

6-1-1995

Metro 2040 Framework Update, Spring/Summer 1995

Metro (Or.)

Follow this and additional works at: https://pdxscholar.library.pdx.edu/oscdl_metro



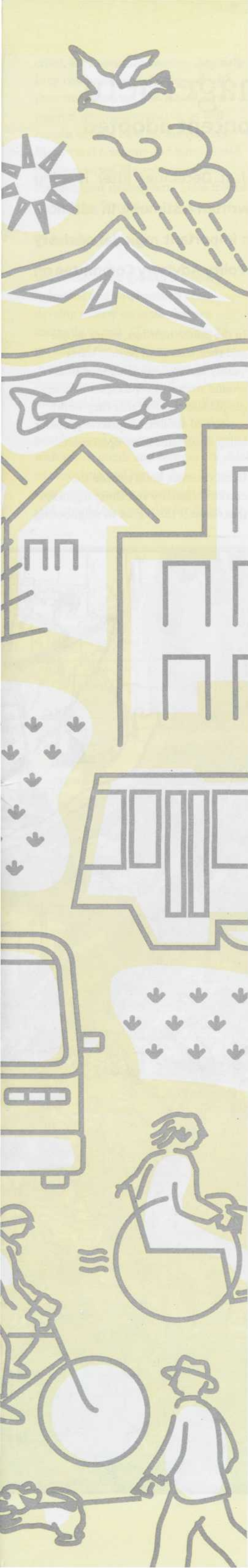
Part of the [Urban Studies Commons](#), and the [Urban Studies and Planning Commons](#)

Let us know how access to this document benefits you.

Recommended Citation

Metro (Or.), "Metro 2040 Framework Update, Spring/Summer 1995" (1995). *Metro Collection*. 24.
https://pdxscholar.library.pdx.edu/oscdl_metro/24

This Newsletter is brought to you for free and open access. It has been accepted for inclusion in Metro Collection by an authorized administrator of PDXScholar. Please contact us if we can make this document more accessible: pdxscholar@pdx.edu.



2040 framework

Metro 2040 Framework Update

Spring/Summer 1995

To the Citizens of the Region:

From Metro Executive Officer Mike Burton

During the past two years, Metro has devoted significant time and resources to fulfilling the mandate given us by you, the citizens of this region. That mandate – to preserve and enhance the quality of life and the environment for ourselves and future generations – is Metro's primary responsibility.

The Metro Council is scheduled to adopt a Future Vision by July 1995. The vision is a conceptual statement that examines a broad range of issues — from economics and education to safety and social services — that will affect this region's livability during the next 50 years. An 18-member citizen committee has devoted hundreds of hours to drafting a vision that will help guide our planning in the years to come. I encourage you to read the vision contained in this newsletter, consider your own vision for your future, and give us your thoughts and opinions.

The Metro Council has adopted the Region 2040 growth concept. That concept sets a course for how this region will grow during the next 50 years. In the Region 2040 process, we chose to grow "up" rather than "out," preserve open space and natural areas, redevelop urban areas when and wherever possible, create new development that is less auto-dependent and is oriented along transit corridors, and plan for affordable housing.

We are calling the next phase in Metro's growth management process "2040 Framework." You may have heard this referred to as the Regional Framework Plan. For reasons explained in this newsletter, we've refined the name to reflect specific components of the framework plan. This framework plan, required by Metro's voter-approved charter, will focus on specific ways to implement the Region 2040 growth concept. During the next few months, we will review updated information, consider local government and citizen comments, determine land supply needs, refine the growth concept and designate urban reserves. In developing the 2040 Framework, Metro will seek extensive citizen and local government participation.

Oregonians have a long legacy of visionary thinking and planning for the future. We have been careful stewards of the land and have fought to protect our natural resources against the urban sprawl that has plagued almost every other metropolitan area in this country. We have worked hard to maintain our enviable quality of life.

Thousands of citizens, local governments, neighborhoods, businesses and interest groups became involved in our Region 2040 process. Our policy decisions about Region 2040 were based largely on your input and opinions. Our efforts to maintain this region's livability, however, does not end with adoption of the Region 2040 growth concept. The most challenging and sometimes controversial work is just beginning. Tell us what you think of the Future Vision. Participate in a public forum on urban reserves. Invite us to speak to your group about 2040 Framework. Together we can create a future we will be proud to leave our children and grandchildren.

Sincerely,

Mike Burton
797-1502

Get in touch with your Metro councilor

Metro's seven-member elected council oversees policy for the regional government. Perhaps the council's most important responsibility is setting policy for how the region handles its long-range growth management planning. Following is a list of the Metro councilors, their district, their phone numbers and a brief statement about their individual philosophies about regional growth issues. They encourage their constituents to call or write to them.

Councilor Ruth McFarland

Presiding officer, 797-1547
District 1 (East Multnomah County including Gresham, Troutdale, Fairview and Wood Village)

"It's very important that citizens and local governments continue to help the Metro Council as we develop the framework plan. We used many of their comments and suggestions in creating Region 2040. Now we need their continued input as we implement the Region 2040 growth concept."

Councilor Don Morissette

797-1887 or 684-9515
District 2 (much of Clackamas County, including Lake Oswego, West Linn, Rivergrove, Oregon City, Gladstone, Johnson City and Happy Valley)

"Balancing the economic, environmental and social needs of the region is essential. The Region 2040 growth concept provides important guidelines for upcoming council decisions."

Councilor Jon Kvistad

797-1549 or 590-3282
District 3 (the sections of Washington County from Beaverton south to Wilsonville, including Wilsonville, Tigard, Tualatin, Sherwood, Durham, King City and most of Beaverton)

"The Region 2040 program was a tremendous success, with the adopted growth concept having something in it for every one and for every viewpoint. Now the hard part begins, where we start making tough decisions based on the policy direction from the growth concept."



Metro is the directly elected regional government that serves more than 1.2 million residents in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area.

Metro is responsible for growth management, transportation and land-use planning; solid waste management; operation of the Metro Washington Park Zoo; regional parks and greenspaces programs; 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 an executive officer and a seven-member council. The executive officer is elected regionwide; councilors are elected by district. Metro also has an elected auditor.

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

Executive Officer
Mike Burton

Auditor
Alexis Dow

District 1
Ruth McFarland

District 2
Don Morissette

District 3
Jon Kvistad

District 4
Susan McLain

District 5
Ed Washington

District 6
Rod Monroe

District 7
Patricia McCaig

2040 framework

Growth Management Region 2040 growth concept adopted

The Metro Council adopted the Region 2040 growth concept last December after holding extensive public hearings and receiving more than 1,000 pages of written testimony. In addition, the council received the unanimous approval of the concept from important regional advisory groups, such as the Metro Policy Advisory Committee and the Joint Policy Advisory Committee on Transportation.

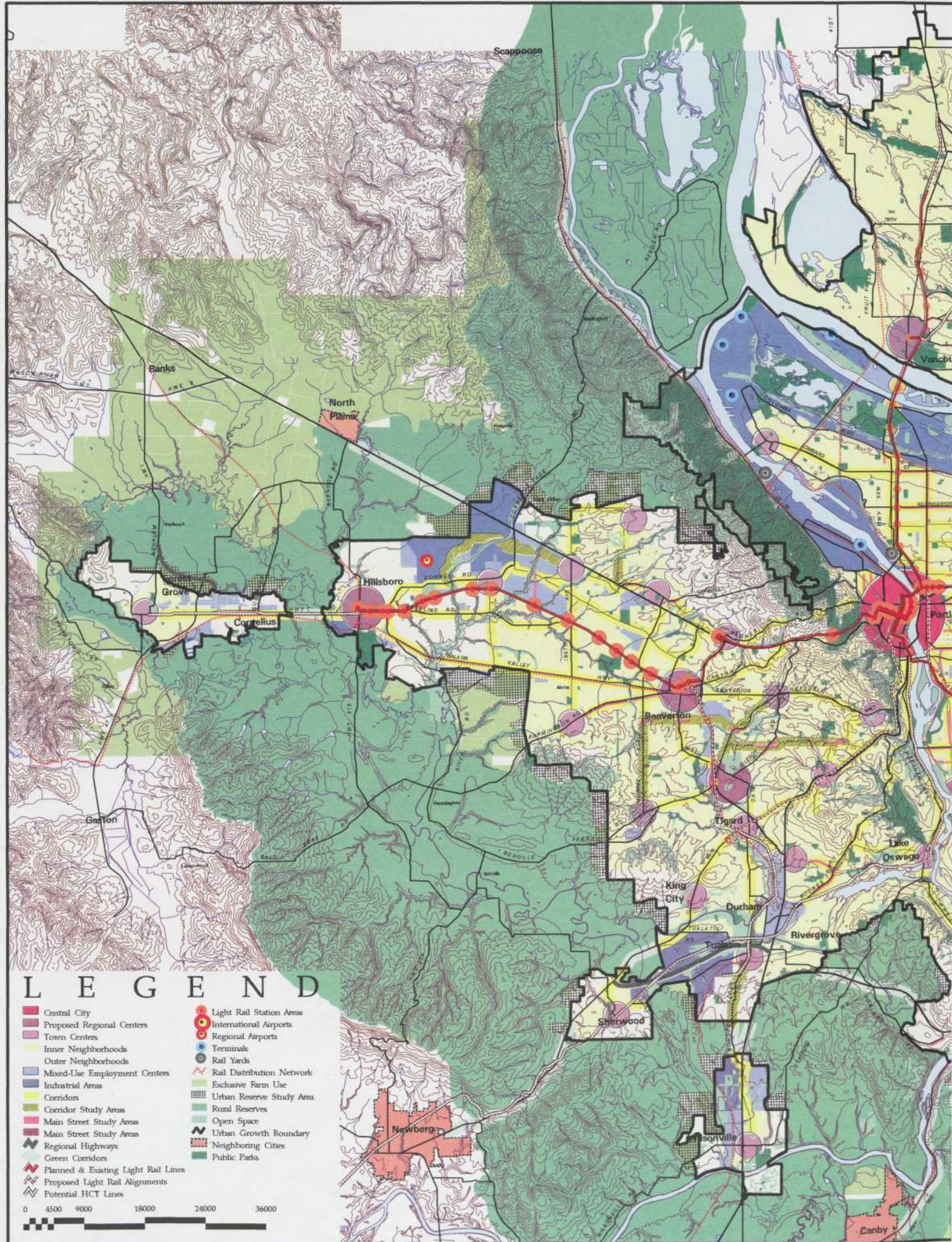
In most communities it would be unheard of for leaders from local jurisdictions to agree on such a far-reaching concept without a single dissenting vote. Such an accomplishment reveals that, while our citizens and elected officials are interested in their own community, they also understand the need to look at growth issues from a bigger, more regional, picture.

The natural issue

One of the most important features of the adopted growth concept is the preservation of natural areas and farm lands. The concept relies on two tools to accomplish this: open space designations within the urban growth boundary and rural reserves outside the boundary.

In the public hearings, many people said they wanted to protect water quality and to designate more areas around streams as open space. Some people also testified that they were concerned about their private property being designated as an open space.

Rural reserves, areas outside the current boundary and along highways that connect the region to neighboring



cities, are important because they help keep communities separate and with their own identity. The use of rural reserves also assures that areas will remain as farm land for many years. Many rural residents and farmers said they supported Metro's long-term commitment to keep farm areas free of pressure to develop.

The urban issue

Inside the urban growth boundary, industrial and employment areas develop mostly on lands that are currently vacant. These provide 24 percent of the region's new employment and likely are the areas where future manufacturing and warehousing uses would locate. During the Region 2040 listening posts last fall, several people raised concerns about the ease with which goods and services are able to move into and out of these industrial areas. Freight movement, they said, should be a priority for these

areas, which also should be protected from extensive conversion to retail development.

Neighborhoods are another area where most development occurs on vacant land. Inner neighborhoods, such as those in Portland and Milwaukie, will have most of their development occur primarily on infill lots (larger lots that have the capacity for additional housing). Most of these homes will be on lot sizes averaging 5,000 to 6,000 square feet. The growth concept also envisions that about 15 percent of employment in the region will occur in neighborhoods — whether it means working at home, in schools or in small neighborhood shops.

Outer neighborhoods, such as those in Oregon City and Forest Grove, also include land brought into the urban growth boundary. Some people who testified at last fall's public hearings

wanted the density in outer neighborhoods to be higher, while others questioned whether the market existed for so many small lots. To put things in context, the average lot size in the region today is 7,200 square feet, while the average new lot in 2040 will be 6,600 square feet.

Centers and corridors are where 60 percent of new employment and 45 percent of new housing will go in 2040. Much of the growth will occur by redevelopment in these areas — either tearing down old buildings or rehabilitating them and expanding their capacity. By far, this was the most popular method for accommodating growth, with many neighborhood groups and local governments testifying in favor of redevelopment.

These areas will contain mostly offices and retail, along with apartments, small-lot single-family homes and row houses. They will have the best transit service and pedestrian access, as well as excellent roads.

Town centers range in size from neighborhood-based retailing and trade to commercial districts serving fairly large market areas. Citizens from three areas — Cedar Mill in Washington County, the Barbur triad near Barbur Boulevard and Capitol Highway, and Oak Grove in Clackamas County — requested that their communities be added to the growth concept's list of town centers. Each of these three areas has a growing sense of identity and citizens who see the town center designation as a way to give their community focus and to enhance nearby shopping and other services.

Regional centers are larger and have a higher density than town centers. There were two additional areas that wanted to be included as regional centers. Officials and citizens from Oregon City and Gateway requested that their areas be added to the growth concept's six regional centers (Gresham, Beaverton, Hillsboro, Milwaukie, Clackamas Town Center and Tigard). Oregon City and Gateway were added provisionally. We currently are examining whether they should be added permanently. The Metro Council is scheduled to make a final decision about regional center designations in July.

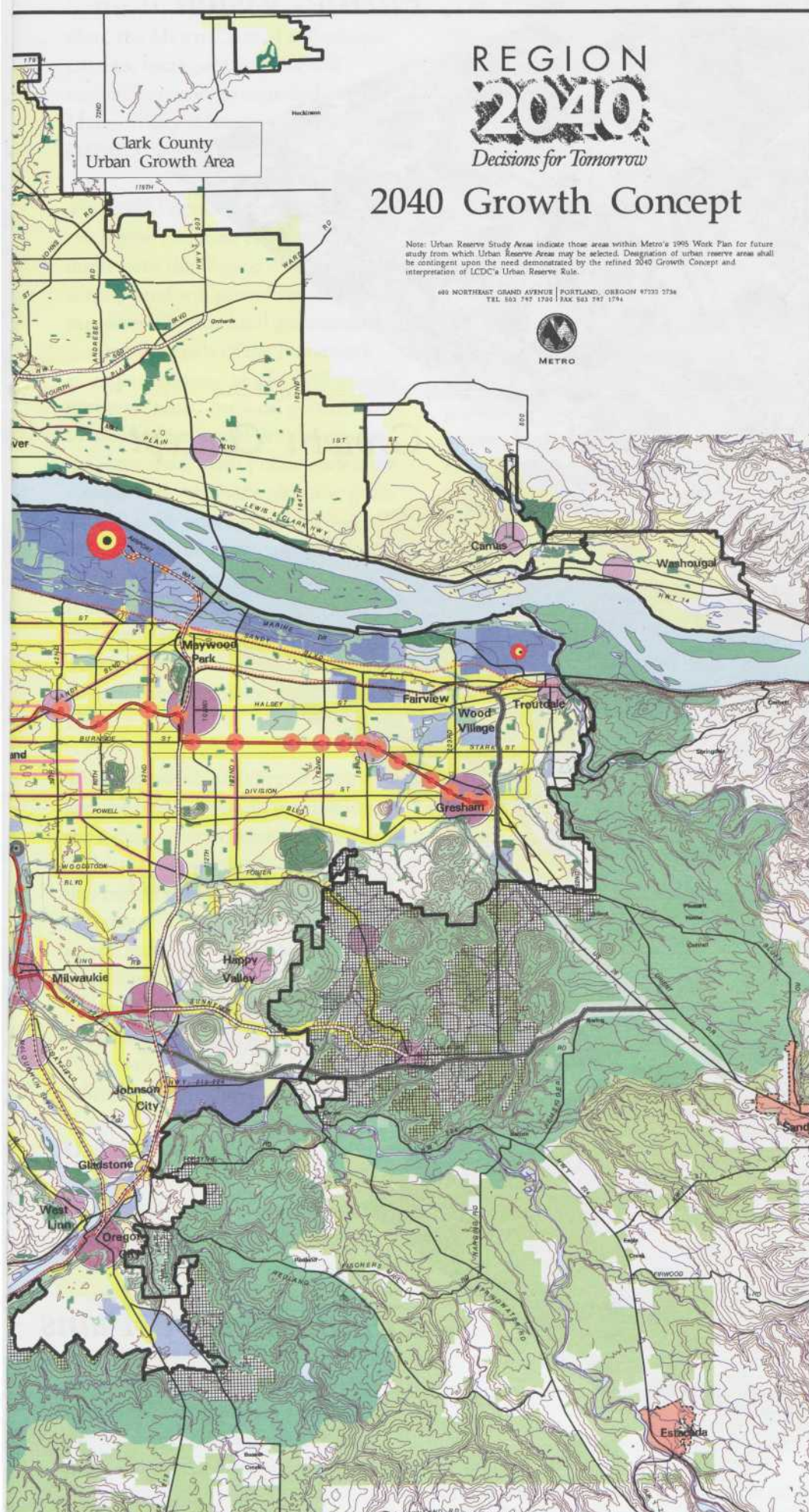
Downtown Portland is the hub of the region, with the highest concentration of jobs anywhere between Seattle and San Francisco. Today it contains about 20 percent of the region's jobs, and its success is one of the reasons our land use and transportation systems are successful. The growth concept, with all the

attention given to town centers and regional centers, does not forget the basic benefit of a strong city center. Under the growth concept, downtown Portland is expected to grow by 80,000 jobs and 18,000 households by 2040.

Several general issues also surfaced that are being addressed as we refine the growth concept in the next few months. These are issues that were brought to our attention by citizens, local governments, businesses and interest groups:

- We need more economic input. We want to be able to continue our economic success and ensure that the marketplace will respond and build the new types of development outlined in the Region 2040 growth concept.
- Affordable housing needs should be addressed, including housing for rent and for purchase. Many people questioned the effect of the growth concept on affordable housing, and we need to assure that housing remains affordable — a key component of livability.
- Many people said we should encourage more people to travel without cars. As a result, we are researching ways to encourage transportation choices throughout the region.
- Our region's excellent freight handling facilities are an important reason we are economically successful. For example, one-fifth of all jobs in the region are based directly or indirectly on world trade, and 40 percent of personal income in the region is a result of the trade industry. We need to pay close attention to this important component of our economy and make sure goods and services have easy access to major industrial and employment areas in the region.
- Finally, we need to plan for growth in a way that preserves people's ability to choose their own lifestyle. Our planning efforts should allow and encourage choices, but they should never dictate to the individual. We need to remain flexible in our designs and adapt to the changing needs of our region.

The Metro Council plans to adopt the Region 2040 growth concept by ordinance — including the number and location of urban reserves — in September 1995. The council's adoption of the concept last December was a proposal and was by resolution only. Waiting a few months to adopt the ordinance allows council and staff to make further necessary refinements.



Our Region

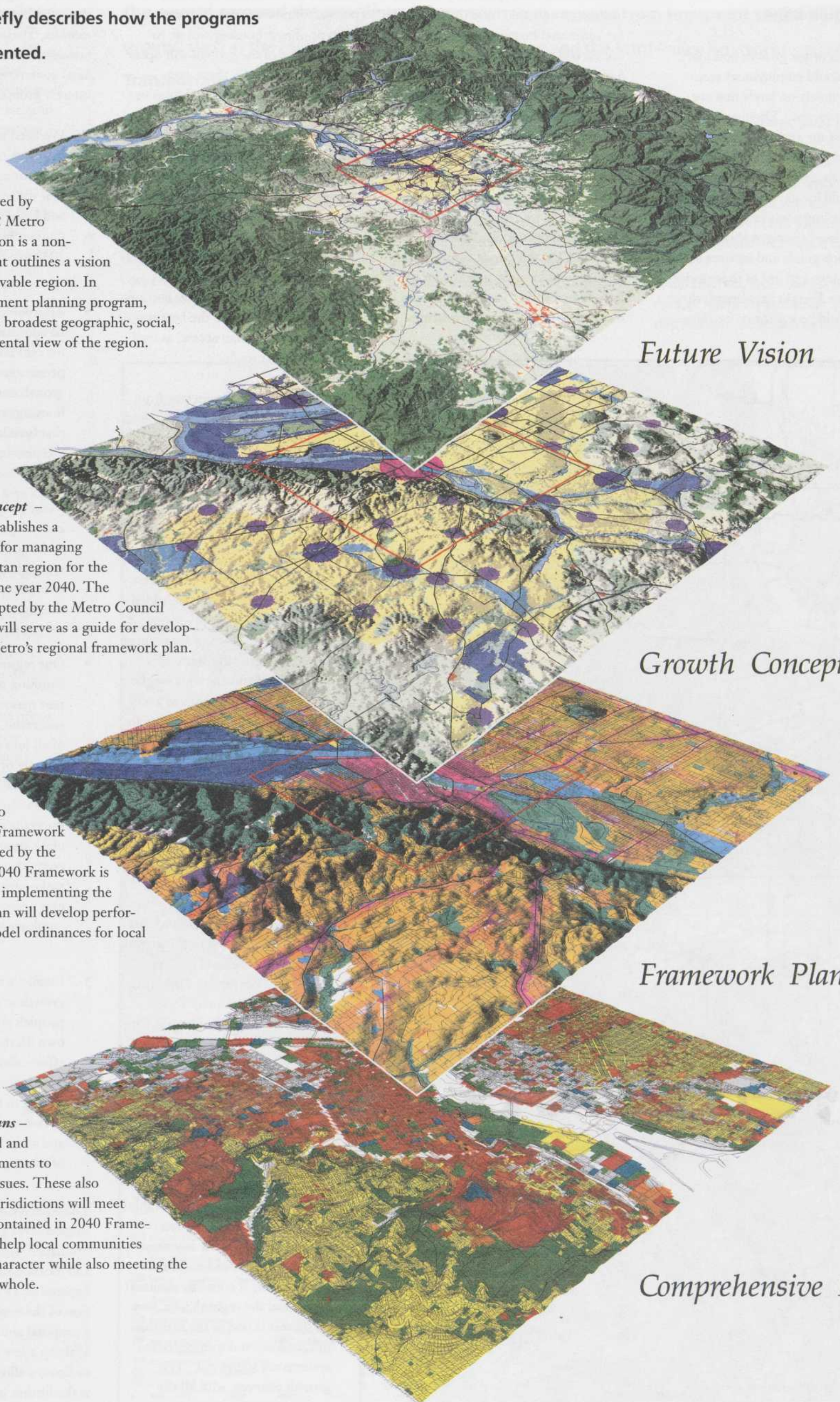
How do Metro's major planning programs fit together and how do they relate to one another? The accompanying graphic and text illustrate the connections among Metro's planning programs and briefly describes how the programs are being implemented.

Future Vision – Mandated by the voter-approved 1992 Metro Charter, the Future Vision is a non-regulatory document that outlines a vision about maintaining our livable region. In Metro's growth management planning program, the vision represents the broadest geographic, social, economic and environmental view of the region.

Region 2040 growth concept – This growth concept establishes a general policy direction for managing growth in the metropolitan region for the next 50 years, through the year 2040. The growth concept was adopted by the Metro Council in December 1994 and will serve as a guide for developing 2040 Framework, Metro's regional framework plan.

2040 Framework – Also known as the Regional Framework Plan, this, too is mandated by the charter. The focus of 2040 Framework is to develop strategies for implementing the growth concept. The plan will develop performance standards and model ordinances for local governments to meet.

Local comprehensive plans – These have been created and adopted by local governments to address local planning issues. These also will address how local jurisdictions will meet the regional standards contained in 2040 Framework. Metro's goal is to help local communities maintain their unique character while also meeting the needs of the region as a whole.



Future Vision

Growth Concept

Framework Plan

Comprehensive Plans

2040 Framework

From growth concept to implementation

In December 1994, the Metro Council adopted the Region 2040 growth concept that sets a policy direction for how this region will manage growth during the next 50 years. Attention now shifts to the more specific 2040 Framework.

This framework plan, required by Metro's voter-approved charter, must be adopted by the Metro Council by Dec. 31, 1997. Between now and then, the Metro Council will consult citizens, local governments and regional advisory groups such as the Metro Policy Advisory Committee (MPAC).

The 2040 Framework will specify how the region and local communities will implement the Region 2040 growth concept and will provide performance measurements for local governments to meet the goals of the framework plan. In addition, the plan will provide optional "tools" for local governments to use, such as model ordinances. At the same time, 2040 Framework must comply with statewide planning goals such as those addressing land use, agricultural and forest lands, natural resources, housing and transportation. It also will integrate a broader range of regionally significant issues and work with a 20-year horizon rather than the 50-year time period used for Region 2040.

The purpose of 2040 Framework — and the primary reason for refining the name — is to examine a number of issues that are involved in managing this region's growth. We are not, for example, examining only land-use issues; rather, we are looking at several related issues that together will help us create the kind of region most of us want for future generations. The 2040 Framework program consists of the following elements:

Use of land

Use of land will build on many of the issues addressed during the Region 2040 process — the urban growth boundary, housing densities and affordability, urban design, urban reserves, rural reserves and economic development. It also will involve considerable coordination with state and local governments, neighboring cities and special districts. (See page 6.)

Transportation

Transportation will include an update of the Regional Transportation Plan, a 20-year blueprint for the region's transportation system. The plan addresses how best to move people and goods through the region and identifies strategies for accommodating cars, transit, freight, bikes and pedestrians. (See page 11.)

Natural areas

Natural areas will use Metro's Greenspaces Master Plan and local plans as a guide in preserving and protecting open spaces, parks, streams, wetlands and recreational facilities. The master plan, adopted in 1992, outlines a strategy for protecting some of this region's remaining scenic open spaces and wildlife habitats. The plan is a guide to establishing an interconnected system of parks, natural areas, greenways and trails. During the Region 2040 process, citizens consistently listed the need for preserving natural and open spaces as a priority in managing the region's growth. (See page 14.)



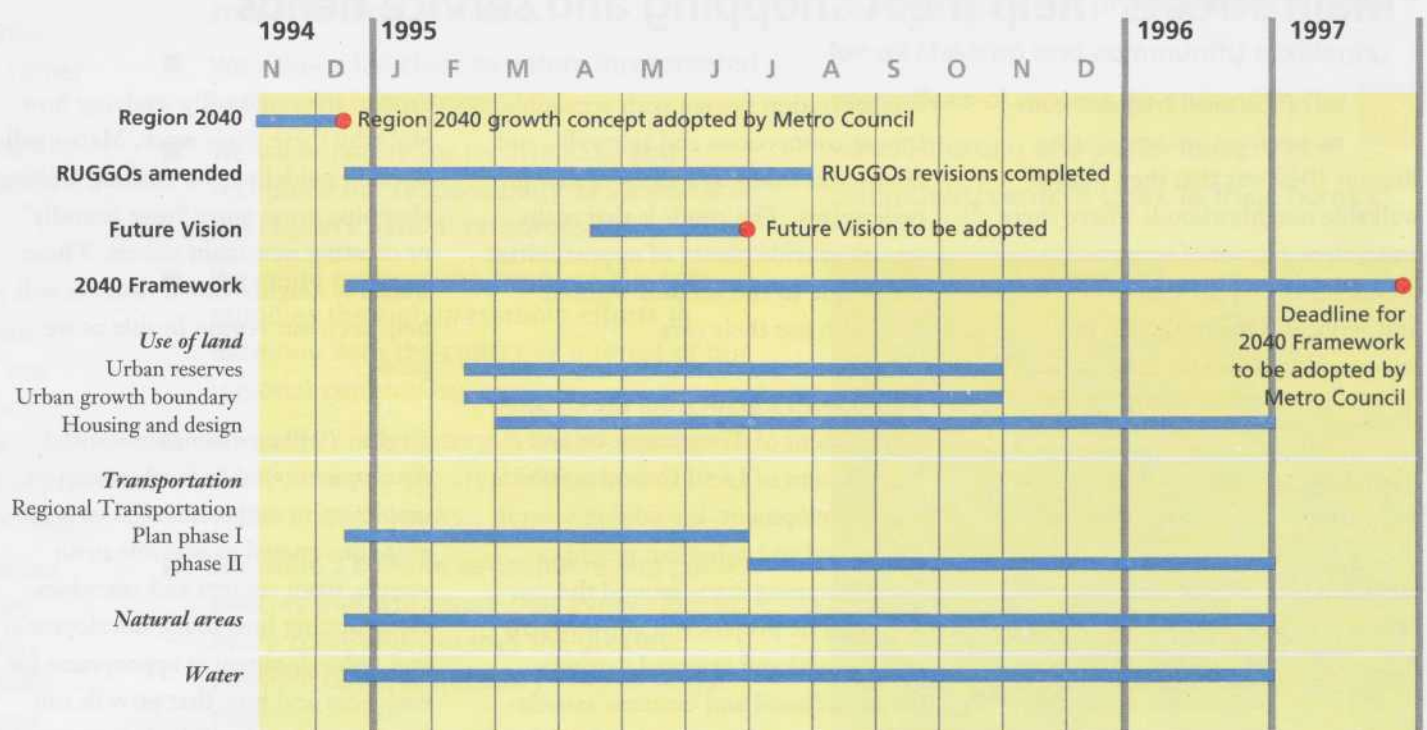
Water

Water will address watershed management and water quality and supply issues through development of a Regional Water Supply Plan and a system of possible protection measures. The program will examine how much water the region needs, where it will come from, how best to protect our region's watersheds, and how development can occur with the least impact on water quality. Maintaining a successful water quality system will be key in planning for long-term regional growth. (See page 13.)

Although Metro is the government responsible for developing and adopting 2040 Framework, we will continue to count on help from the public, local governments, businesses, special districts and interest groups. We will actively seek public input throughout this process.

To keep up-to-date on all 2040 Framework activities, add your name to our mailing list. (See page 15.) You also can call our growth management hotline (797-1888) to get more information on upcoming activities or to leave a comment.

2040 Framework schedule



A draft regional framework plan will be developed with input from the public, local governments, businesses and groups by the end of 1996. During 1997, citizens will have additional opportunities to deliberate and provide input to the plan before final action by the Metro Council by December 1997. For up-to-date information on meetings, call the growth management hotline at 797-1888.

Use of land

What are urban reserves?

Urban reserves are certain lands outside the present urban growth boundary designated for future urban development. Metro is required by state law to designate urban reserves, which contain a 30-year supply of buildable land just outside the current urban growth boundary. By using urban reserves, the metropolitan region can carefully manage its growth and designate areas as the best candidates for future jobs, housing, open spaces and services. Urban reserves, in essence, allow the region to think 50 years ahead, rather than waiting until growth is upon us to act.

The Region 2040 growth concept adopted by the Metro Council last December sets aside about 22,000 acres of land as an urban reserve study area. About 14,000 acres within that 22,000 acres likely will be designated as urban reserves. The council and staff currently are evaluating the study area to determine which 14,000 acres will become urban reserves. The amount and location of urban reserves depend significantly upon how well the region accommodates growth within the urban growth boundary.

Why do we need urban reserves?

Although the reserves are a state land-use requirement, Metro also included in its own Regional Urban Growth Goals and Objectives a commitment to designate urban reserves. We believe they serve many useful purposes.

First, they indicate where the urban growth boundary could be expanded, allowing everyone to know what to expect in the future. Farmers, for example, can determine what kinds of crop and equipment investments they should make, public utilities can determine the size of their facilities accordingly, rural land owners can make long-term decisions about what to do with their land and investors can better understand where development is likely to occur.

Second, urban reserves provide a public and deliberative way to determine which areas are best suited for urban expansion. They ensure that any urban expansion is carefully planned and that the region thinks long-range about how to manage its growth. Metro and the cities and counties in the region have a responsibility in their land-use planning to ensure that public dollars are prudently spent. One way is to encourage lands to be used as efficiently as possible, such as making sure development occurs first inside the present urban growth boundary. The next 50 years, however, is likely to bring with it some development that cannot be accommodated within the present boundary, creating the need for urban reserves.

transportation system with accessible transit connections and sidewalks and crosswalks that make the area safe for pedestrians. The result is that main streets provide plenty of opportunities for people to run errands without having to use their cars.

Metro, with a grant from the Oregon Department of Transportation and the Department of Land Conservation and Development, is studying several traditional and suburban neighborhood shopping areas around the region. The project will allow Metro and its local and regional partners (neighborhood and business associations, cities and counties) to begin applying the recently adopted Region 2040 growth concept to specific areas

Is my area an urban reserve?

This summer, Metro will send a letter to property owners within the urban reserve study area and provide information about how to become involved in the decision process for designating urban reserves. In addition, the Region 2040 growth concept map (see pages 2-3) shows the urban reserve study areas. Even if your property is within the urban reserve study area, that does not necessarily mean it will be designated as part of the urban reserves. If you have questions about the study area call 797-1562. Or you can call your Metro councilor.

What is happening now on the urban reserve process?

Metro staff currently is reviewing updated information to determine the suitability of the urban reserve study areas. This data, along with preliminary recommendations, will be made available to the public for review and discussion. All of that information and the results of public input then will be forwarded to the Metro Council for a decision.

What are the criteria for urban reserves?

State law outlines specific rules for what should and shouldn't be considered urban reserves. The most im-

portant consideration is to make every attempt to avoid lands that are zoned for exclusive farm use, which is quality farm land outside the urban growth boundary. Another important component of urban reserves is that they allow enough land for a balance of jobs and housing in communities throughout the region.

What is the timeline for making the urban reserve decision?

Metro Planning Department staff expect to bring recommendations to the Metro Council by September 1995. Prior to that will be open houses and public hearings. The Metro Policy Advisory Committee, consisting of local government elected officials and citizens, also will hold public meetings before making a recommendation to the Metro Council. The Metro Council also will hold public hearings before making a decision.

How can I make my opinion count?

There are several ways in which you can become involved and participate in the decision-making process. You can get on our mailing list, mail or fax us your comments, call our hotline number (797-1888), attend public hearings and provide written or verbal testimony. The tear-off section on page 15 called "Tell us what you think" provides information about how to get in touch with us.

"Main streets" help meet shopping and service needs

One of the most frequent comments from citizens during Region 2040 was that they wanted walkable neighborhoods where there was a strong sense of community identity and easy access to local shops and services. One of the keys to encouraging this type of neighborhood is the creation of "main streets."

Main streets are areas that meet the basic shopping needs of the surrounding neighborhood and may offer additional businesses such as a post office, pharmacy, restaurant, library or barber shop. Examples of existing main streets are along Hawthorne Boulevard and in Sellwood. Main streets are particularly conducive to creating a strong neighborhood

around the region. By studying how and why these areas work, Metro will develop guidelines for making existing shopping areas more "user friendly" or creating new main streets. These walkable neighborhood districts will help keep our region livable as we grow.

Region 2040 envisions substantial development and redevelopment of employment and residential uses in areas designated as possible main streets, town centers and corridors. Determining how much development and redevelopment is appropriate for each area and how that growth can best be achieved will be key questions asked in developing 2040 Framework.

The main street program currently is focusing on two major objectives:

- Refining development objectives for main streets, corridors and town centers that take into account existing characteristics of the various areas.
- Developing actions and strategies that address regulation, financial incentives, public investments and public/private development partnerships that can be used by local governments and Metro.

The grant study program is scheduled to be completed in June 1995.

Future Vision Outlines Region's Long-term Values and Goals

Regional landmarks

photo courtesy of
Portland General Electric



Carby Thomas

Communities/neighborhoods

In 1805, Lewis and Clark began a journey that would eventually spur thousands of people to dare an arduous 2,000-mile trek along the Oregon Trail to a land full of river valleys, rich farmlands, majestic mountains and vast forests.

Nearly 200 years later, people are still coming... and finding more than just trees and streams when they arrive. Our region has built a thriving economy amidst all its natural beauty, and we can be proud of the careful planning done decades ago that helped create such a culture of livability. But it's time to start planning for the next set of generations, to make sure this stays a great place to live.

That's the whole premise behind "Future Vision," an ambitious report assembled during the past year-and-a-half by the 18 local elected officials, business leaders and citizen volunteers who comprise the Future Vision Commission. Required by the Metro Charter, Future Vision outlines how our region can grow and still preserve the natural resources and quality of life we treasure.

This summary of the Future Vision was written by the Future Vision Commission members themselves. It expresses their views of what they would like to see this region become in the next 50 years and beyond.

Our ecological and economic region goes beyond Metro's current boundaries and stretches from the Cascades to the Coast Range, and from Longview to Salem. Any vision for a territory as large and diverse as this must be regarded as both ambitious and a work-in-progress. We offer this vision for 2045 in that spirit and as a first step in developing policies, plans and actions that serve our bi-state region and all its people.

While Metro recognizes that it has no control over surrounding jurisdictions and is not responsible for the provision of public safety and other social services, the ability to successfully manage growth within this region is dependent on and impacts each of these.

Future Vision is mandated by Metro's 1992 charter. It is not a regulatory document; rather it is a standard against which to gauge progress toward maintaining a livable region. It is based on a number of core values essential to shaping our future:

- We value taking purposeful action to advance our aspirations for this region, realizing that we should act to meet our needs today in a manner that does not limit or eliminate the ability of future generations to meet their needs and enjoy this landscape we are privileged to inhabit.
- We value the greatest possible individual liberty in politics, economics, lifestyle, belief and conscience, with the understanding that this liberty cannot be fully realized unless accompanied by shared commitments for community, civic involvement and a healthy environment.

- We value our regional identity and sense of place, and celebrate the identity and accomplishments of our urban neighborhoods and suburban and rural communities.
- We value vibrant cities that are an inspiration and a crucial resource for commerce, cultural activities, politics and community building.
- We value a healthy economy that provides stable family wage jobs. We recognize that our economic well-being depends on unimpaired and sustainable natural ecosystems, and suitable social mechanisms to insure dignity and equity for all and compassion for those in need.



© Michael Wilheim

Access to nature

- We value the conservation and preservation of natural and historic landscapes. Widespread land restoration and redevelopment must precede any future conversion of land to urban uses.
- We value a life close to nature incorporated in the urban landscape.
- We value nature for its own sake and recognize our responsibility as stewards of the region's natural resources.
- We value meeting the needs of our communities through grassroots efforts in harmony with the collective interest of our regional community.
- We value participatory decision making that harnesses the creativity inherent in a wide range of views.
- We value a cultural atmosphere and public policies that will insure that every child in every community enjoys the greatest possible opportunities to fulfill his or her potential in life.

It is, after all, primarily for our children, and for their children, that we propose this vision.

Our Vision: Each Individual

As inhabitants of this bi-state region, we are committed to the development of each individual as a productive, effective member of society. This region must make clear and unambiguous commitments to each individual in order that we all may have a vibrant, healthy place to live. We seek the full participation of individuals in the prosperity of this region, accompanied by acceptance of their responsibility for stewardship of the community and region. Our vision statements for Each Individual are:

- **CHILDREN** – In 2045, the welfare of children is of critical importance to our well-being. Creating and sustaining public and private initiatives that support family life are among our highest priorities.
- **EDUCATION** – In 2045, education, in its broadest definition, stands as the core of our commitment to each other. Life-long learning is the critical ingredient that enables the residents of this region to adapt to new ideas, new technologies and changing economic conditions. Our commitment to education is a commitment to equipping all people with the means not only to survive, but to prosper.

Example: We will provide opportunities for all children and community residents, regardless of income, to engage in the visual, literary and performing arts in community centers close to their homes.



© Kristin Finnegan

Resource land

continued on page 9



L E G E N D

Urban Lands	Wetlands	Planned Light Rail
Agricultural Land	Perks and Open Space	Potential Light Rail
Coniferous Forest	Freeways	Urban Growth Boundary
Mixed Forest	Arterials	

Future Vision The Geographic Context

continued from page 7

■ **PARTICIPATION** – In 2045, all residents, old and young, rich and poor, men and women, minority and majority, are supported and encouraged to be well-informed and active participants in the civic life of their communities and the bi-state region. Ours is a region that thrives on interaction and engagement of its people to achieve community objectives.

Our Society

The ability to work together is the hallmark of great communities and flourishing societies. Our vision statements for Our Society are:

- **VITAL COMMUNITIES** – In 2045, communities throughout the bi-state region are socially healthy and responsive to the needs of their residents. Government initiatives and services have been developed to empower individual communities to actively meet the needs of their residents. The economic life of the community is inseparable from its social and civic life.
- **SAFETY** – In 2045, personal safety within communities and throughout the region is commonly expected as well as a shared responsibility involving citizens and all government agencies. Our definition of personal safety extends from the elimination of prejudice to the physical protection of life and property from criminal harm.
- **ECONOMY** – In 2045, our bi-state regional economy is diverse, with urban and rural economies linked in a common frame. Planning and governmental action have created conditions that support the development of family wage jobs in centers throughout the region.

Example: we will encourage further diversification of our economy, the creation of family wage jobs and the development of accessible employment centers throughout the region.

■ **CIVIC LIFE** – In 2045, citizens embrace responsibility for sustaining a rich, inclusive civic life. Political leadership is valued and recognized for serving community life.

Commerce, industry and jobs



photo courtesy of Port of Portland

- a close and supportive relationship among natural resources, landscape, the built environment, and the economy of the region; and



Heidi Ellis

Regional trails

- **DIVERSITY** – In 2045, our communities are known for their openness and acceptance. This region is distinguished by its ability to honor diversity in a manner that leads to civic cohesion.
- **ROOTS** – In 2045, our history serves us well, with the lessons of the past remembered and incorporated in our strategies for the future. Knowledge of our cultural history helps ground social and public policy in the natural heritage we depend on and value.

Our Place

We are committed to preserving the physical landscape of the region, acknowledging the settlement patterns that have developed within it, and supporting the economy that continues to evolve. We live in a varied and beautiful landscape. Our place sits at the confluence of great rivers — the Columbia, Lewis, Sandy and the Willamette and its tributaries, which dominate the landscape. This is a region of water, volcanic buttes, and forest-clad mountains and hills. Our vision statements for Our Place are:

- **A LIFE IN NATURE** – In 2045 This region is recognized as a unique ecosystem, known for the intelligent integration of urban and rural development as evidenced by:
 - improved air and water quality, and increased biodiversity;
 - views of Mt. Hood, Mt. St. Helens, Mt. Rainier, Mt. Adams, Mt. Jefferson and other Cascade and coastal peaks;
 - greenspaces and parks within walking distance of every household;

continued on page 10

Future Vision



Heidi Ellis

Transportation links

continued from page 9

- restored ecosystems, complemented by planning and development initiatives that preserve the fruits of those labors.

Example: we will manage watersheds to protect, restore and manage the integrity of streams, wetlands and floodplains and their multiple biological, physical and social values.

- RURAL LAND** – In 2045, rural land shapes our sense of place by keeping our cities separate from one another, supporting viable farm and forest resource enterprises, and keeping our citizens close to nature, farms, forests and other resource lands and activities.

Example: we will develop and implement local plans and the urban growth boundary and rural lands elements of the Regional Framework Plan to actively reinforce the protection of lands currently reserved for farm and forest uses. No conversion of such lands to urban, suburban or rural residential use will be allowed.

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

- VARIETY IN OUR COMMUNITIES AND NEIGHBORHOODS** – In 2045, our region is composed of numerous distinct communities. Each community provides a wide variety of healthy, appealing and affordable housing and neighborhood choices. They are physically compact and have distinct identities and boundaries. Truly public space exists in every community,

and serves as the stage for a rich and productive civic dialogue.

Example: we will encourage a choice of neighborhood types, including new neighborhoods with suburban densities, neighborhoods of traditional (pre-World War II) densities and mixed-use neighborhoods of a more urban design.

- WALKING** – In 2045, residents of this region can shop, play and socialize by walking or biking within their neighborhoods. Walking, biking or using transit are attractive alternatives for a wide range of trips within neighborhoods, between important regional centers and outside of the urban area. This region is known for the utility of its non-auto transportation alternatives.
- LINKAGES** – In 2045, goods, materials and information move easily throughout the bi-state region. Manufacturing, distribution and office employment centers are linked to the transportation and communication systems in a comprehensive and coordinated manner.
- EQUITY** – In 2045, the tradeoffs associated with growth and change have been fairly distributed throughout the region. Our commitment to managing growth is matched by an equal commitment to social equity for the communities of today and tomorrow. The true environmental and social cost of new growth has been paid by those, both new to the region and already present, receiving the benefits of that new growth.

Example: we will address the issues associated with concentrations of poverty throughout the region through tax-base sharing, pursuing changes in tax codes, overcoming physical and economic barriers to access, providing affordable housing throughout the area and targeted public investments.

- GROWTH MANAGEMENT** – In 2045, growth in the region has been managed. Our objective has been, and still is, to live in great cities, not merely big ones. Performance indicators and standards have been established for our Vision and all other growth management efforts, and citizens of the bi-state region annually have an opportunity to review and comment on our progress. The results of that review are used to frame appropriate actions needed to maintain and enhance our regional quality of life.

Implementation:

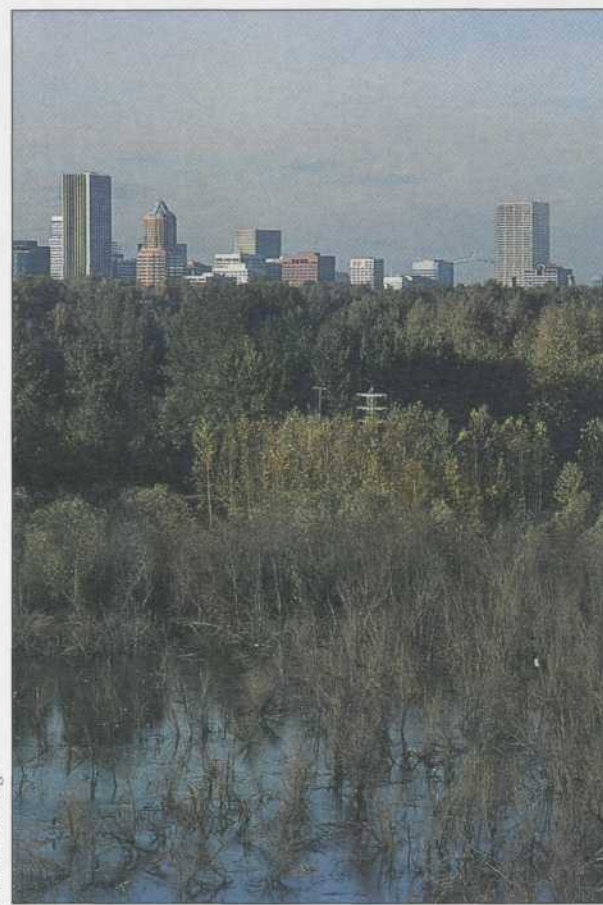
Clearly, Metro has a critical role to play as planner, convener, monitor, and leader.

However, as in the past, the success we achieve in the future will be a collaborative accomplishment. We have an unparalleled opportunity to create an environment of consensus and predictability in the region for what Metro's planning and policy making ought to accomplish. The full report of the Future Vision Commission contains detailed suggestions for acting on each vision statement.

Perhaps the most critical implementing step is Metro's commitment to a continuing dialogue with the citizens of this region to address 21st century problems and issues. An annual review of the region will allow us to promote, lead and engage citizens in an ongoing discussion of our future, including a discussion of carrying capacity. The relevant question is not "when" carrying capacity will be exceeded, but "how" we will collectively restore, maintain and enhance the qualities of the region.

As a region, our aspiration is to match the spectacular nature of our landscape with an equally spectacular and regular civic celebration of our sense of the region — truly our sense of place. For it is only through the creation of a shared and far-reaching culture of this place that our accomplishments will match our aspirations. Future Vision is a work in progress and we challenge future generations to continue our work.

For more information about Future Vision, or for a copy of the full Future Vision document, call 797-1736.



© Kristen Finnegan

Nature in the city

Future Vision Commission:

Len Freiser, chair; Susan McLain, vice-chair; Mike Gates; Wayne Lei; Peggy Lynch; Peter McDonald; Alice Schlenker; Judy Davis; Mike Houck; Robert Liberty; John Magnano; Rod Stevens; Robert Textor; Marilyn Wall. Alternates: Linda Peters, Fred Stewart, Ted Spence

Transportation program moves ahead to reflect Region 2040 growth concept

Regional Transportation Plan

The Region 2040 growth concept, adopted in December 1994, established a new framework for planning in the region by linking urban form to transportation. In this new relationship, transportation is viewed as a range of travel modes and options that should reinforce the region's growth management goals. Metro's Regional Transportation Plan (RTP) is being updated to take the 2040 growth concept into consideration and to respond to new state and federal planning requirements.

The Regional Transportation Plan, a 20-year blueprint for our region's transportation system that addresses how to best move people and goods through the region, will be updated in two phases. An interim update to meet federal requirements will be completed by June 1995. A full update that will meet state and federal requirements and be consistent with Metro's 2040 Framework program will be completed in mid-1996.

Metro serves as the lead agency for regional transportation planning and funding in the metropolitan area. Metro, in turn, develops the RTP with the diverse mixture of local, regional, and state jurisdictions that own and operate the region's transportation system. These jurisdictions include 24 cities, three counties, Tri-Met, the Oregon Department of Transportation, the Port of Portland, the city of Vancouver and Clark County in Washington.

The plan sets both short- and long-term priorities for what are referred to as "regionally significant" projects. These are transportation-related facilities or programs that affect travel on a regional scale.

Federal and state requirements

Metro's transportation plans and programs are subject to a multitude of federal and state planning regulations. At the federal level, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) establishes a set of planning requirements to ensure adequate consideration of the effects of transportation on land use, environmental quality and communities. ISTEA also requires a thorough public involvement process so that citizens can be involved in helping make

decisions about planning for and funding regional transportation projects.

In addition, the federal Clean Air Act requires that a planned transportation system result in cleaner air over time. The Portland region has not met designated clean air standards for both ozone and carbon monoxide in the past but is expected to meet those standards by 1995. Metro is working with the state Department of Environmental Quality (DEQ) to develop programs that will improve and maintain clean air by encouraging alternatives to single-occupancy commuting, such as car pooling, transit and telecommuting.

At the state level, the Transportation Planning Rule requires metropolitan areas to reduce reliance on the car and reduce vehicle miles of travel during the next 20 to 30 years. It also calls for reducing parking spaces per capita by 10 percent during the next 20 years.

Regional process

Metro's successful transportation program relies heavily upon the agency's state, regional and local partners to discuss and help make decisions on transportation issues that are of regional significance. The Joint Policy Advisory Committee on Transportation (JPACT) consists of elected officials and representatives throughout the region who evaluate transportation needs in the region and make recommendations to the Metro Council. In addition, a technical committee and citizens advisory committee provide input to JPACT.

RTP components

There are five major components of the Regional Transportation Plan that



focus on different ways of moving around the region: pedestrian access, transit, bicycles, freight and roadways. A program for each element is being developed by a work team of city, county, regional and state planners. The work teams are identifying strategies and projects to address transportation needs in each area and will incorporate public comment and review into the process. In addition, a Transportation Demand Management Program will look at demand on the transportation system as a whole.

Another major transportation planning issue being examined is financing. Federal regulations require the development of a "fiscally constrained" transportation plan for the next 20 years. Metro must limit the mix of projects included in the plan to those that can be paid for with "reasonably anticipated revenue." For more information on upcoming public meetings related to financing, see page 16.

Following are descriptions of the five major component programs within the Regional Transportation Plan, along with a brief overview and contact names and phone numbers.

Pedestrian Program

Metro's pedestrian program focuses on making the region more walkable and pedestrian friendly, particularly in higher density locations such as regional centers, town centers, light rail station communities and bus corridors. Shoppers arriving in a business district by car or transit

should be able to walk to stores and other services. The program also promotes improvements that make it easier and more attractive for people to walk from their homes to bus stops and transit stations.

Program goals include:

- establishing a set of guidelines for high-quality pedestrian facilities
- seeking funding for projects that make walking a convenient and attractive transportation mode
- helping the region create places where walking is comfortable, convenient and safe

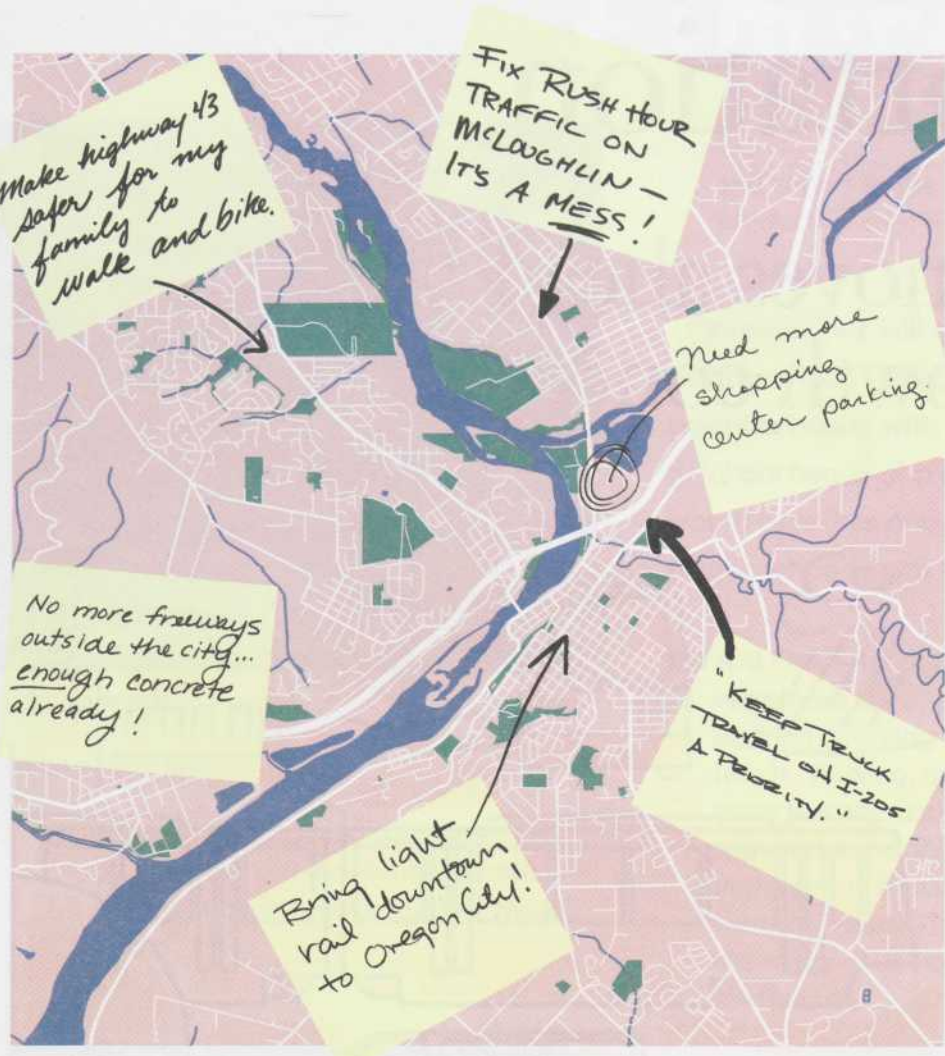
In conjunction with other planning efforts, the pedestrian program encourages changes in the design and grouping of employment sites, shops and restaurants to improve pedestrian access. The program also may recommend making changes along streets, such as adding sidewalks, to create more convenient pedestrian connections.

For more information on Metro's pedestrian program, contact: Allison Dobbins, project manager, 797-1748

Transit Program

Quality transit service is an essential part of a balanced transportation system. The transit program is working to identify regional transit needs and to develop priorities for future levels of transit service. Future levels of service must be based on

continues on next page



The RTP update process started with input from the public at a regional transportation fair and open house held in January 1995. For more information about how you can get involved, see page 15.

continued from previous page

revenues that can be reasonably expected during the next 20 years. This "financially constrained" transit system will be designed to serve specific market segments, as envisioned in the Region 2040 growth concept, with a range of expanded transit choices, including:

Light-rail transit: Existing and future light rail primarily will serve major population and employment centers. Regional centers such as Beaverton, Hillsboro and Gresham will be served by lines that now exist or are under construction. Clackamas Town Center and Milwaukie will be served by the new South/North line.

Fastlink: This is a new concept that will offer an enhanced level of bus service with passenger amenities similar to those on light rail but will serve a broader area. Fastlink lines will follow major thoroughfares and link regional centers and downtown Portland.

Express bus: These bus lines will link major transit origins, such as park-and-ride facilities, to major urban destinations such as colleges and employment centers to provide a favorable commuting alternative.

Local bus: Local bus service will continue to serve large areas of the community and will be geared toward local trips and shorter commutes.

Mini-bus: This transit alternative serves destinations where local bus service is not cost efficient, such as major employers, industrial parks or local colleges. It includes Dial-A-Ride, a service that provides door-to-door

transit service for special need passengers.

For more information on the transit element of the RTP, contact: Ken Zatarain, Tri-Met Service Planning, 238-4970 or Rich Ledbetter, Metro Transportation Planning, 797-1761

Regional Bicycle Program

Another key component to developing a balanced transportation system that reduces reliance on the single-occupant vehicle is Metro's regional bicycle program. Metro is the lead agency for coordinating, implementing and monitoring bicycle-related plans, policies, objectives and standards in conjunction with the Regional Transportation Plan.

Steps in developing the regional bicycle program will include: defining a "regionally significant" bikeway network; developing evaluation criteria, performance measures, a project solicitation process, and implementation strategies; and updating the 1991 "Getting There by Bike" map.

Draft goals of the regional bicycle plan include:

- Integrating the cities' and counties' efforts into a cost-effective, aesthetic, practical and safe system of regional bikeways
- Developing a regional bikeway system that will function as part of the regional transportation system and that connects bikeways to regional activity centers
- Establishing a process for prioritizing regional bikeway projects
- Providing guidelines for planning, designing and implementing the regional bikeway system

For more information on the regional bicycle program, contact: Bill Barber, project manager, 797-1758 or Dan Layden, Regional Bicycle Program, 797-1756

Freight Program

Our regional economy has been built on the trade industry, with the movement of goods supporting local production industries and local consumption. Trade continues to be important to the region's economy, as evidenced by the following statistics:

- one-fifth of all jobs in the region are based directly or indirectly on world trade
- 40 percent of personal income in the region is a result of the trade industry

By 2040, freight movement is projected to more than double the volume of goods moving into, out of and through the Portland region. Protecting and improving investments in our freight transportation facilities allows us to continue competing in the global marketplace as an exporter and as a warehousing and distribution center.

Planning for regional freight mobility will involve integrating federal and state freight mobility policies into our regional and local transportation system plans. Metro's Regional Transportation Plan will address the issue of freight by:

- identifying the freight network
- developing policies that support efficient movement of freight as part of a balanced regional transportation system
- identifying current and projected problems in the freight system
- developing strategies and projects that correct those problems

For further information, contact: Mike Hoglund, Metro transportation planning manager, 797-1743 or Jane McFarland, Port of Portland, 731-7049

Roadways Program

The region's roadways — used by autos, trucks, buses and bicycles — are the core of our transportation system. The roadways program focuses on determining how existing roads can meet current transportation needs and on planning for future needs. The program is developing strategies to reduce traffic congestion, improve the efficiency of our roads and plan future roadway improvements as needed.

A central part of the roadways program is the federally required Congestion Management System. The system evaluates the overall performance of the transportation network and develops strategies to reduce congestion. A key provision of this program is to consider reasonable alternatives to single-occupancy vehicle trips before adding lane miles.

Strategies to reduce driving alone may include making public transit improvements and taking transportation demand management measures. Transportation alternatives include the use of carpools and vanpools and strategies to reduce work commute trips (such as flexible work hours and telecommuting).

Planning efforts that aim to improve traffic flow on existing roads are called advanced traffic management systems. This program uses computer processing and communications technologies to improve freeway and arterial traffic flows. National experience has shown that these programs can result in improvements to travel time of 20 percent or more. These improvements also help buses travel more quickly. In addition, other technologies being developed would allow Tri-Met to better coordinate bus and light-rail schedules and provide up-to-the-minute schedule information to riders at major transit centers.

For more information on the roadways program, call: Bill Barber, congestion management system project manager, at 797-1758.

continues on page 15

NEW! Metro Transportation Hotline (503) 797-1900

For up-to-the-minute information about:

- The Regional Transportation Plan update
- The Metropolitan Transportation Improvement Program
- The South/North Transit Corridor Study

The hotline includes information about meetings, workshops, hearings and other opportunities for comment, as well as a quick and easy way to request information, leave comments or be placed on transportation mailing lists. See page 16 for schedule of upcoming transportation meetings.

Water decisions today affect tomorrow's livability

In many ways, water has come to symbolize what we value most in our region: a pure, natural resource that brings a piece of the natural world into our cities. This region possesses a rich culture and history of growing up around rivers and streams. Today those waterways still are alive with fish and offer many recreational opportunities. Adequate water resources for drinking, recreation and habitat for fish and wildlife also are essential for commerce, agriculture and economic viability.

But if water is a symbol of the beauty of our region, it also represents the choices we must make to preserve our quality of life. How can we continue to protect this resource as we grow as a region?



As part of the Region 2040 process, Metro grappled with that question on several different levels. *Where* and *how* development occurs can have a significant impact on the water quality in the region. Cost considerations and other implications of providing water and sewer contributed to the adoption of a growth concept that advocates a relatively compact urban form. As Metro refines the growth concept and selects urban reserves, we will continue to examine the ease with which an area can be serviced by water, sewer and stormwater drainage.

As work on 2040 Framework progresses, we are addressing specific questions related to integrated management of water and land. Refining information about natural resources will be an important factor in determining how much buildable land lies inside the current urban growth boundary.

Steep slopes, wetlands, land within the 100-year floodplain and stream corridors generally are considered poorly suited for development — both because of their environmentally sensitive nature and the challenges the land and existing regulations present to developers. Developments on steep slopes above a stream, for example, are subject to high levels of erosion.

By taking an inventory of these lands within the urban growth boundary, Metro will gain a more accurate picture of how much vacant land is truly available for development. Assuring that there is enough land available for development elsewhere will ease the pressure to locate development in these poorly suited areas.

The process for refining the natural resource data is being reviewed and guided by an interdisciplinary task group that in turn will take its findings to the Water Resources Policy Advisory Committee (WRPAC). This task group also will address the issues of integrated watershed management that were raised in the public comments on Region 2040. In addition, this task group will help define integrated water resource and open space goals and develop policies and implementation options as part of the water and open space elements of 2040 Framework.

Metro's Growth Management Division is working with Metro's Regional Parks and Greenspaces Department on the program. Ultimately, staff will collect a variety of methods for

continues on page 15

Regional Water Supply Plan

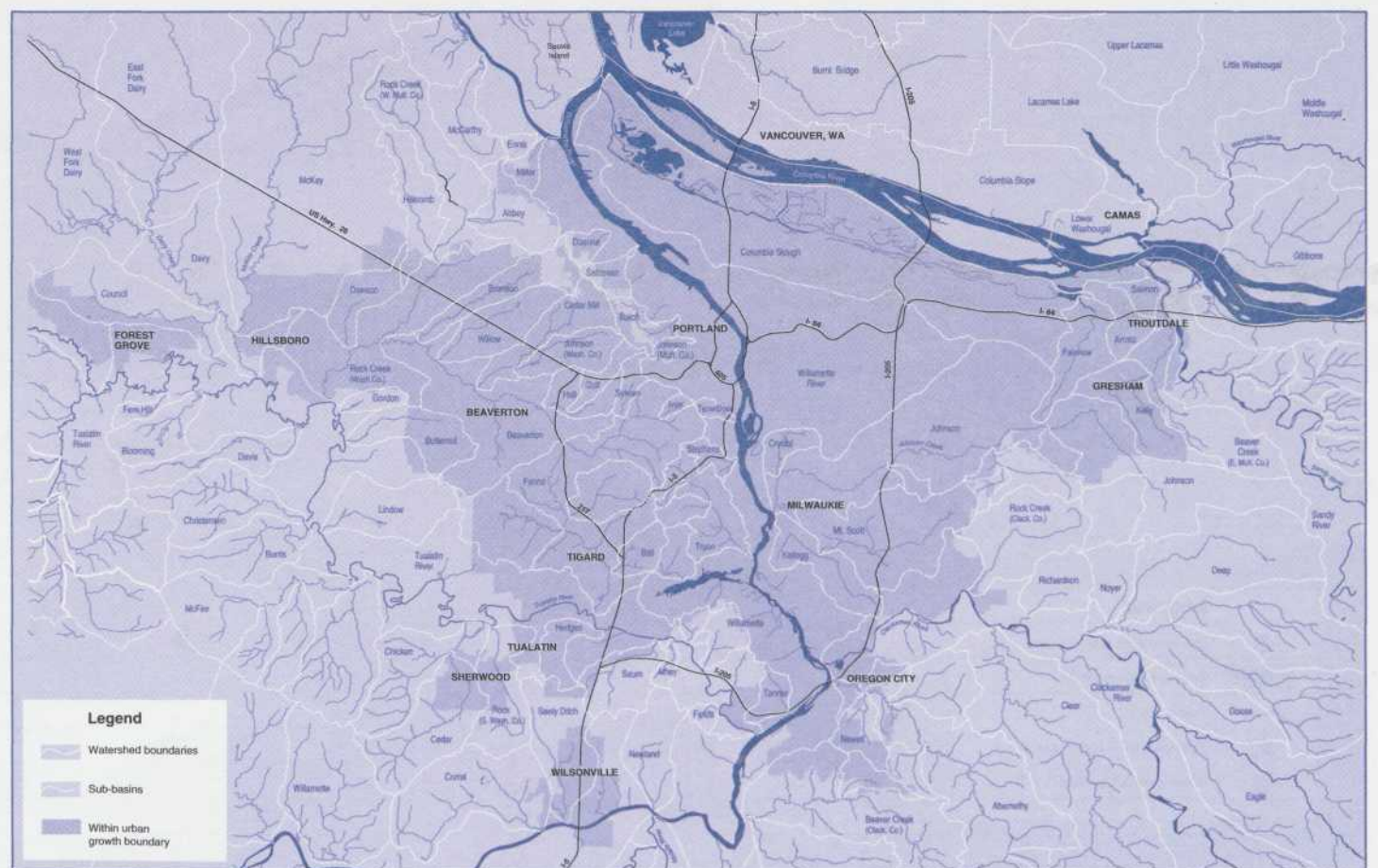
How much water will our region need as it continues to grow, and where will it come from? These are questions that Metro and 27 of the region's cities and water districts are trying to answer through the Regional Water Supply Plan.

Working with a team of consultants, the regional participants are identifying several alternative strategies that focus on new sources of water from the Bull Run, Trask/Tualatin, Clackamas, Willamette and Columbia rivers, aquifer storage and recovery, and conservation.

A preliminary draft of the Regional Water Supply Plan, available this summer, will include information about preferred resource strategies and the accompanying technical work and public input.

The final plan is scheduled to be completed this fall. For more information, contact the project office at the Portland Water Bureau, 823-7528.

Watersheds in the Metro Region



2040 framework Natural areas

Keep it green as the region grows

Throughout the Region 2040 program, citizens consistently expressed a fear that as the region grew, we would lose our green and natural areas. This region is defined by its open spaces and access to nature. To lose those qualities is to lose our regional identity.



As a result of that overwhelming public input, Metro included many green and open space components within the Region 2040 growth concept adopted by the Metro Council last December. The work to preserve and enhance the region's open spaces will continue as we begin developing 2040 Framework.

In addition to their aesthetic contribution, these greenspaces provide a number of benefits to our communities, including protecting fish and wildlife habitat, creating recreational opportunities close to home, protecting water quality and boosting the economy by attracting tourists and increasing the value of property near a green area.

It is somewhat ironic, however, that while our region is known for its natural environment, only about 10 percent of the natural areas are protected for public use as parks, trails or greenways. Many citizens, businesses, local governments and community organizations recognize the importance of greenspaces and that

they are in danger of being lost as the population grows. In 1990 Metro took the lead to begin a regional planning effort to save some the last open spaces in the three-county area.

The Metro Council adopted the Metropolitan Greenspaces Master Plan in 1992. The plan outlines a growth management strategy for sustaining our region's quality of life by protecting some of its last scenic open spaces and wildlife habitats. The plan identifies an interconnected system of open space, parks, natural areas, greenways and trails for wildlife and people. It represents the cooperative work of thousands of citizens, businesses, conservation groups and representatives of local, state and federal government.

The master plan identifies 57 regionally significant natural areas and 34 trail corridors for protection. Each area is identified with its watershed or stream drainage system. The plan also calls for more than 350 miles of trails and greenway corridors that link the natural areas throughout the region.

Because many of these areas cross political boundaries, protecting them will require a long-term commitment by local governments, communities and citizens.

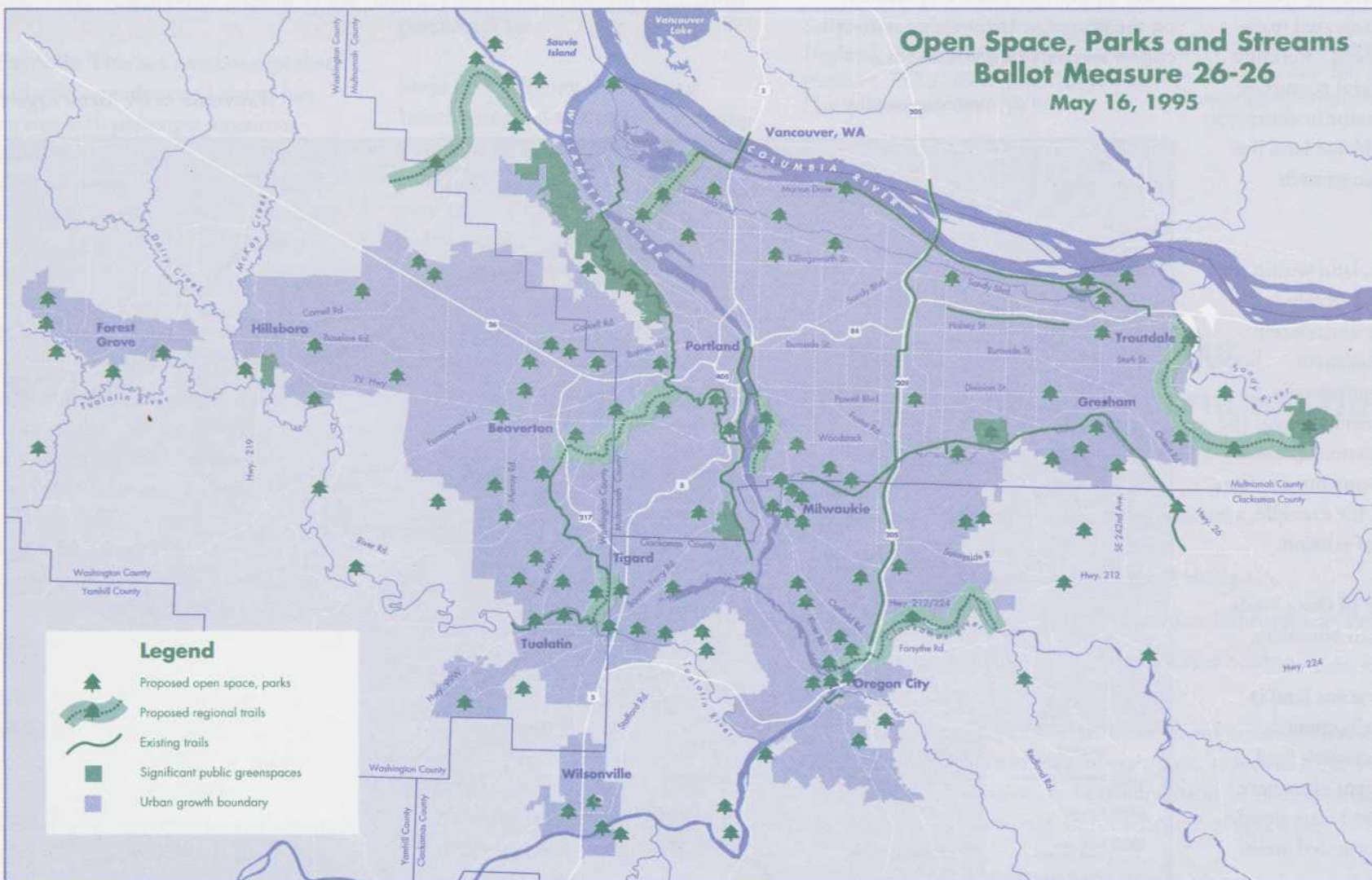
The Metropolitan Greenspaces Master Plan will be the basis for the parks and greenspaces portion of 2040 Framework. Once the Metro Council adopts 2040 Framework by December 1997, the master plan will serve as a binding document that will help conserve the region's livability while also allowing for sustainable growth.

Since adopting the Metropolitan Greenspaces Master Plan, Metro, along with its local partners, has made considerable progress in pursuing the goals of the plan. Examples include the management of natural areas, such as Smith and Bybee lakes in north Portland and Oxbow Regional Park in east Multnomah County. Many habitat restoration and education activities have been funded through Metro's greenspaces grants program. In addition, support has been given to trail projects such as the Springwater

Corridor, Peninsula Crossing and Willamette Greenway.

Metro has referred to the voters a proposal to bring an additional 6,000 acres under permanent public protection with five additional trail projects and dozens of local greenspace projects in a general obligation bond measure. Voters of the region will consider Ballot Measure 26-26 on May 16 to provide \$135.6 million to fund the acquisition of these natural areas, trails and greenspace projects. Bond measure fact sheets and project maps are available.

For more information about any aspect of Metropolitan Greenspaces, call Metro Regional Parks and Greenspaces at 797-1850.



Ballot Measure 26-26 is a package of 111 projects that includes acquisition of about 6,000 acres in 14 target areas, five regional trail projects and many local community projects to protect parks and open space. For copies of this map with a list of projects, call 797-1850.

Water

continued from page 13

maintaining water quality and open space and provide a series of options for local government to use to reach the goals outlined in 2040 Framework.

Through careful development and long-term thinking, we can maintain our rivers and streams so that they remain a symbol of the beauty found in our region's natural resources.

For more information, contact Rosemary Furfey at 797-1726.

Transportation

continued from previous page

How you can get involved

Metro kicked off the RTP update process this January at The Choices We Make, a regional transportation fair and open house. Participants discussed their ideas for transportation improvements and priorities with local, regional and state planners. We plan to hold similar events and meetings throughout the update process, scheduled to be completed in mid-1996.

Opportunities for involvement include:

- public workshops and meetings
- serving on advisory committees
- individual review and comment
- testimony at public hearings

Need more information?

Listed on pages 11-12 in the program descriptions are contact names and phone numbers for more information about the five components of the Regional Transportation Plan.

For general information about the RTP update, contact: Pamela Peck, public involvement, 797-1866; Tom Kloster, project manager, 797-1832; or Allison Dobbins, project planner, 797-1748.

Other water works . . .

- Before drawing up our own plan, we decided to take a look at how other communities manage their watersheds as part of managing their growth and natural resources. A profile of five cities with innovative watershed management strategies is available at the Metro Planning Department.
- Also under way is a project to review and analyze existing local ordinances that deal with the management of wetlands, stream buffers, steep slopes and floodplains. The most successful ordinances will be included in the range of options for local governments as the 2040 Framework is developed.
- As part of a movement toward managing land use on a watershed level, five Portland State University graduate students in urban planning are pioneering a project to create a watershed atlas of the region. The atlas identifies 52 watersheds in the region and includes a profile of the socioeconomic, environmental and land use characteristics of each. Bronson Creek in Washington County, Tryon Creek in Multnomah and Clackamas counties, and Rock Creek in Clackamas County will be completed by this spring.
- The report, "Summary of Projects Using Yard Debris Compost for Erosion Prevention and Control," details a cooperative inter-agency project conducting large-scale testing of yard compost at selected sites in the region. Copies of the report are available at the Metro Planning Department.

2040 framework Questionnaire: Tell us what you think



Give us your comments and send to:

2040 Framework
 Metro Planning Department
 600 NE Grand Ave.
 Portland, OR 97232-2736

Fax (503) 797-1796
 or call (503) 797-1888 (Comment Line) and leave your comments

Future Vision

To assist the Metro Council in adopting a Future Vision for this region, we want to know what you think.

1. Do you agree or disagree with the values outlined in the draft vision statement?
 Agree Disagree

Comments: _____

2. Other comments on the Future Vision: _____

Public involvement

We're also interested in learning what you believe are the most effective ways to communicate with the public. Please give us your ideas about how to reach people most effectively.

3. What sources would you most likely use to get information about an event or meeting? (For example, television, radio, newspaper, bulletin boards). Please list specific stations, newspapers, or locations.

4. What days of the week and times of the day are best for you to attend an event or meeting?

5. What method would you most likely use to comment on a proposal or recommendation? (For example, telephone call to a hotline, send in a written comment on a reply card, send in a computer message, testify at a public hearing)

6. How would you prefer to be kept informed about Metro's planning programs? (For example, newsletters, open houses, neighborhood meetings, special events)

7. Other comments:

Please add me to your mailing list:

Name _____
 Address _____
 City _____ State _____ ZIP _____

Councilors

continued from page 1

Councilor Susan McLain

797-1553 or 357-9215

District 4 (Northern Washington County, including Cornelius, Hillsboro, Forest Grove, part of Northwest Beaverton, Aloha, Bonny Slope, Raleigh Hills, West Slope, Cedar Mill and Cedar Hills)

"An important tool for planning tomorrow's region is the work that was done by the Future Vision Commission. We have a tradition in this region of acting to meet the future, rather than letting it come to us. Future Vision and the upcoming work on 2040 Framework will help us continue to be forward-thinking Oregonians."

Councilor Ed Washington

797-1546

District 5 (Northwest Portland, downtown Portland, North Portland and Northeast Portland)

"Water is emerging as one of this region's most important and challenging growth management issues. We are working with our local partners to protect area watersheds and identify future water needs and supply. It's imperative that we maintain our water quality as we plan for long-term regional growth."

Councilor Rod Monroe

Deputy presiding officer,
797-1552 or 760-4310

District 6 (mid-Multnomah County from the Columbia River to Clackamas County and including the Southgate neighborhood in Clackamas County)

"One of the most important results of the Region 2040 growth concept and beginning the framework plan is that transportation decisions will be linked much more closely to land-use issues. Light-rail, transit, bicycle and highway siting decisions will be integrated into our growth management plan to ensure future livability."

Councilor Patricia McCaig

797-1889

District 7 (Southwest Portland, Milwaukie and inner Southeast Portland)

"Keeping our region's open and natural spaces is essential as new growth and development occurs. In addition to leaving a legacy for our children, preservation of green areas provides recreational opportunities, preserves fish and wildlife habitat and protects our water quality."

Future Vision Commission calendar

The Metro Council and the Future Vision Commission will hold a series of joint public hearings to receive input about the Future Vision. Citizens are encouraged to present written and/or verbal testimony.

7 p.m. Tuesday, April 25
Gresham City Council Chamber
1333 NW Eastman Parkway

7 p.m. Tuesday, May 2
West View High School
4200 NW 185th Ave.
Beaverton

7 p.m. Wednesday, May 3
Lake Oswego
City Council Chamber
380 "A" Ave.

For more information, call Ken Gervais at 797-1736. To provide input about the Future Vision:

- Participate in a public meeting.
- Call our hotline, 797-1888, to obtain information about upcoming meetings, request written material, or make a comment.
- Send written testimony to Metro Planning Department, Future Vision Commission, 600 NE Grand Ave., Portland, OR 97232.
- Fax your comments to us at 797-1794.

Video available

A new Metro growth management video will be available to the public in early June. The video covers a variety of 2040 Framework issues. To borrow a copy, call Metro's growth management hotline, 797-1888.

Printed on 50 percent recycled-content paper, 20 percent post-consumer waste
95090SG

Comments sought on transportation issues

In early April, Metro held Priorities '95, a series of meetings to receive public comment on regional transportation issues. The meetings were held in Oregon City, Gresham, Portland, and Beaverton. Metro will continue to take public comment through early May on:

- the interim Regional Transportation Plan
- the FY '96 Metropolitan Transportation Improvement Program (MTIP), the regional transportation funding program in which local jurisdictions submit transportation projects to Metro for funding consideration.

Drafts of both the interim RTP update and the MTIP funding information were released April 7. The 30-day public comment period following the release of the draft information will end May 7. All written comments received during the comment period will be entered into the formal record. Written comments should be mailed to: Metro, Transportation Planning, 600 NE Grand Ave., Portland, OR 97232 or faxed to 797-1794.

The Metro Council will hold a public hearing on May 4 to receive



oral comments. For more information or to get copies of the draft interim RTP update and the draft MTIP information, call Metro at 797-1866 or call Metro's transportation hotline (503) 797-1900.



Former Executive Officer Rena Cusma and Councilor Jon Kvistad place items in the Region 2040 time capsule.

Time capsule

Metro elected officials, elected leaders from local jurisdictions around the region, a group of high school students, media representatives and Metro staff gathered the morning of Dec. 9 to create a piece of history. The occasion was a ceremony to place items into a time capsule that commemorates Metro's Region 2040 program. The capsule was buried in a landscaped area at Metro Regional Center.

The previous evening the Metro Council had unanimously adopted the Region 2040 growth concept, nearly three years in the making. The growth concept was a vital step in planning for the region's next 50 years — through the year 2040. Participants in the time capsule ceremony wrote their thoughts about the region's future in a book that was placed in the time capsule. They also placed other items in the capsule, including maps, children's drawings, planning documents, technical reports, newspaper articles . . . even a Region 2040 flying disk.

Plans are to open the time capsule on Dec. 9, 2040.

Bulk Rate
U. S. Postage
PAID
Portland, OR
Permit No. 6018



METRO
600 NE Grand Ave.
Portland, OR 97232

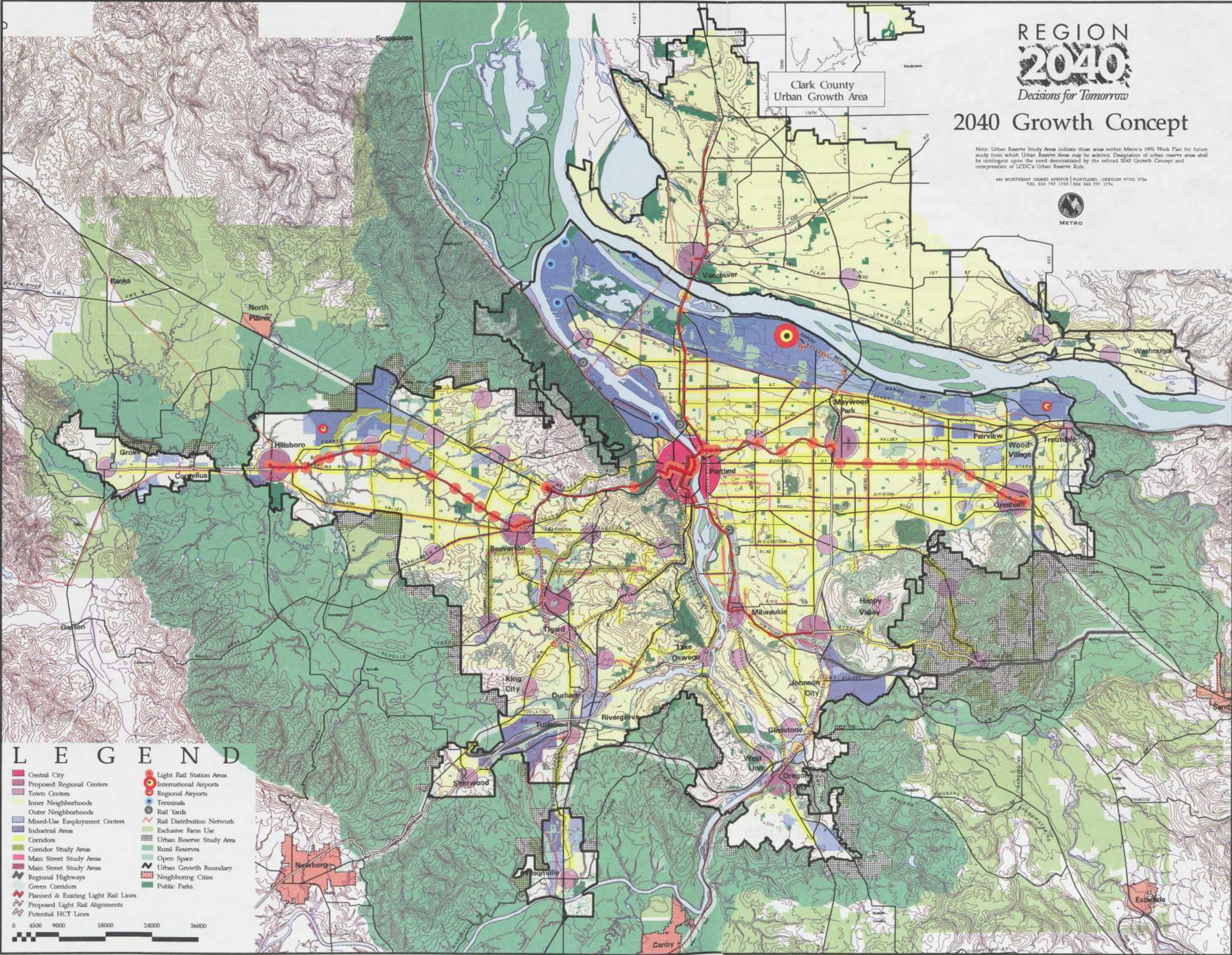
2040 Growth Concept

Note: Urban Reserve Study Areas indicate those areas within Metro's 1995 Work Plan for future study from which Urban Reserve Areas may be selected. Designation of urban reserve areas shall be contingent upon the need demonstrated by the refined 2040 Growth Concept and interpretation of LDC's Urban Reserve Rule.

460 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232-3734
TEL. 503 797 1700 | FAX 503 797 1794



Clark County
Urban Growth Area



LEGEND

- Central City
- Proposed Regional Centers
- Town Centers
- Inner Neighborhoods
- Outer Neighborhoods
- Mixed-Use Employment Centers
- Industrial Areas
- Corridors
- Corridor Study Areas
- Main Street Study Areas
- Main Street Study Areas
- Regional Highways
- Green Corridors
- Planned & Existing Light Rail Lines
- Proposed Light Rail Alignments
- Potential HCT Lines
- Light Rail Station Areas
- International Airports
- Regional Airports
- Terminals
- Rail Yards
- Rail Distribution Network
- Exclusive Farm Use
- Urban Reserve Study Area
- Rural Reserves
- Open Space
- Urban Growth Boundary
- Neighboring Cities
- Public Parks

