony, previous public input, technical information, and recommendations from committees and local governments to adopt the region's 50-year growth management policy.

A schedule of public meetings for the council Planning Committee and the full Metro Council is on the back cover.

How can I get more information about the recommended alternative?

A summary and map of the recommended alternative are included in this Region 2040 Update. If you would like more detailed technical information, call our Region 2040 hotline at 797-1888 and ask for our "Region 2040 Decision Kit."



Both citizens and technical advisors have helped to shape the recommended alternative.

How will the decision about the recommended alternative affect me?

The adoption of a Region 2040 growth management policy will guide future regional decisions about the urban growth boundary, land-use patterns and transportation systems. Once the Region 2040 growth policy is adopted, Metro will begin working with local governments, citizens, businesses and interest groups to develop a specific regional framework plan.

How can I get my ideas across?

You still have opportunities to comment on the recommended alternative now and on the final changes it will undergo as it becomes the region's growth management policy for the next 50 years. Here are the ways that you can participate in the decision:

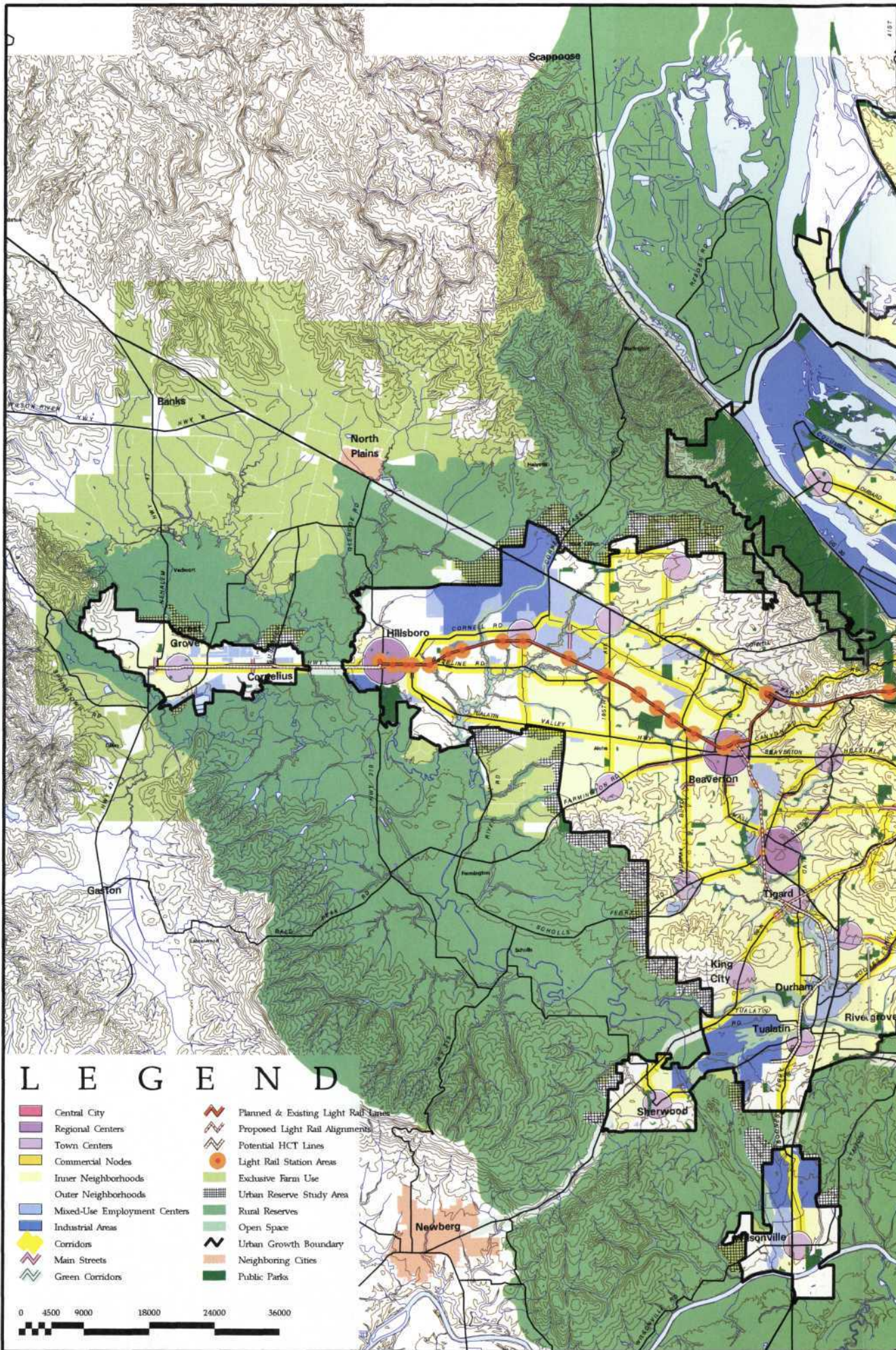
- Attend or speak at public hearings, advisory committee meetings and council work sessions.

- Write to the Metro Council, Region 2040 – Recommended Alternative, 600 NE Grand Ave., Portland, OR 97232, attn. Gail Ryder.
- Contact your local government officials. They are our partners in this process. Let them know what you think.
- Fax your comments to us at 797-1796. All materials should be labeled Region 2040 – Recommended Alternative.
- Call our Region 2040 hotline at 797-1888 to request information or leave a comment.

What's the deadline for comments?

The sooner the better. The final date for written comments to the Metro Council is Nov. 28. The council is scheduled to make the final decision on Dec. 8, 1994.

Thank you for taking the time to participate. We guarantee it will make a difference.



LEGEND

- | | | | |
|--|------------------------------|--|-------------------------------------|
| | Central City | | Planned & Existing Light Rail Lines |
| | Regional Centers | | Proposed Light Rail Alignments |
| | Town Centers | | Potential HCT Lines |
| | Commercial Nodes | | Light Rail Station Areas |
| | Inner Neighborhoods | | Exclusive Farm Use |
| | Outer Neighborhoods | | Urban Reserve Study Area |
| | Mixed-Use Employment Centers | | Rural Reserves |
| | Industrial Areas | | Open Space |
| | Corridors | | Urban Growth Boundary |
| | Main Streets | | Neighboring Cities |
| | Green Corridors | | Public Parks |

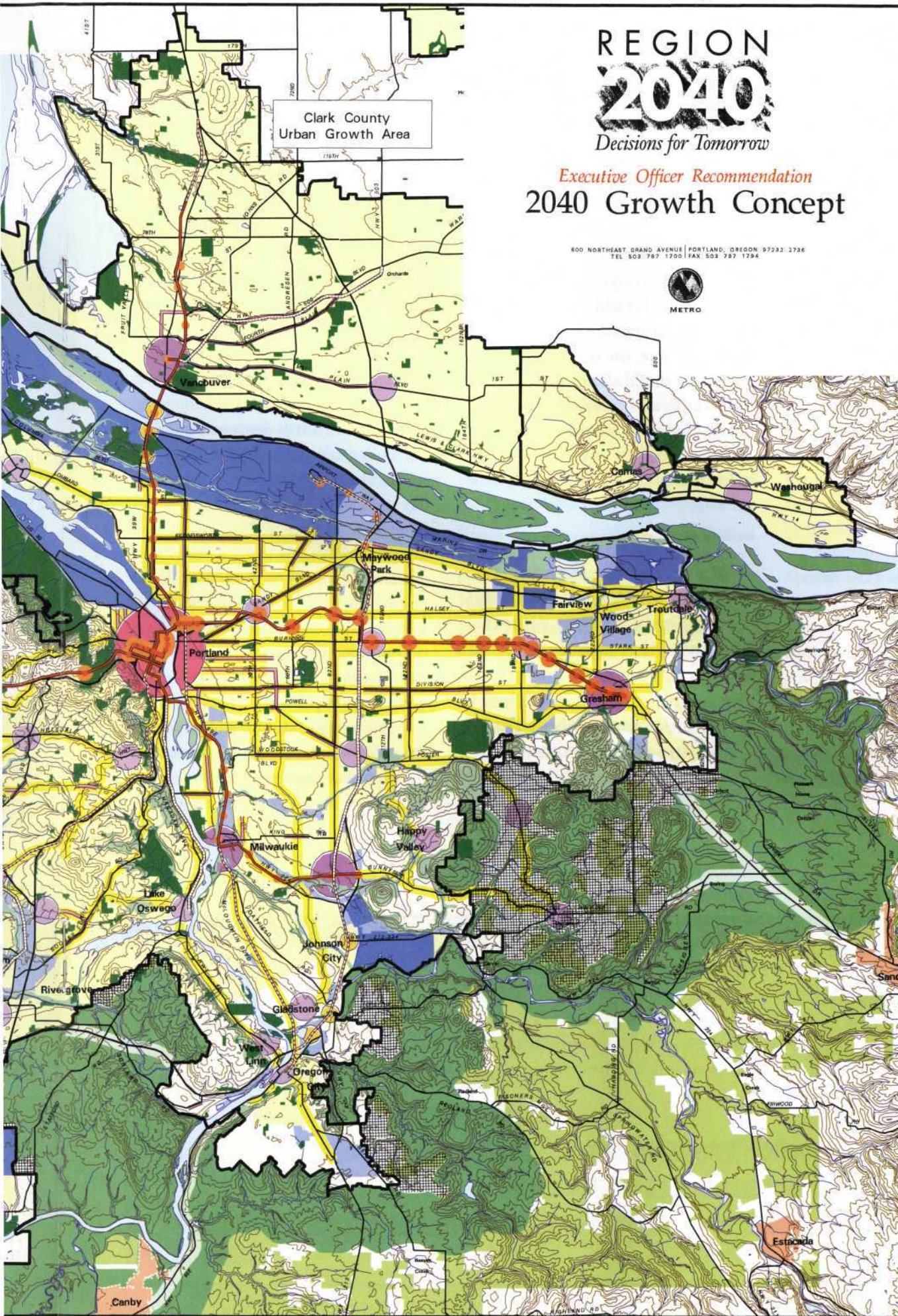


REGION 2040

Decisions for Tomorrow

Executive Officer Recommendation 2040 Growth Concept

800 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232-2736
TEL 503 767 1700 | FAX 503 787 1794

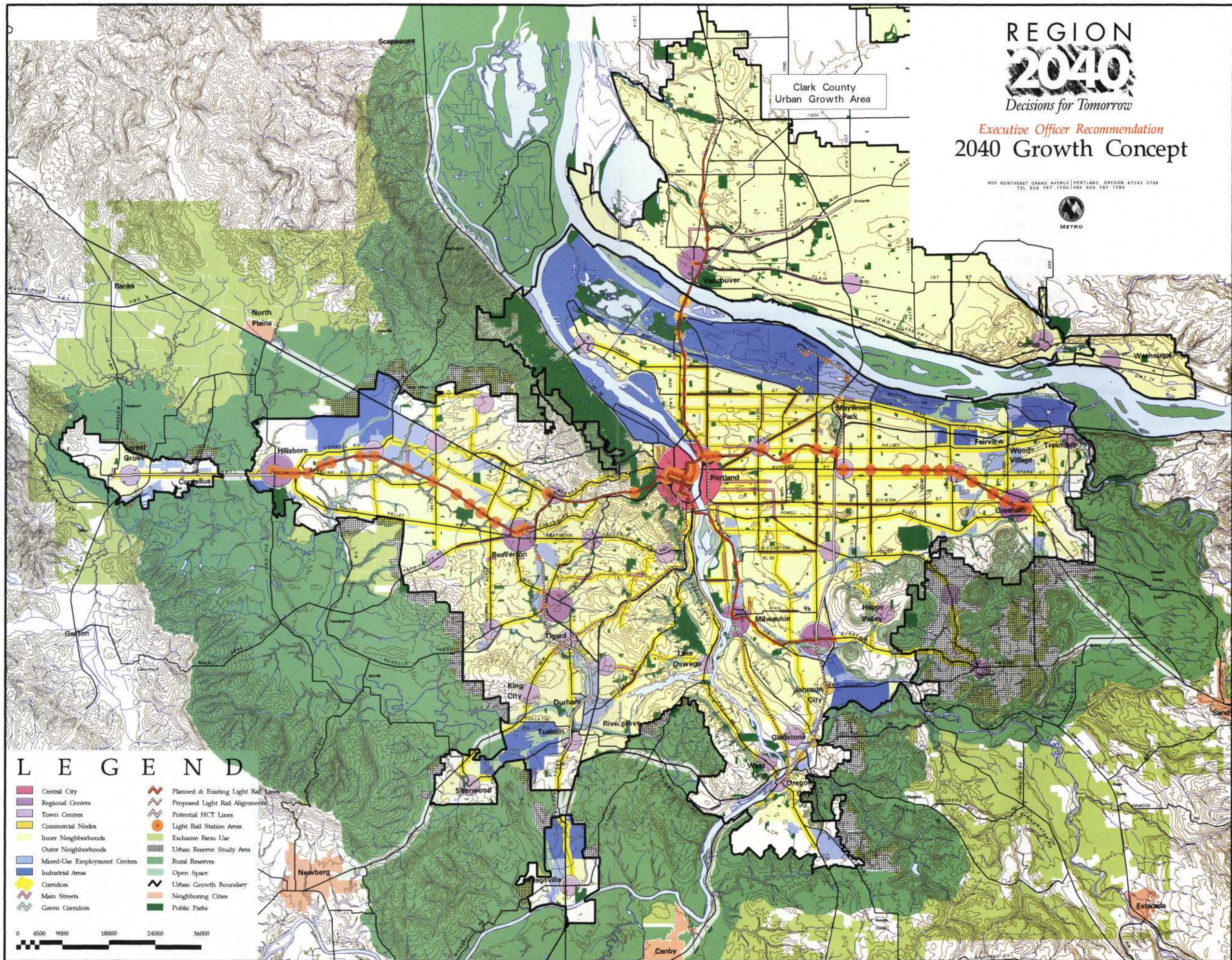


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LEGEND

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| Corridors | Urban Growth Boundary |
| Main Streets | Neighboring Cities |
| Green Corridors | Public Parks |



Recommended

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nation of ways. Some areas could be purchased by public entities, such as Metro's Greenspaces program and local park departments. Others may be donated by private citizens or by developers of adjacent properties to reduce the impact of development. Still others could be protected by very low-density residential zoning, clustering housing on portions of the land while leaving important features as common open space.

Central city as the focus for density and transit

Let's look at how the recommended alternative would accommodate more compact development. First, it proposes encouraging substantial development and redevelopment of downtown Portland as the region's city center. This supports the region's primary existing center – with its investments, services and sense of community – and helps minimize the impact of higher density in other areas.

Under the recommended alternative, downtown Portland would keep pace with the rest of the region in employment growth. It would grow at the same rate as the rest of the region and would remain the location of 20 percent of regional employment. To do this, downtown Portland's 1990 density of 150 people per acre would increase to 250 people per acre. Improvements to the transit system network would provide additional mobility to and from the city center.

Regional centers are on the move

The recommended alternative proposes six regional centers (existing areas that serve hundreds of thousands of people): downtown Gresham, downtown Beaverton, Washington Square, Clackamas Town Center, downtown Milwaukie and downtown Hillsboro. These centers would become the focus of compact development, redevelopment, and transit and highway improvements. From the current 24 people per acre, the recommended alternative would allow up to 60 people per acre. To achieve this, new commercial developments would average about 100 employees per acre, and housing would average about 50 dwelling units per acre.

"I am adamantly against building additional freeways; they only further dissect communities and develop an even greater dependency on the automobile. It is critical to provide alternatives that encourage less reliance on the automobile."

Transit improvements would include light-rail and bus service to all regional centers. Highway improvements also would focus on ensuring that these centers are attractive places to conduct business. Eventually, these centers would grow to the density of downtown Salem or Corvallis – about one-third of downtown Portland's density, but three times more dense than today.

Town centers fill local needs

Smaller than regional centers and serving tens of thousands of people, town centers are the third type of

center with compact development and transit service. They would provide local shopping and employment opportunities to a surrounding market area of about 2.5 miles. Examples include the downtowns of Lake Oswego, Tigard and Oregon City. The 1990 density of an average of 23 people per acre would nearly double – to about the current densities of development along Hawthorne Boulevard and in downtown Hillsboro.

Corridors also make use of transit

Corridors are not as dense as centers but are located along good quality transit lines. An example of a present-day corridor is McLoughlin Boulevard. Some corridors are laid out in a linear design, while others are laid out in a more circular pattern. Each provides a place for densities that are somewhat higher than today and are convenient to transit. Corridors would grow from 1990 densities of 18 people per acre to as many as 24 per acre. Development would average 13 dwelling units per acre of 28 employees per acre – densities typical of rowhouses, duplexes and most office buildings today.

Main streets make a comeback

During the early decades of this century, main streets that were served by transit and characterized by a strong business and civic community, were a major land-use pattern throughout the region. Examples remain in Hillsboro, Milwaukie, Oregon City and Gresham, as well as the Westmoreland neighborhood and along Hawthorne Boulevard. Today, these areas are undergoing a revival and provide an efficient and effective land-use and transportation

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Where Do We Go From Here?

Once the Metro Council adopts a regional growth policy and Region 2040 is then completed, what happens next? Where do we go from here?

Planning for the region's future requires constant revising and refining to meet the changing needs of the communities it serves. The growth management policy presented in the recommended alternative represents an important part – but by no means the *only* part – of a multi-faceted regional growth management effort.

The next step in Metro's planning program is to adopt the Future Vision by July 1995. While that's being completed, we will begin implementing Region 2040. We will do that by developing the Regional Framework Plan, the charter-mandated plan that the Metro Council must adopt by Dec. 31, 1997. The framework plan will outline the specifics about how the region and local communities will implement the Region 2040 growth policy.

The Regional Framework Plan will address elements such as: the Regional Transportation Plan, urban reserves that will be used for future growth, rural reserves that will allow neighboring cities to remain separate and distinct from the metropolitan area, development of centers and corridors, water resource management, and parks and open space.

The framework plan also will be used and updated in conjunction with other Metro-related planning programs, including the work being done now by the Future Vision Commission. (See article on Future Vision Commission.) The Regional Framework Plan will be updated periodically, and the Future Vision work must be updated at least every 15 years. By systematically updating these two important planning programs, the region will have the value of guidelines that reflect current needs.

Metro Planning Department staff now is developing a draft workplan for the Regional Framework Plan. The Metro

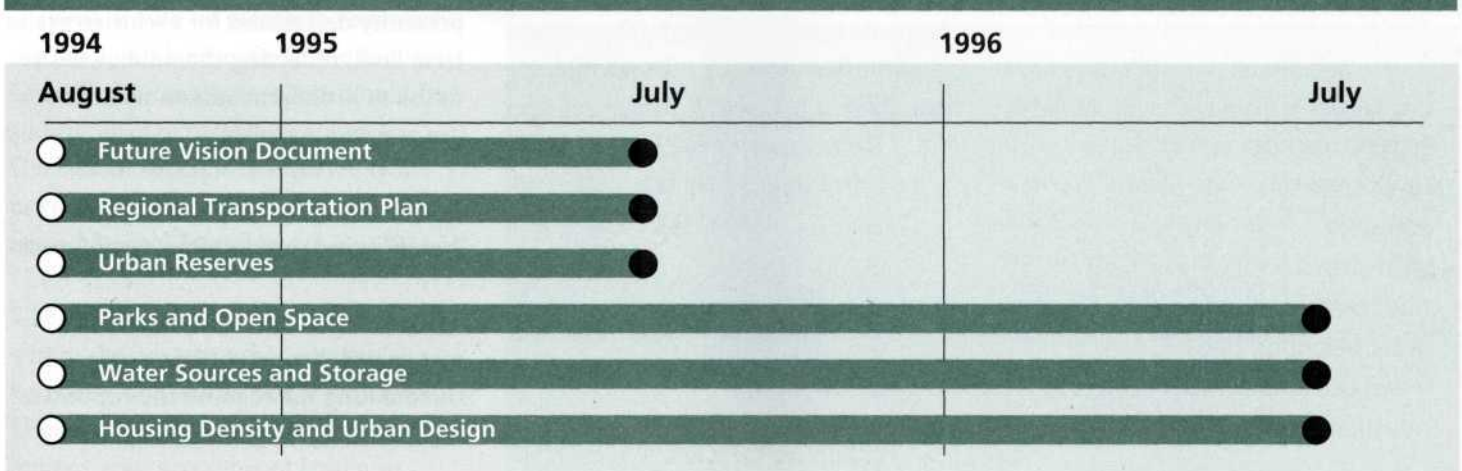
Council is scheduled to approve the workplan in December as part of the Region 2040 decision.

Local governments also will be involved in helping develop the workplan, primarily through representatives on the Metropolitan Policy Advisory Committee. The committee will make a recommendation to the Metro Council about the proposed workplan.

Once the Metro Council adopts the Regional Framework Plan, and it is approved by the state, the plan will be binding upon local governments.

Metro's work on the Regional Framework Plan, as in the Region 2040 process, will be done in conjunction with the advice and input of local governments, businesses, citizens, and important advisory groups. As always, we will keep you informed of our progress and involve you in key decisions.

Timeline



Recommended

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alternative. The recommended alternative calls for main streets to grow from 1990 levels of 36 people per acre to 39 per acre.

Neighborhoods serve a key function

Residential neighborhoods would remain a key component of the recommended alternative but would *not* include high-rise buildings – a common fear expressed by people throughout our public involvement efforts. Neighborhoods would fall into two basic categories. Inner neighborhoods are found in Portland and the older suburbs of Beaverton, Milwaukie and Lake Oswego, and would include primarily residential areas that are accessible to employment. Average new lot sizes would be smaller (5,720 square feet) to accommodate densities increasing from 1990 levels of about 11 people per acre to about 14 per acre. Inner neighborhoods would trade smaller lot sizes for better access to jobs and shopping. Most of the employment would be neighborhood-based such as schools, childcare and some small businesses.

“We need to preserve our urban forests and streams to preserve our sanity, what wildlife we have left and our water quality.”

In contrast, new areas in the outer neighborhoods would be farther away from large employment centers and would have larger lot sizes (7,560 square feet) and lower densities. Examples include outer suburbs such as Forest Grove, Sherwood and Oregon City, and any additions to the urban growth boundary. From 1990 levels of nearly 10 people per acre, outer neighborhoods would increase to 13 per acre.

Employment areas would be protected

The recommended alternative plays a major role in strengthening the regional economy, primarily through protecting key industrial and employment areas. These areas would be set aside exclusively for industrial activities. They include land-intensive employers, such as those around the Portland International Airport, some areas along Highway 212/224, and along Port of

Portland shipping facilities. From 1990 densities of 8.6 employees per acre, the recommended alternative would include 8.9 employees per acre – more dense than today, but still providing substantial space devoted exclusively to industrial use.

Other employment centers would be designated as mixed-use, combining various types of employment and including some residential development. Densities would rise substantially from 1990 levels of about 11 people per acre to 20 people per acre. It's important to industrial uses and employment centers, however, that goods to and from these areas can be transported easily.

Minimal urban reserves would be added

One important feature of the recommended alternative is that it would accommodate all 50 years of forecasted growth through a relatively small amount of urban reserves. Urban reserves consist of land set aside outside the present urban growth boundary for future growth. The recommended alternative calls for urban reserves of about 15,000 acres – substantially less than in growth concepts studied earlier in the Region 2040 process. In addition, only 22 percent of this land is presently designated for exclusive use as farm land, reflecting the public's desire to use as little farm land as possible for use as urban reserves.

Neighboring communities would grow

The recommended alternative also recognizes that neighboring cities surrounding the region's metropolitan area are likely to grow rapidly. Com-

New household and employment growth

	Employment	Housing
City center	22%	5%
Regional centers	9	3
Town centers	7	3
Corridors	19	33
Main streets	3	2
Inner neighborhoods	8	21
Outer neighborhoods	7	17
Mixed-use employment centers	12	5
Industrial areas	13	1

munities such as Sandy, Canby and Newberg will be affected by the Metro Council's decisions about managing the region's growth. Up to 86,000 people would be accommodated in these neighboring cities, according to the recommended alternative, which recognizes that cooperation between Metro and these communities is necessary to address common transportation and land-use issues.

Transportation improvements designed to fit land use

The transportation system for the recommended alternative has many of the same elements as the growth concepts analyzed earlier – but with some significant differences.

First, the recommended alternative assumes that the Sunrise Corridor and the Mt. Hood Parkway will be completed in the next 50 years. The Sunrise Corridor would become a new regional highway from I-205 to the Damascus area and would connect with Highway 26. There are about 150 other road system improvements included in the recommended alternative.

The roadways indicated in the recommended alternative map represent just a concept and does not show actual alignment. Access points, or interchanges, would be placed to reinforce the proposed land uses. In the Sunrise Corridor, for example, there would be an interchange providing access to Damascus, which is designated as a town center, but there would be very few additional interchanges.

The Mt. Hood Parkway is shown within the present urban growth boundary and would link I-84 with Highway 26. It, too, is designed to have limited access to support land uses,



Designating land as "rural reserve" is one way to protect open space.

particularly to downtown Gresham, which would be a regional center.

The Western Bypass has only those segments included in the recommended alternative that are within the urban growth boundary. Specifically, the link between I-5 and Highway 99 in the Tualatin/Sherwood area would be included, as are arterial system improvements that increase accessibility from Highway 26 to the Tualatin Valley Highway in the Hillsboro area. In addition, improvements to Highway 217 would be included. The segment that crosses the Tualatin Valley farmland, however, would not be included.

In our earlier Region 2040 analysis, we found that several of the light-rail lines would not have enough riders to be cost effective. So we reduced the number of light-rail lines and changed some from exclusive light-rail to high-capacity transit. We added transit more judiciously in the recommended alternative and kept transit service to less than 12,000 hours.

How your ideas became the recommended alternative

When we started Region 2040 we began by asking what you valued most

about this region. The recommended alternative is our best attempt to include what we heard from you and what we have learned through technical analysis. We heard that you value nature and want it nearby. As a result, we included substantial rural reserves outside the urban growth boundary and open space inside the boundary so that both our rural environment and urban areas are green and natural. You indicated a strong preference for transit, and the recommended alternative would create a region that heightens the sense of community and also makes transit, walking, and biking more efficient and convenient. You indicated that you expected increased density along corridors and in centers but didn't want it in your neighborhoods. To the extent possible, we designed the recommended alternative accordingly.

We believe this recommended plan, although it cannot meet everyone's wish list, is instrumental in achieving a strong growth management policy. Under the recommended alternative, transit ridership is projected to quadruple – up to 570,000 riders a day – significantly more than any of the 2040 concepts. Walking, biking and transit combined would account for 13 percent

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Future Vision Will Guide Region

The Future Vision will address many of the issues facing the future of our region . . . and our children.



What lies in store for this region – known for its tremendous livability and aesthetic beauty – is a matter of considerable interest and discussion. Everyone wants to keep our future region livable. The dialogue about how to do that continues to be both lively and thought-provoking.

The mission of Metro's Future Vision Commission is to devise a vision that will guide the metropolitan region into the next 50 years and beyond. It will shape a vision – resulting in specific actions – that serves as a guiding light for citizens, regional leaders, businesses, interest groups, and educators who believe that, with hard work and forward-thinking, tomorrow can be even better than today.

What is the Future Vision Commission?

The commission is an 18-member, unpaid group whose members and alternates were appointed in March 1993 by the Metro Council, the governors of Oregon and Washington, and the Metropolitan Policy Advisory Committee. The commission will forward a recommended vision to the

council in 1995. The council must adopt a vision by July 1, 1995.

Commission members bring to their task valuable perspectives and expertise in areas such as land development, finance, the arts, human services, the role of neighborhoods, citizen involvement, natural resources and transportation.

The Future Vision Commission was created as a result of the voter-approved 1992 Metro Charter, which states in part that:

“The Future Vision is a conceptual statement that indicates population levels and settlement patterns that the region can accommodate within the carrying capacity of the land, water and air resources of the region, and its educational and economic resources, and that achieves a desired quality of life.”

How does the “vision” relate to Metro’s other planning efforts?

The Future Vision is more general and covers a broader geographical area than Metro's other planning efforts. It attempts to set goals and standards by which other planning programs can be

measured. The Future Vision looks at a nine-county* area in Oregon and Washington and asks: “What do we want to keep, change and add to the area during the next 50 or more years?”

Metro's Region 2040 program – which focuses on land-use and transportation planning through the year 2040 – is providing valuable information and analysis that will be used by the Future Vision Commission. The commission also is examining three technical papers on issues of vital importance to future livability: the carrying capacity of our natural and human resources, historic and potential settlement patterns that show where people might live, and changes and potential trends in the way people work in the future. The charter provides that the Regional Framework Plan – an outline of specific regional land-use elements – must address the Future Vision. This is of critical importance since the Regional Framework Plan will be binding upon local governments.

How do I get involved in shaping the Future Vision?

The Future Vision Commission meetings are open to the public, and public comment is encouraged. For meeting schedules or other information, call 797-1562. Written materials may be sent to commission members c/o Metro Planning Department, 600 NE Grand Ave., Portland, OR 97232, or by fax at 797-1794.

**All or parts of Cowlitz and Clark counties in Washington, and Clackamas, Columbia, Multnomah, Washington, Marion, Yamhill and Polk counties in Oregon.*

You said it

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Should we reduce the number of parking spaces?

Reducing the number of parking spaces showed a slight majority support (54 percent), but many of those answers were qualified by people suggesting that the reductions occur on a case-by-case basis. Many people preferred multi-level parking structures that would reduce the land needed for parking lots without decreasing the number of spaces. Others cautioned that mass transit should be a viable way to reach the businesses affected by a reduction of parking spaces.

Other concerns

For 10,000 of our respondents, simply circling numbers wasn't enough. They wrote in comments, suggestions and

concerns. All these have been tabulated by category, and some interesting responses were included. Some of the most frequent suggestions included:

- preserve open space inside and outside the urban growth boundary
- slow or stop growth
- increase light rail and bus service
- hold the urban growth boundary
- create more bike ways
- revitalize city centers and neighborhoods, and restore rundown buildings

The number of people who responded, and the thoughtfulness they exhibited in answering the questions and expressing their opinions, was both overwhelming and encouraging. Given the competition in today's world to get and hold people's attention – especially about ideas to shape the community for the next 50 years – we are heartened

but not surprised that the people of this region care so much about the place they call home.

As one citizen wrote, "I think the core question is what do we want the character of the region to be? I am concerned that we're becoming a generic urban sprawl community without preserving enough of what makes the area unique – green, trees, wildlife, arts and crafts, and friendly neighborhoods."

As we face the question of what we want the region to be, we also must ask the more difficult question of how it can be accomplished. Public involvement has been a valuable tool in shaping the decisions so far, and we strongly encourage you to stay involved as our future region takes shape.

We want to hear from you

Give us your comments on the recommended alternative.

Send to:

Region 2040
Planning Department
Metro
600 NE Grand Ave.
Portland, OR 97232-3726



We always value your input, and hope you stay involved. Unless you note otherwise, we will continue to send you updates on growth management issues and ask for your opinion.

- Please remove my name from your mailing list. I do not want to continue receiving your mailings.
- Please add me to your mailing list.

Name _____

Street address _____

City _____ ZIP code _____

My comments on the recommended alternative: _____

Recommended

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of all trips in 2040, and in some areas as high as 25 to 50 percent. There would be open spaces close to nearly every neighborhood. There still would be plenty of room for industrial job growth, with commercial areas being used more intensely and functioning better. Growth would be accommodated as inexpensively as possible. Our analysis shows that while it is not perfect, it is the best future scenario we have studied.

While this proposed plan is nearing completion and is headed for a policy discussion and decision, it is very important that you still react to it. How does this sit with your ideas about how the region should grow? Does this describe a place where you would like to live? Even more importantly, is this the place you want to leave for the next generation? Let us know how you would improve the recommended alternative. Use the reply card in the inside back cover to send us your comments, call your Metro councilor, or call the Region 2040 hotline, 797-1888.

We want to hear from you

Upcoming meetings

Planning Committee public meeting schedule

Tuesday, Oct. 18

6:30-9:30 p.m.

Oregon Institute of Technology
Conference Center
7726 SE Harmony Rd., Portland

Wednesday, Oct. 19

6:30-9:30 p.m.

Westminster Presbyterian Church
Great Hall
1624 NE Hancock, Portland

Thursday, Oct. 20

6:30-9:30 p.m.

Hillsboro High School
District Office Board Room
759 SE Washington, Hillsboro

Tuesday, Oct. 25

6:30-9:30 p.m.

Western Portland General Electric
Auditorium
14655 SW Old Scholls Ferry Rd.,
Beaverton

Wednesday, Oct. 26

6:30-9:30 p.m.

Gresham City Hall
1333 NW Eastman Parkway, Gresham

Other important dates

Monday, Nov. 28

Deadline for submission
of written testimony. Mail to:
Metro Council
Region 2040 - Recommended Alternative
600 NE Grand Ave.
Portland, OR 97232
attn.: Gail Ryder
Fax: 797-1793

Monday, Nov. 28

4 p.m.

Special Metro Council public
hearing on Planning Committee's
recommended alternative

Thursday, Dec. 8

4 p.m.

Regular Metro Council meeting,
formal adoption of recommended
alternative.

Printed on 50 percent recycled paper, 10 percent post-consumer waste

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Portland, OR 97232-2736

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