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Metro 2040 Framework Update, Fall 1995/Winter 1996

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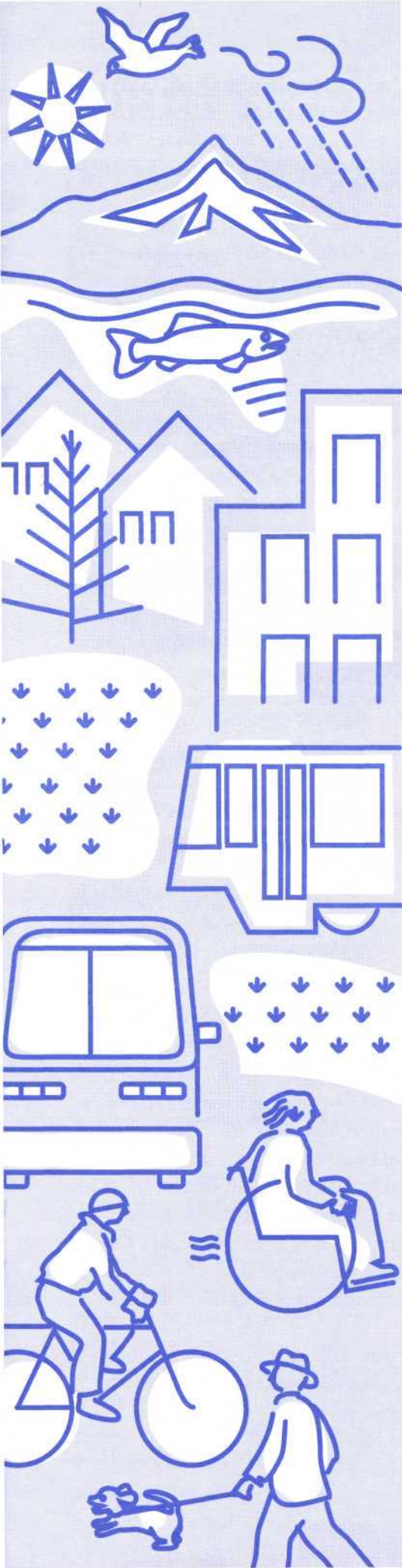
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2040 framework

Metro 2040 Framework Update

Fall 1995/Winter 1996

Act now: Keep livability

Since 1992, Metro has led the region – indeed the nation – on a quest for a commitment to community that maintains and enhances the quality of life even as our population increases.

In that quest, Metro has worked closely with citizens and their elected representatives in achieving consensus on the values and visions we cherish and in using those values when deciding how to use our land.

Now is the time to move forward swiftly, yet surefootedly, on putting into place the means for achieving those values and visions. The Metro Council has adopted the Region 2040 growth concept – with extraordinary input from local governments and citizens – that outlines how this region can grow and still be livable.

It is clear that we now must put that growth concept into action as quickly as possible. Much of that responsibility lies with local governments working collectively with one another and with Metro. The responsibility also lies with citizens who should tell their local elected officials whether they support implementing the growth concept as soon as possible.

The most compelling reason for implementing the adopted growth concept more quickly than originally planned is this region's incredible rate of population growth. The population grows by more than 75 people every day. During the last four years, the population in the four-county area has grown by an additional 110,000 people. Every day that we delay implementing the growth concept we forego options and lose control of our future.

During the last four years, the population in the four-county area has grown by an additional 110,000 people.

Originally, the timeline was for Metro to adopt the growth concept and then allow local governments until the end of 1997 to develop specific tools for implementation in their own commu-

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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; regional environmental 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 has an auditor who is elected regionwide.

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

Executive Officer

Mike Burton – 797-1502

Auditor

Alexis Dow, CPA – 797-1891

District 1

Ruth McFarland – 797-1547

District 2

Don Morissette – 797-1887

District 3

Jon Kvistad – 797-1549

District 4

Susan McLain – 797-1553

District 5

Ed Washington – 797-1546

District 6

Rod Monroe – 797-1552

District 7

Patricia McCaig – 797-1889

Act now

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nities. But because our population is increasing faster than experts had forecast, it is imperative to act sooner, rather than later.

Metro's elected officials – both the Executive Officer and the Council – are working diligently with their colleagues in the region's three counties and 24 cities to begin implementing the growth concept now. And in several cases, local governments and the development community already have projects on the ground or on the drawing board that exemplify the vision found in the growth concept.

Meanwhile, important land-use decisions are facing the council this fall and next spring. Those decisions primarily involve designating an urban growth boundary to meet the region's needs through the year 2015 and deciding the amount and location of urban reserves to meet future growth beyond 2015. Even more important than drawing boundary lines on a map, however, is making comprehensive changes in the way growth is managed inside the boundary today. This is critical for increasing the efficiency of the way we use our land, and preserving – even enhancing – our livability.

Early implementation of the growth concept

To help our local partners implement the growth concept early and increase the efficient use of land, there are several immediate steps Metro needs to take. They involve adopting some technical documents on population, employment, housing and land availability so that the region can make

decisions based on accurate, current information. Work on these documents is under way, with a scheduled completion date of December 1995.

Some steps that local governments can take to use the land more efficiently, as exemplified in the "Local governments build 2040" section of this newsletter, include:

- Increases in the permitted density on vacant residential land (e.g., reducing new average single-family housing lot sizes from 8,000 square feet to 6,200 square feet and building more townhouses)
- Incentives for higher density housing
- Minimum density ranges
- Redevelopment strategies
- Innovative housing types
- New multi-family residential development in areas that are pedestrian-friendly and have easy access to transit

An important component of our future livability is transportation mobility. The Regional Transportation Plan provides a full range of transportation systems needed to support the 2040 growth concept. Land-use and transportation decisions are inextricably linked – whether that means building light rail to focus growth in centers and corridors, or providing truck and freight access to industrial areas. It also means being able to move around conveniently and safely within neighborhoods and to ensure that access into and out of the region is efficient.

Even with all the changes that have been proposed in the 2040 growth concept, it's important to note,

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Main streets: 2040 on a neighborhood level

Main streets are a key element of Metro's growth management plan in that they serve as examples of how the 2040 growth concept can be applied on a neighborhood level but have a regionwide impact. The region already has several successful main streets, which recently have been examined in detail so that some of their attributes can be applied to potential new main streets.

The growth concept designated about 30 areas throughout the region as main streets, which are neighborhood retail and service areas with a strong sense of community and identity. Although main streets by definition are fairly small areas, they have a significant effect on the region's future livability – both because of their number and their regional distribution.

Main streets will serve the nearby community, thus decreasing traffic congestion and air pollution by providing retail shopping and services within a short distance. They will be served by transit and will be extremely accessible by walking or bicycling.

By focusing new development in potential main street "hubs," the region can accommodate growth in a more compact urban form without disrupting existing neighborhoods. Main streets will have a combination of retail and services, along with innovative housing types such as row houses and townhouses.

Before working with local governments and neighborhood groups to develop new main streets, it was

important to examine current successful main streets – such as Hawthorne Boulevard, Northeast Broadway, Milwaukie Street in the Sellwood area and Northwest 23rd Avenue – to see how their success could be transferred to new main streets.

Metro recently completed a regional main streets study funded by a grant from the Oregon Department of Land Conservation and Development and the Oregon Department of Transportation. The most important lessons learned from the study include:

- Quality, accessible pedestrian facilities are a must. The most successful main streets have a good pedestrian environment with sidewalks that offer convenient access, safe crossings and separation from traffic. Also important are the informal pedestrian routes such as walkways in front of stores and through parking lots.
- The design of the main street contributes to its success. The area must be visually appealing and must encourage people to stroll and shop. Design elements such as building facades, window displays, street trees, signs, planters, benches and transit stops all can add to the appeal of a main street. An interesting mix of businesses also is important, along with a sense of community that comes along with organized area events and promotions.



Wide sidewalks in front of stores contribute to a successful main street along Northeast Broadway in Portland

- It is necessary to accommodate the auto without discriminating against other modes of travel. In other words, auto traffic is essential to the life of a main street, but it does not need to dominate the area. Hawthorne Boulevard, for example, carries as many vehicles per day as Boones Ferry Road in Lake Oswego, yet the speed of the vehicles and good pedestrian access makes Hawthorne more appealing. Parking lots are also important but can be done in an efficient manner by the use of shared parking among area businesses.

For a copy of the regional main street report, or for more information, call Metro at 797-1562.

Local governments build 2040

As the 2040 process moves from concept to reality, local governments will take on increasing responsibility for implementing the regional growth concept. While formal adoption of the Regional Framework Plan is still two years away, many local governments are already encouraging development that is more compact. Following are just four examples of some of the projects currently under way in the region.



Sunnyside Village home with apartment above garage

Sunnyside Village

Clackamas County

Sunnyside Village is a new and innovative development type in Clackamas County that serves as a model for the kind of compact urban form found in the Region 2040 growth concept. The land-use plan for this neotraditional neighborhood establishes a mix of land uses within a compact, walkable setting. Apartments, townhouses, small-lot single-family residences and professional offices surround a core of retail and public services, as well as a transit stop. These land uses are concentrated within about 1/4 of a mile from the core and are arranged for easy pedestrian access.

This neotraditional community borrows features of older communities

while addressing modern needs. Streets are designed to balance the needs of both cars and pedestrians by slowing traffic and minimizing traffic volumes on local streets. Houses include garages placed behind the

house so that porches and windows overlook the street. A system of parks and open spaces also complements the nearby urban amenities.

The site for Clackamas County's first neotraditional neighborhood is inside the southeastern edge of the metropolitan urban growth boundary – an area that has experienced rapid growth in recent years. The 368-acre site is about 2.5 miles east of Clackamas Town Center and Interstate 205. Sunnyside Road, a major east-west regional route, defines the site's northern boundary.

For more information about Sunnyside Village, contact Kay Pollack or Lori Mastrantonio-Meuser at Clackamas County, 655-8521.

Steele Park

Washington County

When Westside MAX pulls into the Elmonica/Southwest 170th station in the fall of 1998, a whole neighborhood will be on hand to hop on board. The new neighborhood is to be called Steele Park, a transit- and pedestrian-oriented development being built at 170th Avenue and Baseline Road in Washington County.

Developers Steve Prince and Carl Spitznagel have worked with Washington County planners to create a new community that is more compact than “normal” for the suburbs. Steele Park will be affordable – yet attractive – with plenty of trees, upgraded sidewalks, streets that calm traffic, and connecting pedestrian and bike paths.

Located just 1,300 feet from the future MAX station, Steele Park will have 74 small-lot detached single-family dwellings and 18 multi-family units. The lots average between 2,100 and 2,600 square feet, and the two-story detached dwellings range from 1,300 to 1,500 square feet. The garages are recessed so that front porches are eye-catching. The community also makes room for a 1.4-acre open space that includes wetlands and woods.

Steele Park is attracting attention because it is an innovative example of an appealing development type that mirrors the goals of the Region 2040 growth concept.

Steele Park is being built under “interim” Washington County ordinances set in place to encourage such

higher-density, mixed-use development around light-rail stations. Permanent new zoning codes and design standards should be in place by 1996.

For more information about the project, call Steve Prince at 690-6535 or Anne Madden at Washington County, 693-4963.

Tualatin Commons

Tualatin

In planning the Tualatin Commons Redevelopment Project, the city of Tualatin was committed to developing a pedestrian-oriented, multi-use town center in the heart of the community. The result of this commitment is Tualatin Commons, a 19-acre mixed-use private/public redevelopment project. Nestled in the downtown area and “anchored” by a three-acre man-made lake and public plaza, the project has attracted quality mixed-use private development including a hotel, office buildings, restaurants, rowhouses, apartments and mixed-use “hoffices” (office and retail space with living units above).

Tualatin Commons was designed to be used for a variety of purposes, spanning both day and evening hours. Offices and restaurants are busy during the day, and evenings may find people enjoying a community concert on the plaza, a variety of restaurants, a movie at the nearby theater and a scenic view of the lake.

Development within the Commons takes advantage of shared parking opportunities, with uses carefully planned for available parking at different times of the day and night. An agreement among property owners to share parking has allowed the

higher densities sought in today’s urban environment.

For more information about Tualatin Commons, call Dan Dutton, redevelopment planner, city of Tualatin, 692-2000.

Gresham Downtown Plan

Gresham

The new LSI Logic semi-conductor operation and the expansion of Fujitsu will bring more than 3,000 new jobs and \$5 billion in investments to Gresham. As a result, support businesses will grow, as will the pressures on public infrastructure and services. Today’s planning is for tomorrow’s livability, and in Gresham that includes an “old-fashioned downtown” with all the modern features of an urban village.

This core area is distinctive in its appearance and function, with traditional “storefront” historic buildings placed close to the sidewalk. Popular restaurants, shops and community functions assure a lively streetlife and good business.

The downtown plan includes a variety of land use at higher residential densities in mixed use with retail and commercial development. The plan includes a number of sub-districts:

- The central urban core encompasses the existing historic core with room to grow into a larger, downtown village. It accommodates smaller-scale retail and service busi-

nesses and other uses such as the library, museum and churches. Higher-end townhouses are now under construction.

- The downtown transit area features two light-rail stations. Presently under construction are a new 95-unit garden apartment complex on a light-rail promenade and a 600-space park-and-ride garage at the central station. The park-and-ride garage will include up to 8,000 square feet of commercial space at street level that will offer eateries and shops. A community policing office also is located here.
- Three separate neighborhoods within the downtown – well within walking distance of the light rail station – are designated for residential development of 17-30 units per acre.
- Other sub-districts provide for commercial development and small, lower-density residential neighborhoods as part of the plan to sustain downtown Gresham as a regional center and to maintain a sense of community and vitality.

For more information about the Gresham downtown plan, call Terry VanderKooy, city of Gresham, 661-3000.

Tualatin Commons



Photo by Randy Shelton, courtesy of the city of Tualatin

Metro begins purchasing open spaces for future livability



Metro Regional Parks and Greenspaces staff currently are designing a strategy for how the regional money can best be spent. This includes a “refinement” of each

quality, and the possibility of creating a new regional park or adding onto existing parks in the area.

In each target area, citizens, landowners, businesses, neighborhood groups, local governments and other natural resource agencies will be contacted and asked for input. Public meetings will be held both in the target area communities and at Metro. In addition, Metro is examining the 2040 growth concept to see where additional open space is needed to help maintain livability in areas targeted for more intense development. Using all this information, goals for the acquisition strategy will be developed and Metro’s real estate negotiators will begin working to acquire property from willing sellers.

Metro recently put together its open spaces acquisition team. Formerly with the Trust for Public Land and the Nature Conservancy, Jim Desmond was hired last month as manager of Metro’s open spaces acquisition program. Nancy Chase, who has been working in Metro’s Regional Parks and

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Metro has taken the first steps toward securing greater protection of waterways and natural open spaces by purchasing property with money from Measure 26-26. Voters last May overwhelmingly approved Metro’s \$135.6 million bond measure to be used to protect and preserve the region’s open spaces. This September marked the purchase of the first pieces of property from the bond measure.

Agreements on 15 options to purchase were signed between landowners and Metro or the Trust for Public Land prior to the bond measure election. Metro’s first purchases are a result of executing those agreements.

The properties under option are scattered throughout the region, including a 115-acre expansion of Forest Park, 40 acres along the Sandy River adjacent to Metro’s Oxbow Regional Park, 153 acres along the Tualatin River, 54 acres in Newell Creek Canyon near Oregon City and 10 acres in the Tryon Creek watershed.

of the 14 regional target areas and six trail corridors identified for protection and preservation in the bond measure. Refinement refers to the process of narrowing and identifying land to be bought and is necessary because the amount of land available in target areas exceeds the dollars available for purchase.

In some target areas, refinement will be easier because there are already established management plans that have been developed. Forest Park is a good example of an area where considerable planning already has been done for both the park and the surrounding area. East Buttes/Boring Lava Domes target area is on the other end of the scale. This target area includes several thousand acres under consideration for protection, including a number of small but distinct buttes.

With only about 550 acres of lava domes and buttes expected to be purchased, guidelines will be needed before acquisition begins. There is a need to address that target area, including issues related to water

“ . . . I favor more green spaces than industrialization. I’d like children to know what trees and wildlife are like . . . ”

– citizen comment, 2040 open house

Region examines future water needs

The metropolitan region is expected to have about a million more people by the year 2040. That means we face the complex and challenging task of planning for significantly more water. Metro and local water providers want to meet those challenges head-on. That is why 27 water agencies and Metro have conducted a long-range water supply planning study to develop water options for the future. Metro's charter, approved by the region's voters in 1992, mandates that Metro address regional water supply and storage in its regional framework plan.

This planning effort began in 1991 with three Phase I studies that projected future water demand, evaluated potential water sources and identified ways to conserve water. Options that could provide enough water to meet population growth during the next 50 years include: water conservation; a third dam and reservoir on the Bull Run River; expanding the Barney Reservoir on the Trask River; increased treatment and use of the Clackamas River; new diversions and treatment on the Willamette and Columbia rivers; and aquifer storage and recovery.

The goal of the preliminary Regional Water Supply Plan has been to determine how future water needs can and should be met until the year 2050. The plan will:

- allow providers to maintain a broad, regional view of the issues

- make the most efficient use of existing and future regional supplies
- increase financial savings through the implementation of cooperative programs and projects
- facilitate the evaluation of a range of supply and demand management alternatives.

The Phase II effort was completed in August and involved detailed studies of promising water sources and alternatives to help us meet water demand in the years ahead. It also investigated ways to make new and existing water systems more efficient and cost-effective through conservation and transmission.

The preliminary regional water supply plan project has demonstrated that major new supply additions will not be needed until after about 2017. In the meantime, the providers must ensure that conservation programs are in place, that options for the future are explored and protected, and that certain communities facing more immediate needs are served adequately.

The participants in this study have

recommended a particular long-term strategy that includes aggressive regionwide outdoor conservation programs, transmission, aquifer storage and recovery, expansion of Clackamas River supplies and development of a supply source on the upstream Willamette River.

The Metro Council will participate in public forums sponsored by the regional planning project and will hold its own public hearings on the preliminary plan, final draft plan and finally adopt a regional water supply plan in early 1996. Metro's Water Resources Policy Advisory Committee will provide technical review of the plan. Elements from the plan then will be used for developing 2040 Framework.

Copies of the preliminary plan, executive summary and public involvement schedule are available from Metro by calling Rosemary Furfey at 797-1726.



REGION 2040
 DRAFT NOVEMBER 1995
 Decisions for Tomorrow

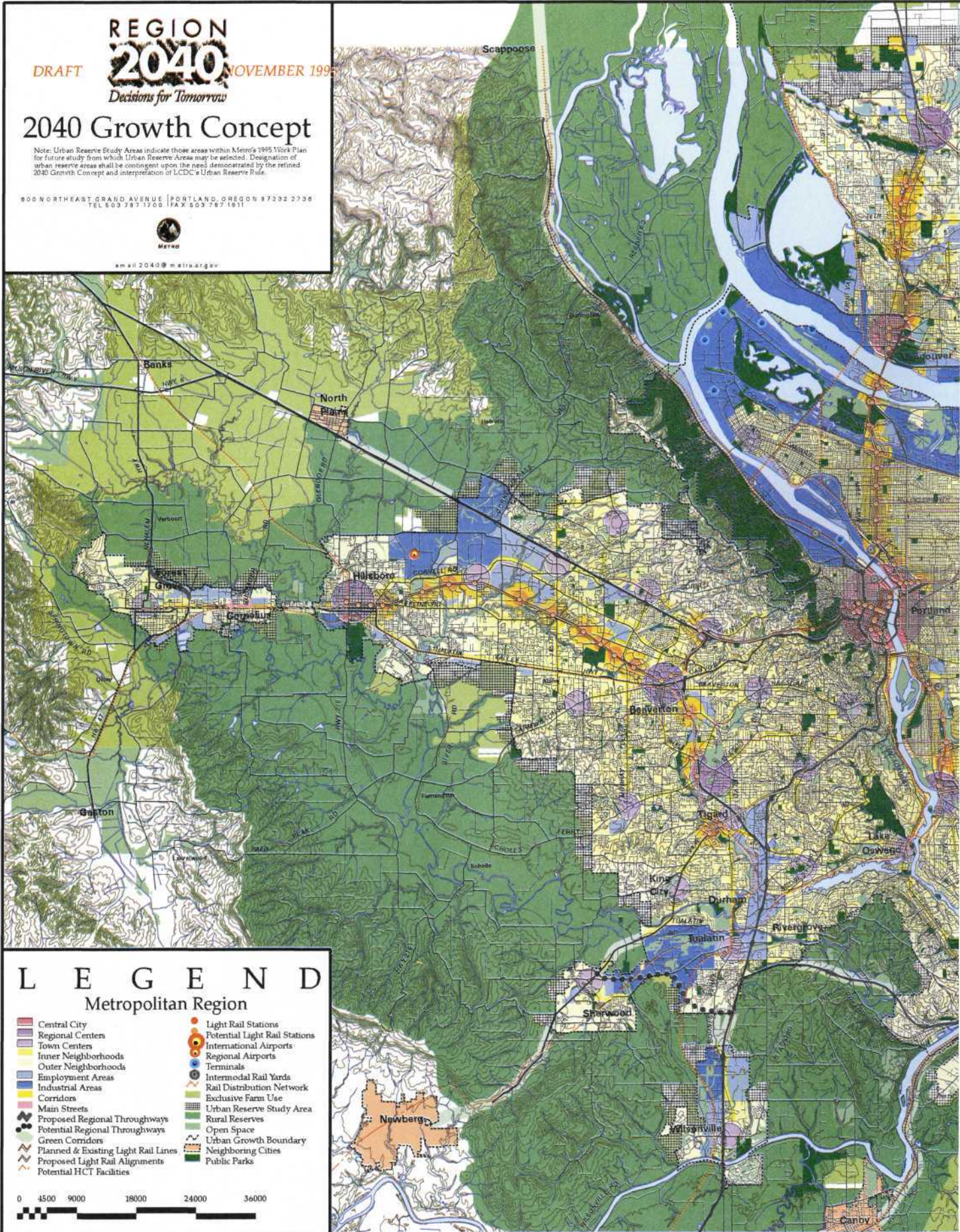
2040 Growth Concept

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 LCDC's Urban Reserve Rule.

800 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
 TEL 503 767 3700 FAX 503 767 1811



email 2040@metro.oregon.gov



LEGEND
 Metropolitan Region

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



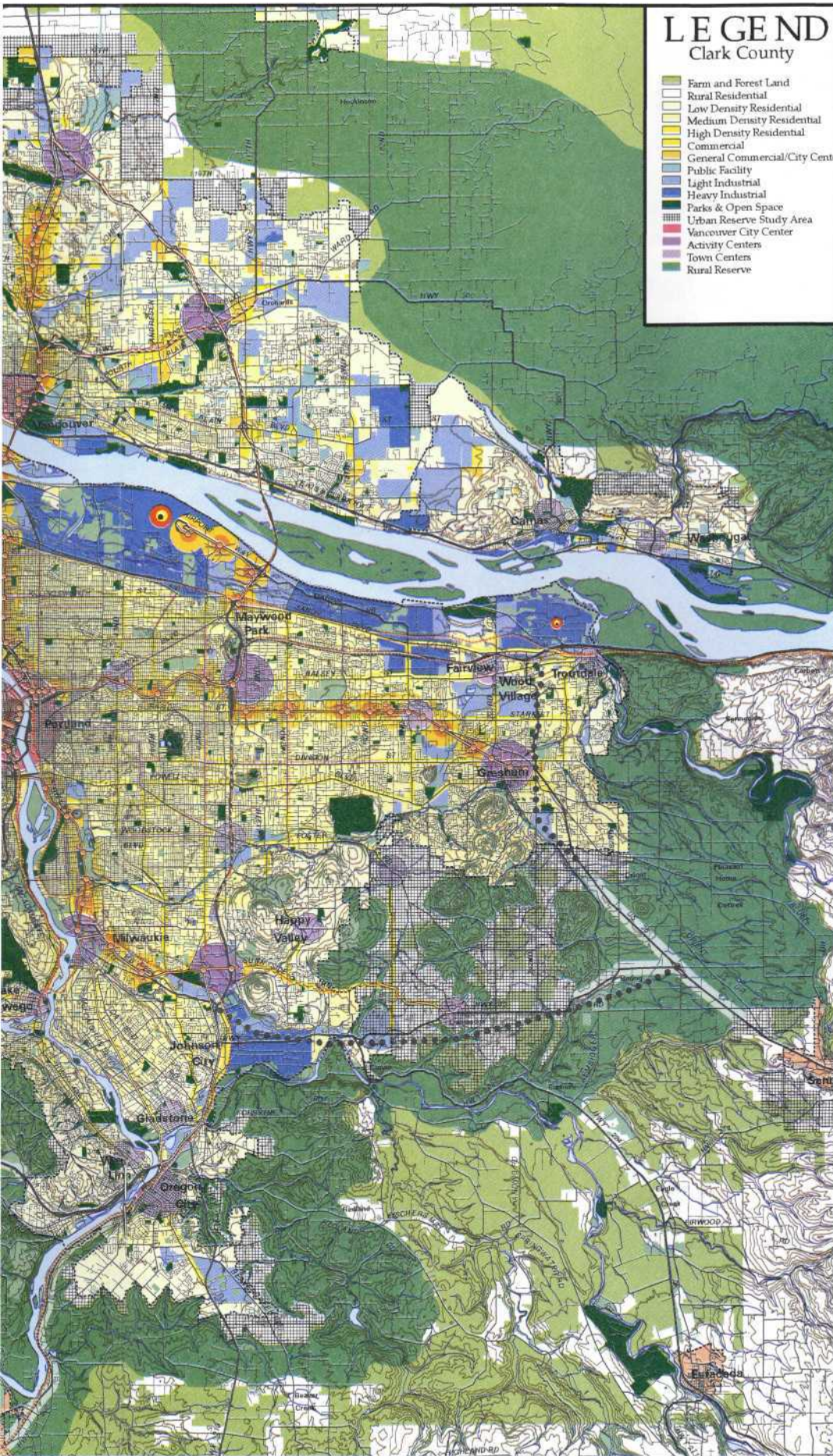
What is the Region 2040 growth concept?

The Region 2040 growth concept is a 50-year outline for what this region will look like from now until the year 2040. The growth concept was developed during the past three years as part of Metro's Region 2040 planning program.

What evolved from that program was the Region 2040 growth concept, adopted by the Metro Council by resolution in December 1994. The current Metro Council is scheduled to adopt the growth concept by ordinance in December 1995, after listening for several months to requests from local governments and citizens wanting changes to the concept.

The growth concept calls for a more compact urban form, particularly along major transportation corridors and in areas of new development. Existing neighborhoods will remain largely unchanged, although some redevelopment may occur, and pedestrian and bicycle access will be improved. The emphasis is on innovative and well-designed new housing types, such as row houses and single-family detached houses on smaller lots. Major new commercial and retail development will be located near major light-rail and bus corridors.

The reason the growth concept calls for a more compact urban form is that the region's population is growing rapidly. Without the growth concept, the region's urban growth boundary would have to be expanded enormously, resulting in sprawl and reduced livability.



REGION 2040
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Decisions for Tomorrow
2040 Growth Concept

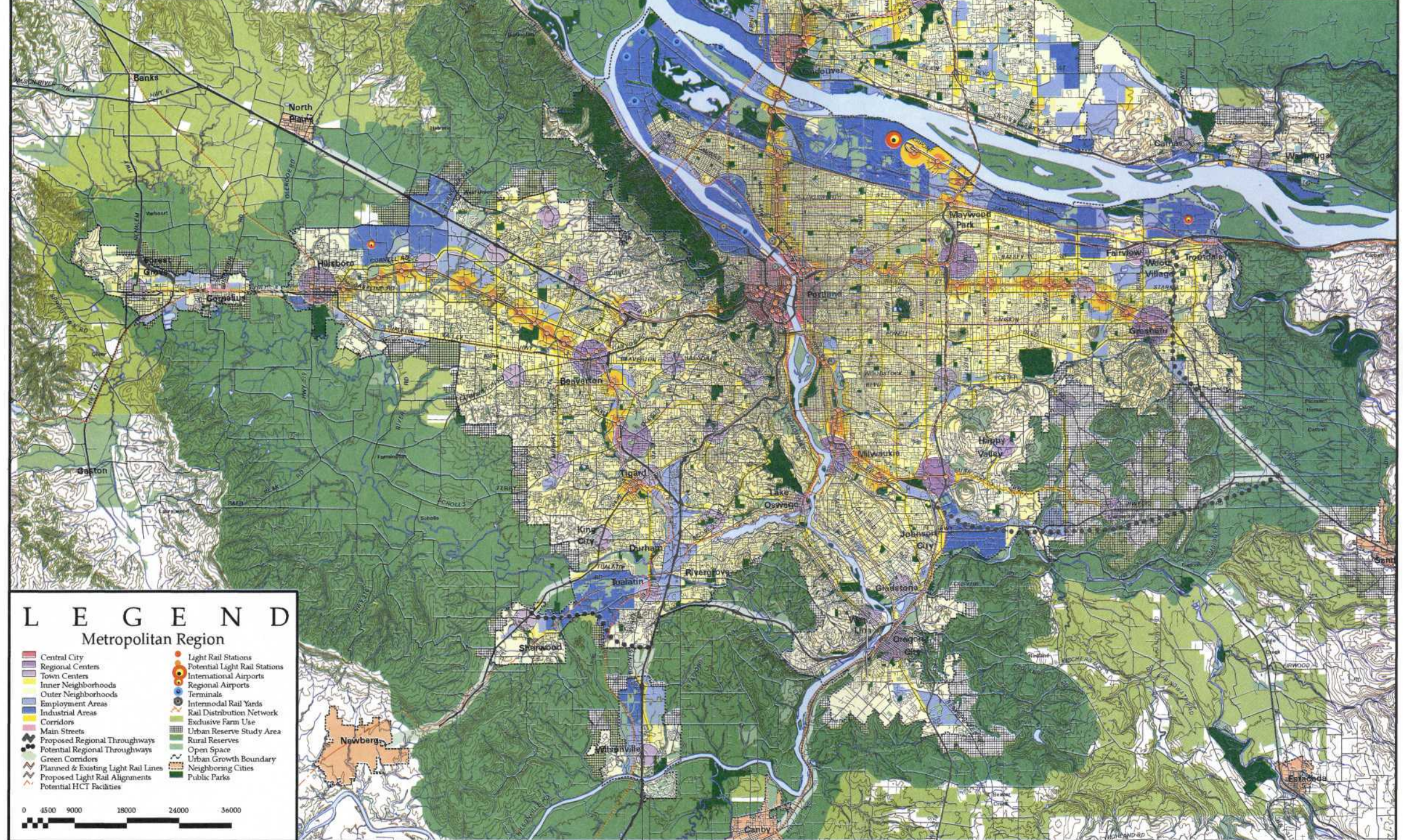
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 TEL 503 787 1700 | FAX 503 787 1811

email 2040@metro.oreg.gov

LEGEND
 Clark County

- Farm and Forest Land
- Rural Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- General Commercial/City Center
- Public Facility
- Light Industrial
- Heavy Industrial
- Parks & Open Space
- Urban Reserve Study Area
- Vancouver City Center
- Activity Centers
- Town Centers
- Rural Reserve



LEGEND
 Metropolitan Region

- Central City
- Regional Centers
- Town Centers
- Inner Neighborhoods
- Outer Neighborhoods
- Employment Areas
- Industrial Areas
- Corridors
- Main Streets
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- Public Parks

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Central city



Downtown Portland serves as the hub of business and cultural activity in the metropolitan

region. It has the most intensive form of development for both housing and employment, with high-rise development common in the central business district. The role of downtown Portland as a center for finance and commerce, government, retail, tourism, and arts and entertainment will continue in the future.

Regional centers



Regional centers are characterized by compact employment and housing development served by

high-quality transit. Two- to four-story buildings are typical.

In the growth concept, nine regional centers serve six market areas – Gateway serves central Multnomah County; downtown Hillsboro serves the far western area; downtown Beaverton and Washington Square serve inner Washington County; the downtowns of Oregon City and Milwaukie along with Clackamas Town Center serve Clackamas County and parts of Portland; downtown Gresham serves the eastside; and downtown Vancouver, Wash., serves Clark County.

Regional centers are centers of commerce and local government services. They will become the focus of transit and highway improvements.



Corridors and main streets



Similar to town centers, main streets have a traditional commercial identity but are on a smaller

scale with a strong sense of neighborhood community. Examples include Southeast Hawthorne in Portland, the Lake Grove area in Lake Oswego and the Kenton area in North Portland. Corridors are major streets that are used intensively and serve as key transportation routes for people and goods. Examples of corridors include the Tualatin Valley Highway and 185th Avenue in Washington County, Powell Boulevard in Portland and Gresham, and McLoughlin Boulevard in Clackamas County. One- to three-story buildings are typical in corridors and main streets, and both are served extensively by transit.

Neighboring cities



Communities such as Sandy, Canby, Newberg and North Plains will be affected by Metro's decisions

about managing the region's growth. While Metro cannot plan for these communities, a significant number of people live there, some of whom work in the metropolitan area. Cooperation among Metro and these communities is critical to address common transportation and land-use issues.





Town centers



Town centers provide localized services to residents within a two- to three-mile radius. Examples include

small city centers such as Lake Oswego, Tualatin, West Linn and Forest Grove and large neighborhood centers such as Hillsdale, St. Johns, Cedar Mill and Aloha. One- to three-story buildings for employment and housing are characteristic. Town centers have a strong sense of community identity and are well served by transit.

Station communities



Station communities are areas of development centered around a light rail or high-capacity transit



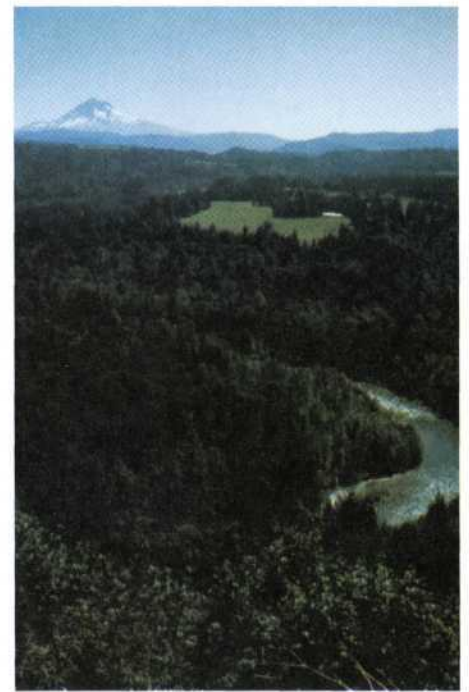
Neighborhoods



Under the 2040 growth concept, most existing neighborhoods will remain largely the same. In fact,

about 70 percent of today's neighborhoods will not change. New neighborhoods, however, could change considerably, with a new emphasis on smaller single-family lots, mixed uses and innovative housing types such as rowhouses that use relatively little land. Existing neighborhoods could see some redevelopment so that vacant land or under-used buildings could be put to better use.

station that feature a variety of shops and services that are accessible to bicyclists, pedestrians and light-rail users. An extensive station community planning program is under way for each of the westside light-rail stations.



Rural reserves



Rural reserves are lands outside the urban growth boundary that provide a visual and physical

separation between urban areas and farm and forest lands. These areas typically follow highways that connect the region to neighboring cities, such as the area between Gresham and Sandy or Hillsboro and North Plains. New development would be restricted in these areas.

Open spaces

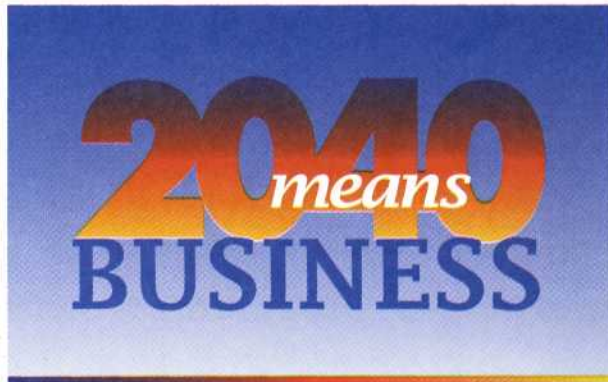


An important component of the growth concept is the availability and designation of open spaces. This

includes parks, stream and trail corridors, wetlands and floodplains. These areas are protected and preserved as open spaces and will not become available for development.



Putting the growth concept into action



A group of prominent regional business leaders has developed a work plan and set of strategies for making Region 2040 a reality. The work being done by this committee, called 2040 Means Business, has a clear and unique purpose. As the builders, financiers and developers, these committee members and their peers ultimately will be responsible for making the growth concept happen.

"We live in a wonderful place that can actually become even more vital and livable as it grows . . . We can all benefit and enjoy this future if decisions are made, above all, for the common good."

— citizen comment, 2040 open house

The committee was developed last spring by Metro Executive Officer Mike Burton. Serving as chair is Chuck Armstrong, chairman and CEO of Bank of America. Committee members will lend their expertise about how the region and local governments can encourage the type of residential

and commercial development that meets the goals of Region 2040, Metro's long-range growth management program.

The committee has been working in three subcommittees: Market, Community Awareness and Government Regulation.

The Market Subcommittee is addressing issues related to existing and potential markets for retail, office, residential and industrial uses. The subcommittee in particular has focused on how the market is likely to accept residential and commercial design types outlined in the Region 2040 growth concept.

The Community Awareness Subcommittee is addressing issues related to how the community is aware of, and is likely to react to, changes in development types as a result of the growth concept. The subcommittee also is exploring ways to inform interested parties about upcoming changes and resolve differences.

The Government Regulation Subcommittee is identifying regulatory barriers to 2040-style development and is seeking ways to overcome those unintentional barriers. The subcommittee is examining ways to make innovative development easier to accomplish via zoning codes, parking ratios, the permit approval process and consistency among local jurisdictions.

A scope of work is being identified and developed to assist the committee and subcommittees in doing surveys (both phone surveys and focus groups) and in providing technical information about market analysis and regulatory data.

The purpose of the committee is to provide advice to the Executive Officer about how Metro, along with its public and private sector partners, can help create the changes necessary to meet the goals of the Region 2040 growth concept. Burton will forward his recommendation to the Metro Council in spring 1996 after 2040 Means Business has completed its work. The Metro Council will make the final decision about growth management issues, including those involving the size and location of the urban growth boundary and urban reserves, as well as the types of changes necessary at the local level to meet the regional growth management plan.

For more information about the committee, call Carol Kelsey, Executive Office, at 797-1504.

Open house participants respond

Last summer Metro sponsored five open houses throughout the region to share up-to-date information on growth management issues, to answer questions and to get feedback. More than 600 people attended these open houses.

Feedback came in four forms – a questionnaire, discussion groups and comment boards at each open house, as well as comments made on Metro’s growth management telephone hotline. Highlighted quotes in this newsletter are samples of the comments we received. Of the people who responded to the open house questionnaire, 65 percent said they live inside the urban growth boundary and 35 percent live outside, indicating a strong interest in growth management issues throughout the region.

“Encourage and reward businesses that enable people to work from home and who have flexible hours . . .”

– citizen comment, 2040 open house

Some highlights from the questionnaire results include:

- About 56 percent of the respondents favored a combination of smaller lots, more condominiums and more apartments to avoid

expanding the urban growth boundary.

- About 70 percent said roadways were becoming “increasingly congested,” and an additional 20 percent said roadways were “very congested.” The majority of participants ranked freeways as most congested with major intersections a close second. Arterial streets ranked last.
- To address the congestion problem, about 77 percent said encouraging alternatives to auto travel such as transit, walking and biking should be emphasized, while 23 percent said building additional roads should be emphasized.
- Since water supply and quality are strongly linked to growth management issues, participants were asked which water issues are most important to them in meeting the region’s water supply needs. Of the seven issues listed, quality and reliability were the most important issues. Who provides water service was the least important issue.

A “Report on Public Involvement, Summer 1995” is available by calling Metro’s growth management hotline, (503) 797-1888. The report contains an analysis of questionnaire responses, written comments from the questionnaire, summaries of open house group discussions, and comments transcribed from Metro’s growth management hotline. This information is given to the Metro Council to help councilors make their decisions on implementing the 2040 growth concept.

Metro receives national award

Metro was named this summer as a recipient of the Distinguished Achievement Award for its Region 2040 public involvement program in the annual awards competition sponsored by the National Association of Regional Councils.

The awards competition recognizes excellence in regional programming and features entries from other regional councils throughout the United States. Judges said Metro’s program represents “an outstanding example of public involvement in developing a long-term strategy for the region.” The plan, the judges believe, “has a greater chance of success because of public involvement in its development and, hopefully, a feeling of ownership on the part of the region’s residents in carrying out the program.”

While Metro received this award, the region’s citizens and their commitment to livability made it possible. Throughout the Region 2040 process, citizens have spent a considerable amount of time and energy providing their opinions about how this region should manage its growth. The award, then, really belongs to the region’s citizens.

Transportation investments pay off in regional livability

Your travel options will be determined largely by the transportation policies and priorities in the Regional Transportation Plan (RTP). The plan is a 20-year blueprint linking transportation and land-use policies and will have a significant impact on how long it will take to get from one part of the region to another.

Metro recently completed the first phase of a major update to the RTP to meet new federal planning and air quality requirements. Next we begin taking the 2040 growth concept into consideration and responding to new state planning requirements. The RTP update will build on two decades of regional policy aimed at maintaining the livability of our region.

The bigger picture

New transportation planning requirements adopted at both the state and federal level in the early 1990s stress the importance of creating a balanced

transportation system that accommodates automobiles, transit, pedestrians and bicycles. The state Land Conservation and Development Commission in 1991 developed the transportation planning rule that requires plans to provide transportation choices beyond the automobile and to integrate land-use and transportation decisions. The current update of the RTP must include specific methods to meet the rule's requirements.

At the federal level, the adoption by Congress of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) led to new flexibility in the use of federal transportation funds.

The act departed from the past emphasis on highway projects and focused on alternative modes of transportation that are more cost effective and environmentally sound. The act speaks to the importance of freight movement and transportation issues that improve the nation's economic health and global competitiveness.

Implementing Region 2040

Transportation investments that support the 2040 growth concept are a key part of making the concept work. Town centers, for example – which will provide a full range of retail and service opportunities – depend on streets accessible by all modes of travel and served by high-quality transit service. Providing the right mix of road, pedestrian, transit, bicycle and freight improvements to support a more compact urban form helps relieve pressure from the urban growth boundary.

This summer the Metro Council allocated \$27 million in federal funds to transportation projects that will help implement the 2040 growth concept. Funded projects include: a revolving fund for transit-oriented development to ensure that jobs and housing are located in areas served by light rail; pedestrian improvements in regional and town centers such as Gresham and Hillsdale; and expansion of roads that serve regional centers to ensure access for freight, buses, autos, pedestrians and bicycles.



A connected street grid makes biking and walking easy in Fairview Village, a neo-traditional development in Fairview. Narrow streets slow auto traffic and alleys behind homes limit the number of driveways that must cross sidewalks.

Doing more with less

During the first phase of updating the RTP, Metro found that because of funding limits, it will be difficult to meet future transportation demands in the region. When the costs of maintaining, preserving and operating the current transportation system are tabulated, there is not enough money for new projects.

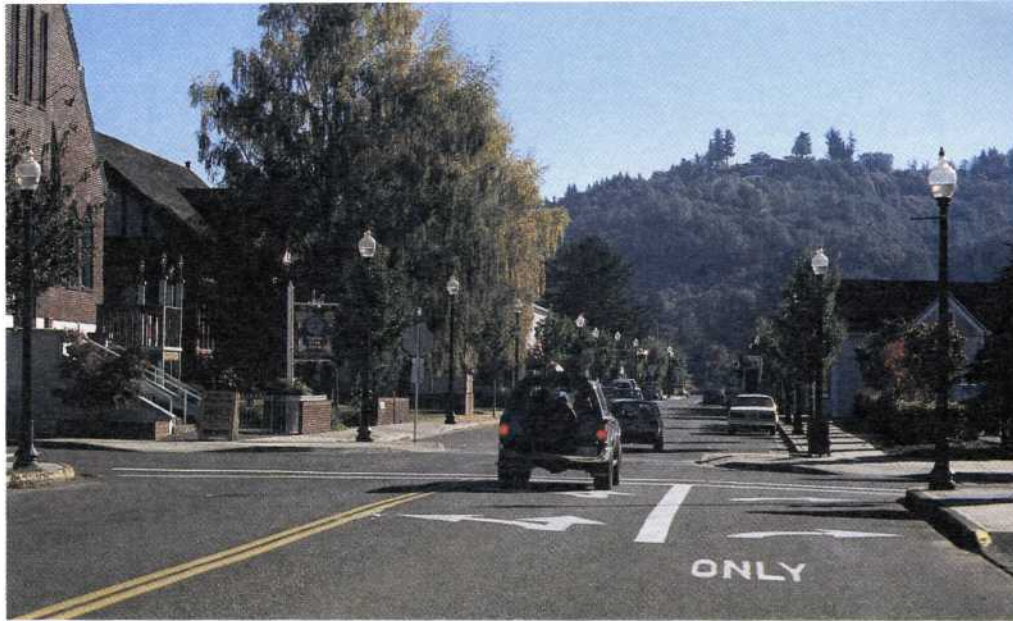
The cost for needed capital expansion of the state highway system during the next 20 years is \$1.9 billion, while anticipated revenues are only \$436 million. The cost for new multi-modal city and county road projects during the same 20-year period is \$1.3 billion, while the cost of expanding the transit system is \$1.1 billion. The total anticipated revenues available for both city and county roads and transit are only \$364 million.

The state gas tax, which has accounted for nearly 60 percent of Oregon's transportation funding, must be raised by one or two cents each year simply to keep pace with inflation. As the number of newer, more fuel-efficient cars increases on Oregon's roads, less gas tax per vehicle will be collected each year.

Unless new revenue sources are found, the region will be hard pressed to fund new projects and maintain the existing system. Metro, along with our regional partners, works actively at the state and federal level to secure funds for transportation. Metro also is consider-

“Encourage people to live closer to work . . .”

— citizen comment, 2040 open house



Main Avenue in Gresham was recently rebuilt to make a more pedestrian friendly environment. Curb extensions at intersections allow easier pedestrian crossing and calm traffic. Replacing overhead utilities with vintage lamp posts created a more inviting business district.

ing a regional measure to help fund needed transportation improvements.

How you can get involved

Metro began the RTP update process this past January at a regional transportation fair and open house. During the spring, we received additional public input during a series of meetings held around the region on regional funding priorities. Metro plans to hold similar events and meetings throughout the update process, scheduled to be completed in 1996.

The Regional Transportation Plan Citizens Advisory Committee also was formed to provide citizens perspectives on regional transportation planning issues during the RTP update. The committee's 21 members live and work throughout the region and bring a broad range of experiences and views to the committee. The committee meets on the first Tuesday of each month at 6 p.m. at Metro Regional Center, 600 NE Grand Ave., Portland.

All meetings are open to the public and include an opportunity for public comment.

Opportunities for involvement

- Attend public workshops and meetings
- Provide testimony at Citizens Advisory Committee (CAC) meetings and public hearings
- Review and comment on staff or CAC recommendations
- Have your name added to our mailing list to receive notices, reports and other mailings.

**Metro
transportation
hotline
(503) 797-1900**

Call for meeting times, to request information, to leave comments, to add your name to our transportation mailing lists.

Act now

continued from page 2

however, that **70 percent of existing neighborhoods will remain relatively unchanged from the way they are today.** New neighborhoods and new development will see the most changes, with a greater emphasis on a well-designed, more compact urban form.

Perhaps no greater point should be made than the importance of using and adhering to Region 2040 as a standard by which all other regional decisions are made.

Urban growth boundary/urban reserves

Despite the considerable efforts of local governments and innovative strategies for handling growth, there still is the question of whether to expand the region's 234,000-acre urban growth boundary. The primary reason for a possible expansion is that the region is growing quickly due to our strong economy and livability. Another reason is a new state law that would add an incredible 26,000 acres to the boundary if we don't implement the 2040 growth concept soon.

When Region 2040 was being developed, our forecasts were that there

would be an additional 500,000 residents here from 1995 to 2015.

Under that forecast, we would have had until the year 2000 to implement the growth concept and to change the urban growth boundary, if needed.

This region, however, has grown much faster than anticipated – about 40 percent faster. Forecasts now reveal a projected increase in population of 650,000 between 1995 and 2015. That means that if the 2040 growth concept is fully implemented, we need to add 4,000 to 9,000 acres to the boundary to meet our growth needs for the next 20 years – through the year 2015. If we don't implement the growth concept, we would have to add 26,000 acres this year and every five years, as long as this growth continues.

Many people have advocated keeping the boundary expansion at zero and accommodating all growth within the current urban area. Those advocates are encouraged to propose concrete ways that this can happen without making major livability sacrifices. A zero expansion pays a price: it would require either higher densities than those outlined in the 2040 growth concept or more development in existing neighborhoods. Both options are contrary to what some citizens have said is acceptable.

Metro's Executive Officer has challenged the region to keep a boundary expansion to even less than the 4,000- to 9,000-acre range. He also has emphasized the strong need to thoroughly analyze, debate and resolve the myriad of land-use issues that fold into a decision of this magnitude. These are not issues that can be resolved easily.

Growth concept as a regional measure

Perhaps no greater point should be made than the importance of using and adhering to Region 2040 as a standard by which all other regional decisions are made. Regardless of the number of acres added to expand the boundary, we must ensure that the development of those acres achieves the goals of the growth concept.

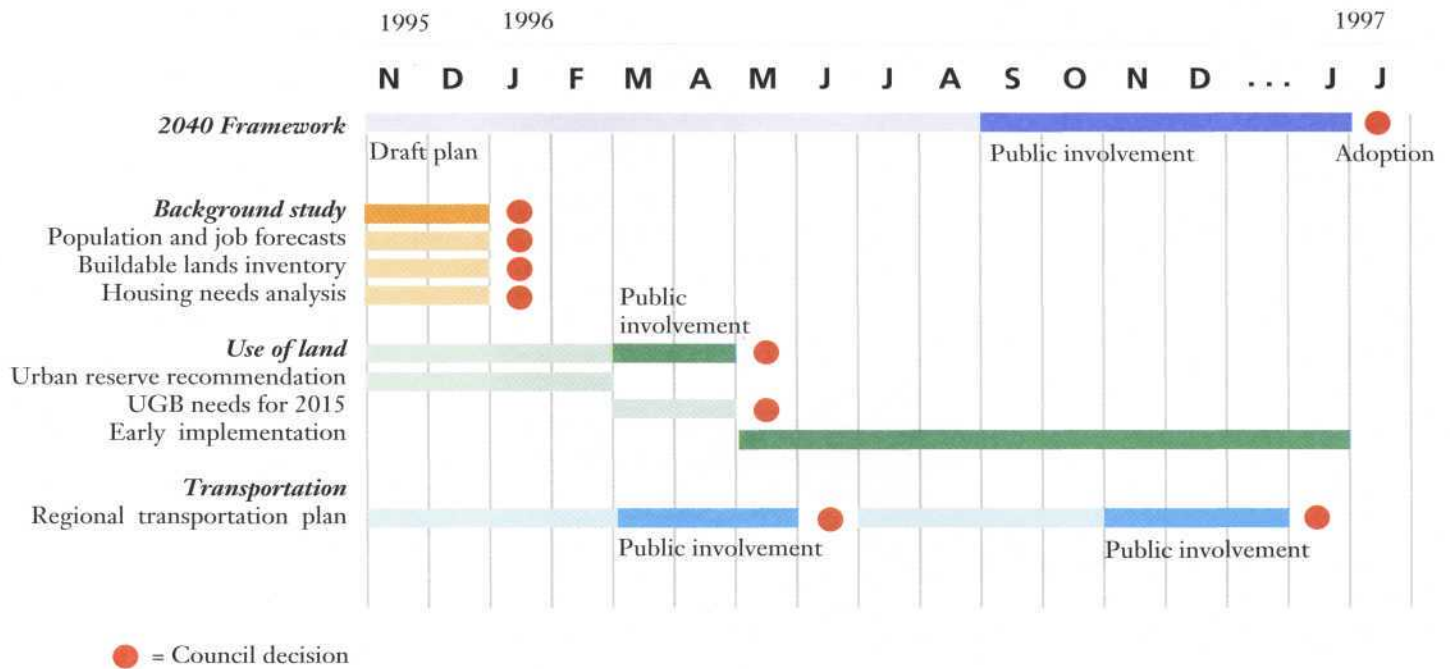
Every program at Metro will be scrutinized for how it potentially could affect land-use decisions. Our transportation systems, for example, should focus on areas that are key to increasing the efficiency of our land, fostering compact urban development and ensuring mobility for people and freight. All Metro-sponsored transportation projects should be consistent with the 2040 growth concept.

As another example, the open spaces funds approved by the region's voters must complement the goals of 2040. Open spaces should be acquired to offset the adverse impacts of growth and to ensure that regional parks and natural areas are distributed throughout the communities where significant growth is expected.

None of these are easy decisions or simple issues. They are complex both in their understanding and in their future consequences. But behind the analysis and the difficult policy choices, there remains a simple core truth: Oregonians in this region would rather make the difficult but critical decisions that ultimately will benefit us all.

2040 Framework schedule

(Regional framework plan)



Tell us what you think

As we develop the 2040 Framework – the regional framework plan – and implement the 2040 growth concept, we want to know what implementation strategies are important to you. Rank the following seven strategies with 1 being most important and 7 being least important.

- Allow for more types of housing to increase affordability
- Increase open spaces and parks in centers and neighborhoods
- Improve neighborhood pedestrian access to shopping by providing more pedestrian crossings and sidewalks
- Improve access and circulation design of commercial and retail areas

- Reduce parking in centers, station areas and main streets
- Streamline local development review process
- Focus transportation improvements on smaller roads with bike, pedestrian and transit facilities

Comments: _____

Send your comments to:
 2040 Framework
 Metro
 Growth Management Services
 Department
 600 NE Grand Ave.
 Portland, OR 97232-2736

Fax (503) 797-1911 or call (503) 797-1888 (the growth management comment and information line) and leave your comments or E-Mail address: 2040@metro.or.gov

Please add me to your mailing list.

Name _____
 Address _____
 City _____
 State _____ ZIP _____

I use the Internet to get information.

What Metro information would you like to see on the World Wide Web?

2040 Framework update

2040 videos available

Two new videos are available to the public. Metro has produced a video titled "Building 2040," which looks at growth management issues in this region. To borrow a copy of "Building 2040," call Metro's growth management hotline, (503) 797-1888, and leave your name and address or check with your neighborhood video store.

Another video, "On the Right Track," was featured at the recent national Rail-volution conference in Portland and examines transportation issues. To receive a copy of "On the Right Track," send a request via fax to Effie Stahlsmith, FTA, (202) 366-3765. Include in your request your name, organization, street address, city, state, ZIP code, day time telephone number, the number of videos you want and how the videos will be used.

Open spaces

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Greenspaces, will serve as senior real estate negotiator.

In addition to buying property for regional target areas, the bond measure also allocated up to \$25 million for about 90 community park projects. Metro staff has been working with local parks providers to begin these community projects. According to the bond measure, local projects must be in keeping with the goals of Metro's Metropolitan Greenspaces Master Plan.

For maps or specific information about regional target areas and how to be involved in the refinement process, call Metro Regional Parks and Greenspaces at 797-1919.

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