



600 NE Grand Ave.
Portland, OR 97232-2736

Council work session agenda

Tuesday, July 30, 2024

10:30 AM

Metro Regional Center, Council Chamber,
<https://zoom.us/j/615079992> Webinar ID:
615 079 992 or 888-475-4499 (toll free)
[https://www.youtube.com/watch?
v=Ue5FgiWhew8&list=PLeB2faWWqJxGAOg
OHIX1Wdw4NNSBfpYH-&index=1](https://www.youtube.com/watch?v=Ue5FgiWhew8&list=PLeB2faWWqJxGAOgOHIX1Wdw4NNSBfpYH-&index=1)

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber.

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10:30 Call to Order and Roll Call

10:30 Work Session Topics:

10:30 Renewing our Regional Vision: Initial Council Discussion

[24-6106](#)

Presenter(s): Malu Wilkson (she/her), Deputy Planning Director, Metro
Jessica Zdeb (she/her), Principal Regional Planner, Metro
Catherine Ciarlo (she/her), PDR Director, Metro

Attachments: [Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)
[Attachment 3](#)
[Attachment 4](#)

11:15 Chief Operating Officer Communication

11:20 Councilor Communication

11:25 Adjourn

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការប្រឹក្សាស្តីពីរើសអើងសូមទូរស័ព្ទទៅកាន់ការិយាល័យរបស់ www.oregonmetro.gov/civilrights។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេបកប្រែសម្រាប់លោកអ្នក ។

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Renewing our Regional Vision: Scoping Discussion
Presentations

Metro Council Work Session
Tuesday July 30th, 2024

RENEWING OUR REGIONAL VISION: INITIAL COUNCIL DISCUSSION

Date: July 11, 2024

Department: Planning, Development & Research

Meeting date: July 30, 2024

Prepared by: Jessica Zdeb

Presenters: Jessica Zdeb; Malu Wilkinson

Length: 45 minutes

ISSUE STATEMENT

Pursuant to its charter, Metro adopted a document entitled *Future Vision* as a guiding, non-regulatory statement in 1995. While this Vision remains in effect, its update is overdue. Metro's charter requires an update every 15 years, and while many of the underlying values expressed in the Vision remain consistent with Metro's activities today, the language is dated, and some key regional priorities do not appear in the Vision.

The Future Vision is intended to inform the [Regional Framework Plan](#) (RFP), a document also required in Metro's charter, and which serves as Metro's comprehensive plan under state law. The current RFP was adopted in 1997 and incorporates the 2040 Growth Concept which was adopted in 1995. The RFP has been subsequently updated over time with a major update in 2010. However, this document is also dated, is not consistent with all current Metro plans, and does not address some key regional priorities.

Furthermore, a number of plans completed in the last several years have not referred to the Future Vision as a guiding statement and today it only appears as an appendix in the RFP rather than serving as a central touchstone for Metro and regional partner plans, policies, and actions.

The Metro Council and local partners have expressed an interest in updating the Future Vision and the RFP (in particular the 2040 Growth Concept) to ensure they are relevant to policy making today. This work session is the first opportunity for the Metro Council to discuss goals for these documents and provide guidance to staff as the work program is developed.

ACTION REQUESTED

Staff seek initial input to inform the scope of this effort to update the Future Vision and 2040 Growth Concept. Subsequent Council work sessions will include hearing partners' input on scoping, review and comment on a draft work scope (including public engagement outline), and eventual approval of a work program.

IDENTIFIED POLICY OUTCOMES

Updating the Future Vision and 2040 Growth Concept would result in amended and new Metro policy.

POLICY QUESTION(S)

Responses to several questions will inform staff's work to develop a scope for this update effort. **These questions address scope development, not the eventual work products and policy themselves.**

1. Are the topics in the draft scope the right ones to address in a renewed Future Vision?
2. Is there anything missing in this draft project scope outline and timeline? Are there specific groups you recommend we engage with in the scoping phase?
3. What needs to be included in this project to make sure the work meets today's needs and is flexible enough to remain relevant in a changing environment?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

While some aspects of the eventual work program are defined by Metro's charter, significant flexibility exists to define the scope of this effort, and staff will be building the work program in response to Council's input and feedback.

STAFF RECOMMENDATIONS

There is no staff recommendation on this item for Council response.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Relation to the 2024 Urban Growth Boundary discussion

The recent and ongoing discussions during consideration of the Urban Growth Boundary (UGB) decision have raised many issues that are not within the legal scope of that state-structured process. The UGB process is one of forecasting and making decisions in response to projected conditions in the region. This process does not leave room for exploration or imagination of alternative futures. The renewing of a regional Future Vision is the place for these discussions.

Legal antecedents

The extant Future Vision was adopted by Ordinance 95-604a and has not been amended. The Future Vision appears today as Appendix C of the Regional Framework Plan. The 2040 Growth Concept and map were adopted by Ordinance 95-625a where it was an amendment to the Regional Urban Growth Goals and Objectives (RUGGOs). These regional goals and objectives fulfill Metro's requirement under ORS 268.380. The Growth Concept and map subsequently became a chapter in Metro's Regional Framework Plan, adopted by Ordinance 97-715B. Today, the Growth Concept exists as Appendix A of the Regional Framework Plan. The Growth Concept text has been minorly updated over time. The Growth Concept map has had more major updates, especially following the process to identify Urban and Rural Reserves in 2010 that were finalized in 2014. Urban reserves are lands outside the Metro UGB where urban expansion can be considered, and rural reserves are areas preserved for farms, forestland or other rural uses for 50 years.

Financial implications

The current FY25 budget includes \$150,000 for early scoping and engagement related to updating the Future Vision and 2040 Growth Concept. The FY25 budget also includes a \$200,000 allocation to a study of cooling corridors which will help inform these updates

from the perspective of a potential strategy for mitigating heat-related impacts of climate change in our region. The scoping currently underway may result in a proposed budget for this project for FY26 that reflects Council guidance on the level of effort.

BACKGROUND

The project being presented today would update Metro’s Future Vision and the 2040 Growth Concept, part of the Regional Framework Plan. Staff conducted one-on-one and small group conversations with Councilors during June 2024 to begin the process of scoping this work. Councilors were also oriented to Charter requirements and existing policies and plans that are related to the two policies in question. The draft scope outline and timeline presented today are based on those conversations and staff research to date.

ATTACHMENTS

- Ordinance 95-604A For the purpose of adopting a Future Vision for the region
- Summary of 2040 Growth Concept within Regional Framework Plan
- 2040 Growth Concept map
- Renewing our Future Vision and Growth Concept: Draft scope outline and timeline

For work session:

- Is legislation required for Council action? Yes No
- What other materials are you presenting today? Staff will share a presentation containing a draft scope outline

APPENDIX C Future Vision

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING) ORDINANCE NO. 95-604A
A FUTURE VISION FOR THE)
REGION) INTRODUCED BY COUNCILOR SUSAN
) MCLAIN

WHEREAS, The voters of the Metro region adopted the 1992 Metro Charter in November, 1992; and

WHEREAS, The Charter provides for the creation of a Future Vision Commission and adoption of a Future Vision no later than July 1, 1995; and

WHEREAS, The Charter calls for the Future Vision to be "a conceptual statement that indicates population levels and settlement patterns that the region can accommodate within the carrying capacity of the land, water and air resources of the region, and its educational and economic resources, and that achieves a desired quality of life;" and

WHEREAS, The Charter further requires the Future Vision to be "a long-term, visionary outlook for at least a 50-year period which is to address, "(1) use, restoration and preservation of regional land and natural resources for the benefit of present and future generations, (2) how and where to accommodate the population growth for the region while maintaining a desired quality of life for its residents, and (3) how to develop new communities and additions to the existing urban areas in well-planned ways;" and

WHEREAS, The Future Vision is not a regulatory document; and

WHEREAS, Resolution 93-1755, adopted on February 23, 1993, established the framework and appointing authorities for creating the Future Vision Commission; and

WHEREAS, Future Vision Commission members were appointed by adoption of Resolution 93-1801, by MPAC appointment, and by actions of the Governors of Oregon and Washington; and

WHEREAS, The Future Vision Commission met for over eighteen months, reviewed available materials, heard from many authorities, and commissioned four reports on jobs, carrying capacity, settlement patterns, and education; and

EXHIBIT A
FUTURE VISION

Our ecological and economic region goes beyond Metro's 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: it is 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. As a region:

- 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 inspiration and a crucial resource for commerce, cultural activities, policies, 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 ensure dignity and equity for all, with compassion and adequate income for those in need.
- We value the conservation, restoration, and preservation of natural and historic landscapes.

- 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 grass-roots efforts in harmony with the collective interest of our regional community.
- We value participatory decision making which harnesses the creativity inherent in a wide range of views.
- We value a cultural atmosphere and public policies that will ensure that every child in every community enjoys the greatest possible opportunities to fulfill his or her potential in life; as a high priority, every child, regardless of income, has the opportunity to engage in the literary, visual, and performing arts in community centers.

REGIONAL VISION STATEMENT

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 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 meet the responsibilities of citizenship, to gain pleasure from a rich cultural and social life, and 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.

- 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 economically vital, 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; to hazard mitigation and preparation for and response to natural disasters.
- ECONOMY - In 2045, our bi-state regional economy is dynamic and diverse, with urban and rural economies linked in a common frame. Planning and governmental action have helped create conditions that support the development of family wage jobs in accessible 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.
- 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 a 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 statement for Our Place are:

- A LIFE IN NATURE - In 2045, this region as a unique ecosystem, known for the intelligent integration of urban and rural development which seeks to:
 - Improve air and water quality, and increase biodiversity;
 - Protect views of Mt. Hood, Mt. St. Helens, Mt. Rainier, Mt. Adams, Mt. Jefferson, and other Cascade and coastal peaks;
 - Provide Greenspaces and parks within walking distance of every household;
 - Assure a close and supportive relationship among natural resources, landscape, the built environment, and the economy of the region; and
 - Restore ecosystems, complemented by planning and development initiatives that preserve the fruits of those labors.
- RURAL LAND - In 2045, rural land shapes our sense of place by keeping our cities separate from one another, protecting natural resource lands and supporting viable farm and forest resource enterprises, and keeping our citizens close to nature, farms, forests, and other resource lands and activities.
- DOWNTOWNS - In 2045, downtown Portland continues to serve an important defining role for the entire region. 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 are an important part of sub-regional identity. In addition, investment, both public and private, is focused in our historic and our new urban centers throughout the region. This pattern of investment and renewal continues to be an important part of our strategy for building and maintaining healthy communities.
- VARIETY IN OUR COMMUNITIES AND NEIGHBORHOOD - 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. Public space exists in every community, and serves as the stage for a rich and productive civic dialogue.

- 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.
- GROWTH MANAGEMENT - In 2045, growth in the region has occurred, but it has been managed so our citizens have maintained or improved their quality of life. Our objective has been and still is to live in great communities, not merely big ones. Our desire for separate communities is reflected in the Future Vision Map which depicts settlement patterns. Carrying capacity and sustainability concepts help measure and track progress toward maintaining a desired quality of life but they can not be used to set population limits. Our successes in balancing our region's growth with its livability come from a commitment to ongoing reviews of our past achievements combined with appropriate actions to maintain and enhance our quality of life. The Values and Vision Statements herein should be used to guide the establishment of new communities.

EXHIBIT B
SUGGESTIONS

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 suggestions for acting on each vision statement.

Perhaps the most critical implementing step is Metro's commitment to continuing dialogue with the citizens of our greater 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. 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 - a challenge to future generations to think ahead and make decisions.

Summary of 2040 Growth Concept

**REGIONAL FRAMEWORK PLAN
SUMMARY OF 2040 GROWTH CONCEPT**

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Summary of 2040 Growth Concept

This section describes the 2040 Growth Concept, the unifying concept around which this Regional Framework Plan is based. This Growth Concept contains refinements to the original Growth Concept that was adopted in 1995. This Plan anticipates that the Growth Concept and the provisions of this Plan will continue to evolve.

The Growth Concept states the preferred form of regional growth and development and includes the Growth Concept map. The preferred form is to contain growth within a carefully managed Urban Growth Boundary (UGB). Growth occurs inside the UGB in the form of infill and redevelopment with higher density developed in areas where it is appropriate. Expansions of the UGB are done carefully to allow for the need for additional land. This concept is adopted for the long-term growth management of the region including a general approach to approximately where and how much the UGB should be ultimately expanded, what ranges of density are estimated to accommodate projected growth within the boundary, and which areas should be protected as open space.

The basic philosophy of the Growth Concept is to preserve our access to nature and build better communities for the people who live here today and who will live here in the future. The Growth Concept is an integrated set of objectives, which guide all Regional Framework Plan policies.

The Growth Concept sets the direction for development of implementing policies in Metro's existing functional plans and the Charter-required Regional Framework Plan. This direction will be refined, as well as implemented, in subsequent functional plan amendments and framework plan components. Additional planning will be done to test the Growth Concept and to determine implementation actions. Amendments to the Growth Concept and some Regional Framework Plan policies may be needed to reflect the results of additional planning to maintain the consistency of implementation actions with the stated policies.

Fundamental to the Growth Concept are:

- A hierarchy of mixed-use, pedestrian friendly centers that are well connected by high capacity transit and corridors
- A multi-modal transportation system that ensures continued mobility of more people and goods throughout the region, consistent with transportation policies
- Coordination of land uses and the transportation system, to embrace the region's existing locational advantage as a relatively uncongested hub for trade
- A jobs-housing balance in centers and a jobs-housing balance by regional sub areas to account for the housing and employment outside of the Centers
- An urban to rural transition to reduce sprawl, keeping a clear distinction between urban and rural lands and balancing re-development
- Separation of urbanizable land from rural land by the UGB for the region's 20-year projected need for urban land

- Rural reserves that are intended to assure that Metro and neighboring cities remain separate

The result is a compact urban form for the region coordinated with nearby cities to retain the region's sense of place.

There are a number of components that make up the building blocks of the Growth Concept. These building blocks are discussed below.

Centers

Mixed-use urban centers inside the UGB are one key to the Growth Concept. Creating higher density centers of employment and housing and transit service with compact development, retail, cultural and recreational activities in a walkable environment is intended to provide efficient access to goods and services, enhance multi-modal transportation and create vital, attractive neighborhoods and communities. The Growth Concept uses interrelated types of centers:

- The central city is the largest market area, the region's employment and cultural hub and accessible to millions of people.
- Regional centers serve large market areas outside the central city, connected to it by high-capacity transit and highways and are accessible by hundreds of thousands of people.
- Connected to each regional center, by road and transit, are smaller town centers with local shopping and employment opportunities within a local market area and accessible to tens of thousands of people.

Planning for all of these centers will seek a balance between jobs, housing and unique blends of urban amenities so that more transportation trips are likely to remain local and become more multi-modal.

Creating higher density centers of employment and housing provides many advantages to communities. These centers provide citizens with access to a variety of goods and services in a relatively small geographic area, creating an intense business climate. Having centers also makes sense from a transportation perspective, since most centers have an accessibility level that is conducive to transit, bicycling and walking. Centers also act as social gathering places and community centers, where people would find the cultural and recreational activities and "small-town atmosphere" they cherish.

The major benefits of centers in the marketplace are accessibility and the ability to concentrate goods and services in a relatively small area. The problem in developing centers, however, is that most of the existing centers are already developed and any increase in the density must be made through redeveloping existing land and buildings. Emphasizing redevelopment in centers over development of new areas of undeveloped land is a key strategy in the Growth Concept.

The Central City

Downtown Portland serves as the major regional center and functions well as an employment and cultural hub for the metropolitan area. It provides accessibility to the many businesses that require access to a large market area and also serves as the

location for cultural and social functions that draw the region together. It is the center for local, regional, state and federal governments, financial institutions, commerce, the center for arts and culture, and for visitors to the region. In addition, downtown Portland has a high percentage of travel other than by car - three times higher than the next most successful area. Jobs and housing are readily available there, without the need for a car. Maintaining and improving upon the strengths of the regional downtown shall remain a high priority.

Improvements to the transit system network, development of a multi-modal street system and maintenance of regional through routes (the highway system) would provide additional mobility to and from the city center.

Regional Centers

There are seven regional centers, serving four market areas (outside of the central city market area). Hillsboro serves the western portion of the region and Gresham the eastern. Gateway serves most of the Portland area outside the central city as a regional center. Downtown Beaverton and Washington Square serve the east Washington County area, and downtown Oregon City, Clackamas Town Center together serve Clackamas County and portions of outer southeast Portland.

These regional centers are the focus of compact development, redevelopment and high-quality transit service, multi-modal street networks and act as major nodes along regional through-routes.

Transit improvements will include light-rail connecting all regional centers to the central city. A dense network of multi-modal arterial and collector streets tie regional centers to surrounding neighborhoods and other centers. Regional through-routes are designed to connect regional centers and ensure that these centers are attractive places to conduct business. The relatively small number of centers reflects not only the limited market for new development at this density but also the limited transportation funding for the high-quality transit and roadway improvements envisioned in these areas.

Town Centers

Smaller than regional centers and serving populations of tens of thousands of people, town centers are the third type of center with compact development and transit service. Town centers provide local shopping, employment and cultural and recreational opportunities within a local market area. They are designed to provide local retail and services, at a minimum and vary greatly in character. Some will become traditional town centers, such as Lake Oswego, and Forest Grove, while others will change from an auto-oriented development into a more complete community, such as Hillsdale. Many also have regional specialties, such as office centers envisioned for the Cedar Mill town center. Several new town centers are designated, such as in Happy Valley and Damascus, to accommodate the retail and service needs of a growing population while reducing auto travel.

Main Streets and Neighborhood Centers

During the early decades of this century, main streets served by transit and characterized by a strong business and civic community were a major land-use pattern

throughout the region. Examples remain in Hillsboro, Milwaukie, Oregon City and Gresham as well as the Westmoreland neighborhood and Hawthorne Boulevard. Today, these areas are undergoing a revival and provide an efficient and effective land-use and transportation alternative.

Main streets typically serve neighborhoods and may develop a regional specialization - such as antiques, fine dining, entertainment or specialty clothing - that draws people from other parts of the region.

Station Communities

Station communities are nodes of development centered around a light-rail or high-capacity transit station that feature a high-quality pedestrian environment. They provide for the highest density outside centers. Station communities encompass an area approximately one-half mile from a station stop.

Corridors

Corridors are not as dense as centers, but are located along good quality transit lines. They provide a place for increased densities and feature a high-quality pedestrian environment and convenient access to transit. Typical developments along corridors include rowhouses, duplexes and one- to three-story office and retail buildings. While some corridors may be continuous, narrow bands of higher intensity development along arterial roads, others may be more nodal, that is, a series of smaller centers at major intersections or other locations along the arterial that have high quality pedestrian environments, good connections to adjacent neighborhoods and good transit service. As long as increased densities and a range of uses are allowed and encouraged along the corridor, many different development patterns - nodal or linear - may meet the corridor objective.

Regionally Significant Industrial Areas, Industrial Areas and Employment Areas

The Portland metropolitan area economy is heavily dependent upon wholesale trade and the flow of commodities to national and international markets. The high quality of the freight transportation system and, in particular, the inter-modal freight facilities is essential to continued growth in trade. The inter-modal facilities (air and marine terminals, freight rail yards and common carrier truck terminals) are areas of regional concern, and a functional plan will identify and protect lands needed to meet their current and projected space requirements.

Regionally Significant Industrial Areas and Industrial areas are set aside primarily for industrial activities. Supporting uses, including some retail uses, may be allowed if limited to sizes and locations intended to serve the primary industrial uses. These areas include land-intensive employers, such as those around the Portland International Airport, the Hillsboro Airport and some areas along Highway 212/224. Areas of high agglomerative economic potential, such as the Sunset Corridor for electronics products and the Northwest industrial sanctuary for metal products, are supported with transportation planning and infrastructure development designed to meet their needs. Other employment centers are designated as employment areas, mixing various types of employment and including some residential development as well. These areas include

limited retail commercial uses primarily to serve the needs of the people working or living in the immediate area.

Neighborhoods

Residential neighborhoods remain a key component of the Growth Concept and fall into two basic categories. Inner neighborhoods include areas such as Portland, Beaverton, Milwaukie and Lake Oswego, and include primarily residential areas that are accessible to employment. Lot sizes are smaller and provide better access to jobs and shopping.

Outer neighborhoods are farther away from large employment centers and have larger lot sizes and lower densities. Examples include cities such as Forest Grove, Sherwood and Oregon City, and some additions to the UGB.

Transportation Facilities

Adoption of the 2040 Growth Concept established a new direction for planning in the region by linking urban form to transportation. This new direction reflects a commitment to develop a regional form that is based on efficient use of land and a safe, efficient and cost-effective transportation system that supports the land uses in the 2040 Growth Concept and accommodates all forms of travel.

In this new relationship, the 2040 Growth Concept provides the desired urban form for the Regional Transportation Plan to support. The 2040 Growth Concept Map identifies one possible regional transportation system. Therefore, the 2040 Growth Concept Map does not prescribe or limit what the adopted regional transportation system will include.

The Concept map shows some transportation facilities to illustrate new concepts, such as “green corridors,” and how land-use areas, such as centers, may be served based on agreements with affected agencies and jurisdictions. Neither the current regional system nor final alignment choices for future facilities are intended to be represented on the Concept map.

Open Spaces and Trail Corridors

Recognition and protection of open spaces both inside the UGB and in rural reserves are reflected in the Growth Concept. The areas designated open space on the Concept map are parks, stream and trail corridors, wetlands and floodplains, largely undeveloped upland areas and areas of compatible very low-density residential development. Many of these natural features already have significant land set aside as open space. The Tualatin Mountains, for example, contain major parks such as Forest Park and Tryon Creek State Park and numerous smaller parks such as Gabriel Park in Portland and Wilderness Park in West Linn. Other areas are oriented toward wetlands and streams.

Designating these areas as open spaces has several effects. First, it generally removes these lands from the category of urban land that is available for development. The capacity of the UGB then has to be calculated without these areas, and plans to accommodate housing and employment have to be made without them. Second, these natural areas, along with key rural reserve areas, receive a high priority for purchase as parks and open space, through programs such as Metro’s Open Spaces Acquisition program. Finally, functional plan requirements have been developed to protect critical

fish and wildlife habitat areas without conflicting with housing and economic goals. This will provide protection of environmentally critical areas, compatible development of sensitive areas, and allow transfer of development rights from protected natural areas to other lands better suited for development.

(RFP's Summary of Growth Concept, Open Spaces and Trail Corridors, updated 9/29/05, Metro Ord. 05-1077C, Exb. B, Amend. 1.)

Neighbor Cities

The Growth Concept recognizes that neighboring cities outside Metro's boundaries are likely to grow rapidly. There are several such cities proximate to the Metro region. Metro will pursue discussion of cooperative efforts with neighboring cities. Neighbor city coordination will be achieved with the completion of intergovernmental agreements concerning key concepts. Communities such as Sandy, Canby and Newberg will be affected by Metro, city and county decisions about managing growth within Metro. A significant number of people may be accommodated in these neighboring cities, and cooperation between Metro and these communities is necessary to coordinate planning to address common transportation and land-use issues.

Cooperative planning between a city outside the region and Metro could also be initiated on a more limited basis. These cooperative efforts could be completed to minimize the impact of growth on surrounding agriculture and natural resource lands, maintain a separation between a city and the Metro UGB, minimize the impact on state transportation facilities, match population growth to rural resource job and local urban job growth and coordinate land-use policies. Communities such as North Plains and other communities adjacent to the region such as Estacada and Scappoose may find this more limited approach suitable to their local situation.

Rural Reserves

Some rural lands adjacent to and nearby the regional UGB may be designated as rural reserves. This designation is intended as a policy statement by Metro to not extend the UGB into these areas and to support neighboring cities' efforts not to expand their urban growth boundaries into these areas in order to keep adjacent urban areas separate.

Rural reserves may be designated in areas that are most threatened by new development, in areas that separate communities, or in areas that exist as special resource areas. Rural reserves may also separate cities within the Metro boundary. Cornelius, Hillsboro, Tualatin, Sherwood and Wilsonville all have existing areas of rural land that provide a break in urban patterns. The objectives for rural land planning in the region are to:

- Maintain the rural character of the landscape.
- Support and maintain our agricultural economy.
- Avoid or eliminate conflicts with farm and forest practices.
- Help meet regional needs for open space and wildlife habitat.
- Help to clearly separate urban from rural land.

Rural reserves are further protected from development pressures by the rural zoning of the counties. New rural commercial or industrial development is restricted.

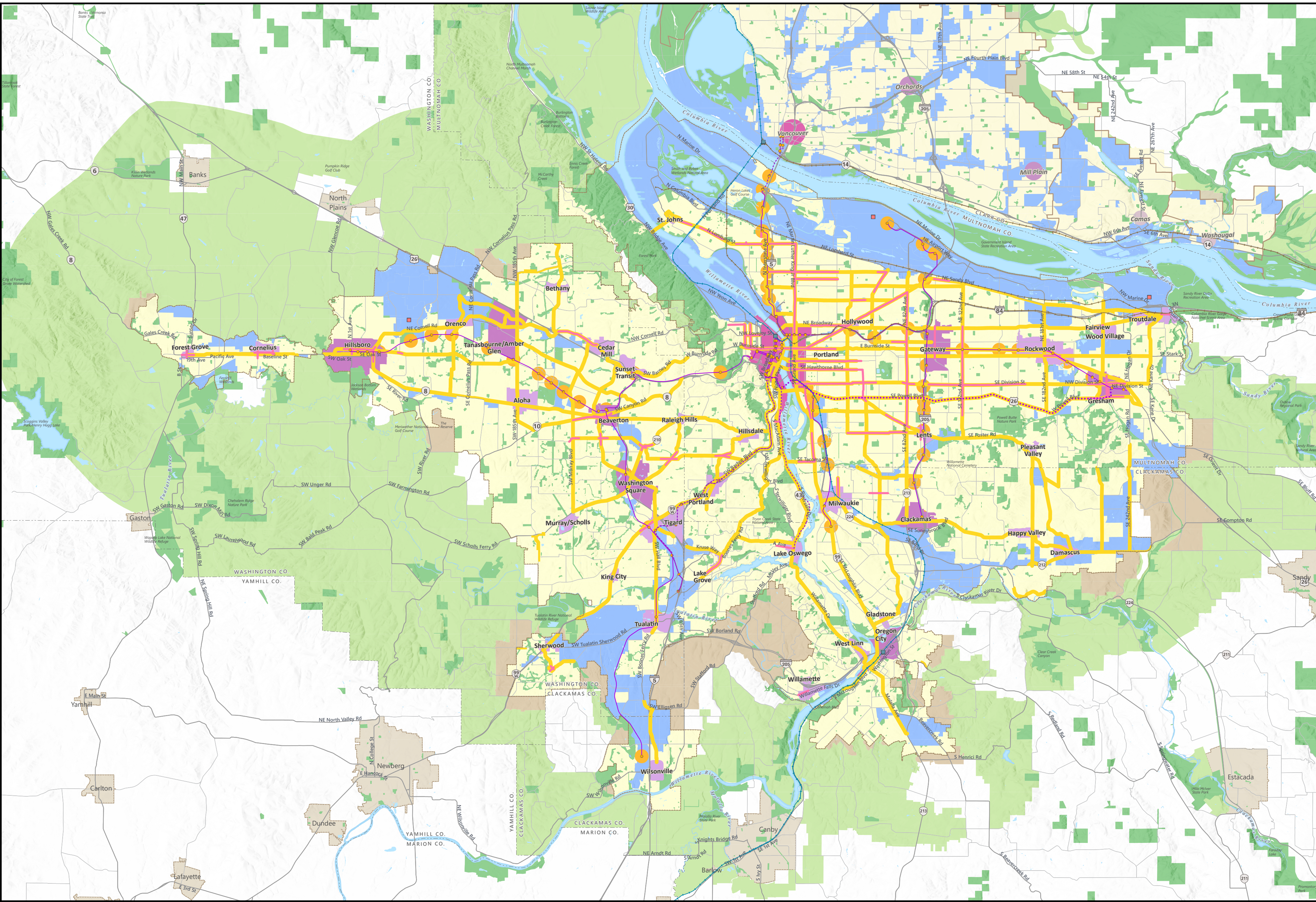
The reserves may include some purchase of natural areas adjacent to rivers, streams and lakes to ensure that water quality is protected and wildlife habitat enhanced. Large natural features, such as hills and buttes, may be included as rural reserves because they buffer developed areas and are poor candidates for compact urban development.

The primary means of achieving rural reserves would be through the Regional Framework Plan for areas within the Metro boundary, and voluntary agreements among Metro, the counties, neighboring cities and the state for those areas outside the Metro boundary. Metro will seek agreements, which would prohibit extending urban growth into the rural reserves, and require that state agency actions be consistent with the rural reserve designation.

**Region 2040 Growth Concept Map
[Placeholder]**

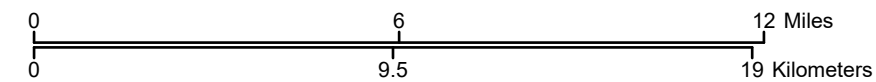
Summary of 2040 Growth Concept Map

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2040 Growth Concept Map

Dec 2023



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The Metro 2040 Growth Concept defines the form of regional growth and development for the Portland metropolitan region. The Growth Concept was adopted in December 1995 through the Region 2040 planning and public involvement process. This concept is intended to provide long-term growth management of the region.

The map highlights elements of parallel planning efforts including: the 2018 Regional Transportation Plan that outlines investments in multiple modes of transportation, and a commitment to local policies and investments that will help the region better accommodate growth within its centers, corridors and employment areas.

- Central city
- Regional center
- Town center
- Station communities
- Main streets
- Corridors
- Employment land
- Parks and natural areas
- Neighborhood
- Rural reserve
- Urban reserve
- Urban growth boundaries
- Existing high capacity transit
- - - Planned high capacity transit
- · - · - Proposed high capacity transit tier 1
- Mainline freight
- High speed rail (proposed)
- - - County boundaries
- Neighboring cities
- Airports
- Intercity rail terminal

For more information on these initiatives, visit <http://www.oregonmetro.gov/2040>



July 19, 2024

Renewing our Future Vision and Growth Concept: Draft scope outline and timeline

BACKGROUND

Pursuant to its founding charter, which was approved by the region's voters, Metro adopted a document entitled "Future Vision" as a guiding, non-regulatory statement in 1995. The Vision remains in effect today but is due for an update. Metro's charter requires an update every 15 years, and while many of the underlying values in the Vision remain consistent with Metro's activities, the language is dated, and some key regional priorities are missing. The Metro Council and many local partners have expressed the importance of updating the Future Vision and the Regional Framework Plan (in particular, the 2040 Growth Concept) to ensure they are relevant to policy making today.

PROJECT PHASES

The project will consist of three major development phases that will result in interim and final work products as identified below. Once created, the vision will be refined during the summer of 2026 and implementation will begin thereafter with updating the Growth Concept.

Looking back + looking forward (Phase 1): Fall 2024 – Spring 2025

In this phase, Metro will assess how the Future Vision and 2040 Growth Concept have been performing. Work will include analysis to understand what's working and what needs improvement. Some of this information has been developed through other efforts such as the 2023 Regional Transportation Plan and the 2024 Urban Growth Management decision. In other cases, new information will be needed, such as updating Metro's 2009 *State of the Centers* report.

This phase will also look forward toward a future up to 50 years from now. Trend reports will explore how possible outcomes of current trends could impact the region's future and thus our vision. Potential topics include climate resiliency, the impact of artificial intelligence on how people work, and the shifting demographics of our regional population.

Key work products

- Analysis of 1995 Future Vision and 2040 Growth Concept
- Future trend reports

Defining a vision (Phase 2): Spring 2025 – Winter 2026

This phase will create a draft Future Vision informed by the analysis and trend reports from Phase 1. The vision will also be influenced by a broad community conversation about regional values and guidance from a newly established Future Vision Commission. Jurisdictional and agency partners will provide input, as will community-based organizations and the general public. This phase will focus on what we collectively want to see in this region, not necessarily on the specific steps needed to achieve the vision.

Public engagement: Imagining futures

Phase 2 includes a major public engagement effort. The region's residents will be broadly engaged in a conversation about the future they desire for greater Portland.

Key work product

- Draft Future Vision

Initiating action (Phase 3a): Winter – Summer 2026

This phase will identify the steps Metro and regional partners will take to implement the Future Vision. Metro will revise the 2040 Growth Concept which depicts the land use and transportation components of the Future Vision in cartographic form and place type descriptions. Additional steps will be identified in an Implementation Plan to guide future work, including a look at local and regional funding sources. These work products will be primarily informed by the engagement in earlier phases as well as consultation with the Metro Policy Advisory Committee (MPAC), jurisdictional partners and community organizations.

Public engagement: Refining the draft vision

Engagement in this phase will ask the public whether the draft vision correctly interprets the values identified by community conversations in the earlier phases. The intent is to ensure implementation planning is on the right track.

Key work products

- Final Future Vision
- Draft Implementation Plan
- Draft Growth Concept update

Refining the plan (Phase 3b): Summer – Fall 2026

This phase will refine the updated Growth Concept and Implementation Plan based on stakeholder consultation and any changes to the Future Vision based on outreach in the prior phase.

Public engagement: Confirming and looking ahead

This phase will return to the public with a final Future Vision and updated Growth Concept, describing how input and feedback were incorporated, and how the region's partners will move forward to implement the Vision.

Key work products

- Final Implementation Plan
- Final Growth Concept update

Implementing the Vision (Implementation Phase): Winter 2026 and beyond

It is likely that further updates to Metro's Regional Framework Plan and functional plans will result from this effort. Additional implementation steps will be identified through this work to reflect Metro's various roles as regulator, funder, and convenor.

PROJECT STRUCTURE

The project is proposed to have three key guiding bodies whose functions are as follows:

Metro Council

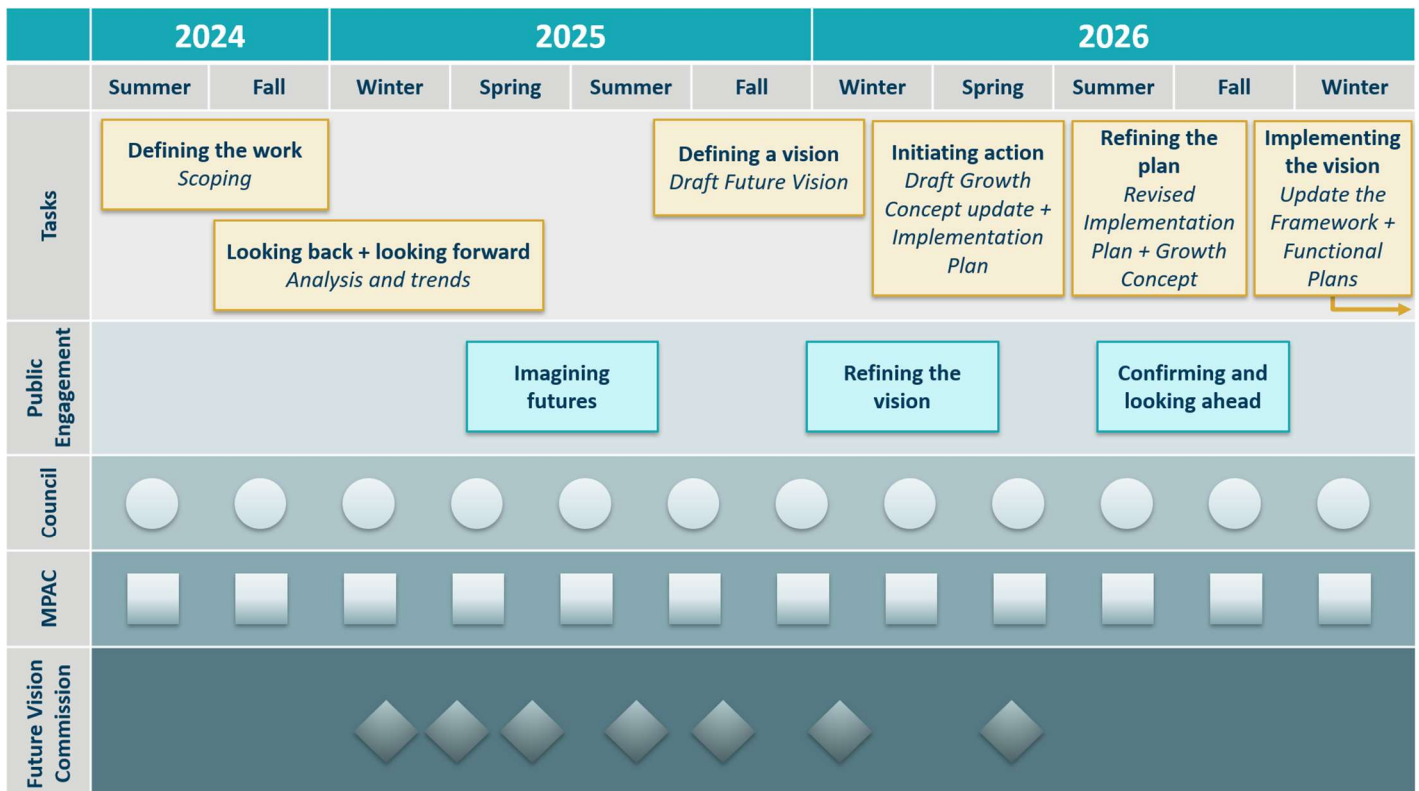
- Provides guidance throughout the entire project, from the scoping phase into future implementation work
- Appoints the Future Vision Commission
- Reviews the recommended renewed vision from Future Vision Commission
- Liaises with regional elected officials and community and business leaders
- Adopts renewed Future Vision and Growth Concept (as part of Regional Framework Plan)

Metro Policy Advisory Committee (MPAC)

- Serves as a central point of information sharing and coordination with regional partners
- Reviews recommended renewed Future Vision from the Future Vision Commission
- Advises Metro Council on update to Growth Concept (as part of the Regional Framework Plan)
- Recommends action to Metro Council on Future Vision and the updated Growth Concept

Future Vision Commission

- Will be appointed by Metro Council and convened for the duration of the project to update the Future Vision
- Per Metro Charter, must consist of representatives from public and private sectors, including academia, and at least one representative from outside the Metro region
- Develops and recommends proposed renewed Future Vision



Materials following this page were distributed at the meeting.

Renewing our
Future Vision:
*Early Council
discussion*

July 30, 2024



Agenda

1. Future Vision and 2040 Growth
Concept/Framework Plan background
2. Proposed project outline and timeline
3. Questions for Council

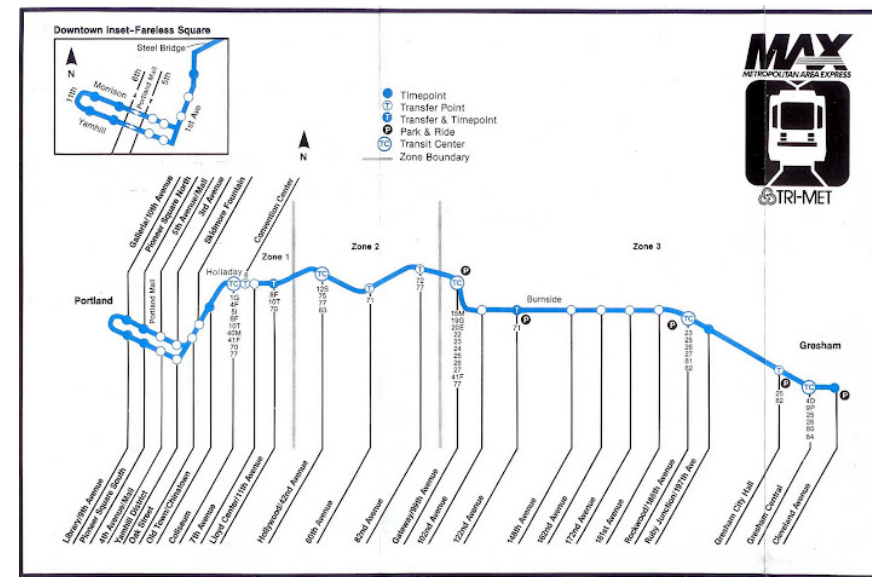
Where were we in 1995?



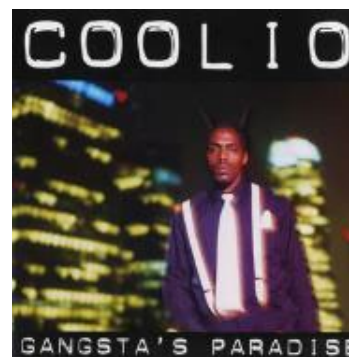
Reuters/ Jeff Vinnick, via The Atlantic



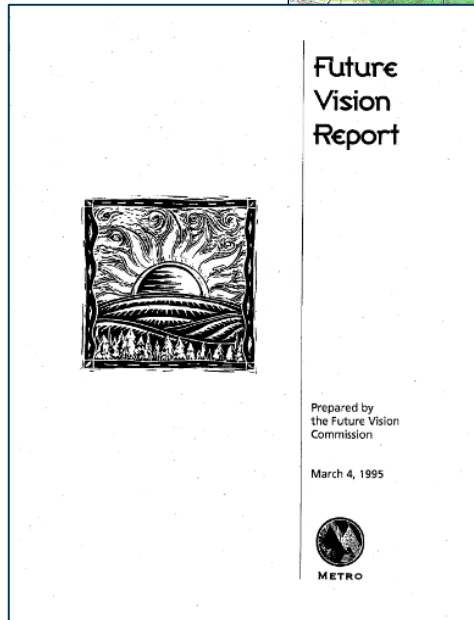
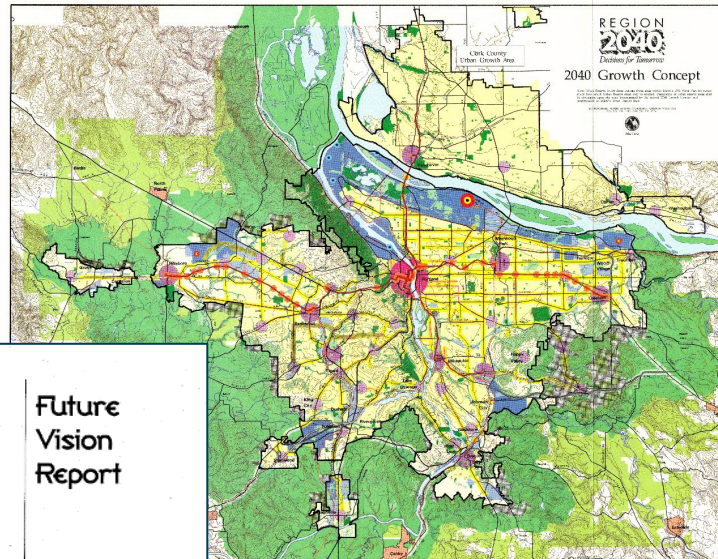
David Ake | AFP | Getty Images, via cnbc.com



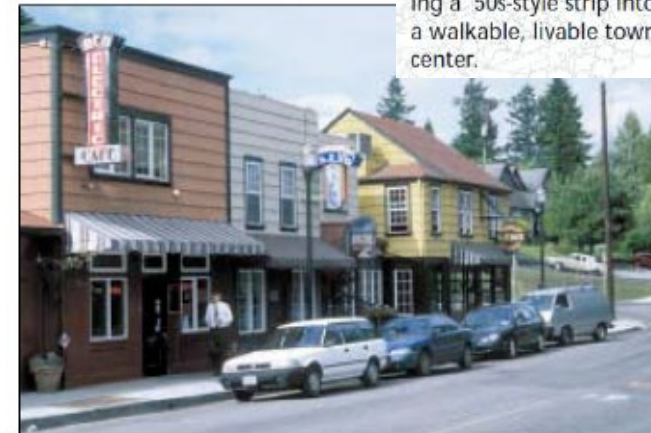
Reuters/Sam Mircovich, via Business Insider



Visioning in 1995



Hillsdale – Mixed-use developments, pedestrian traffic improvements and new neighborhood businesses are transforming a '50s-style strip into a walkable, livable town center.



Why update the vision?

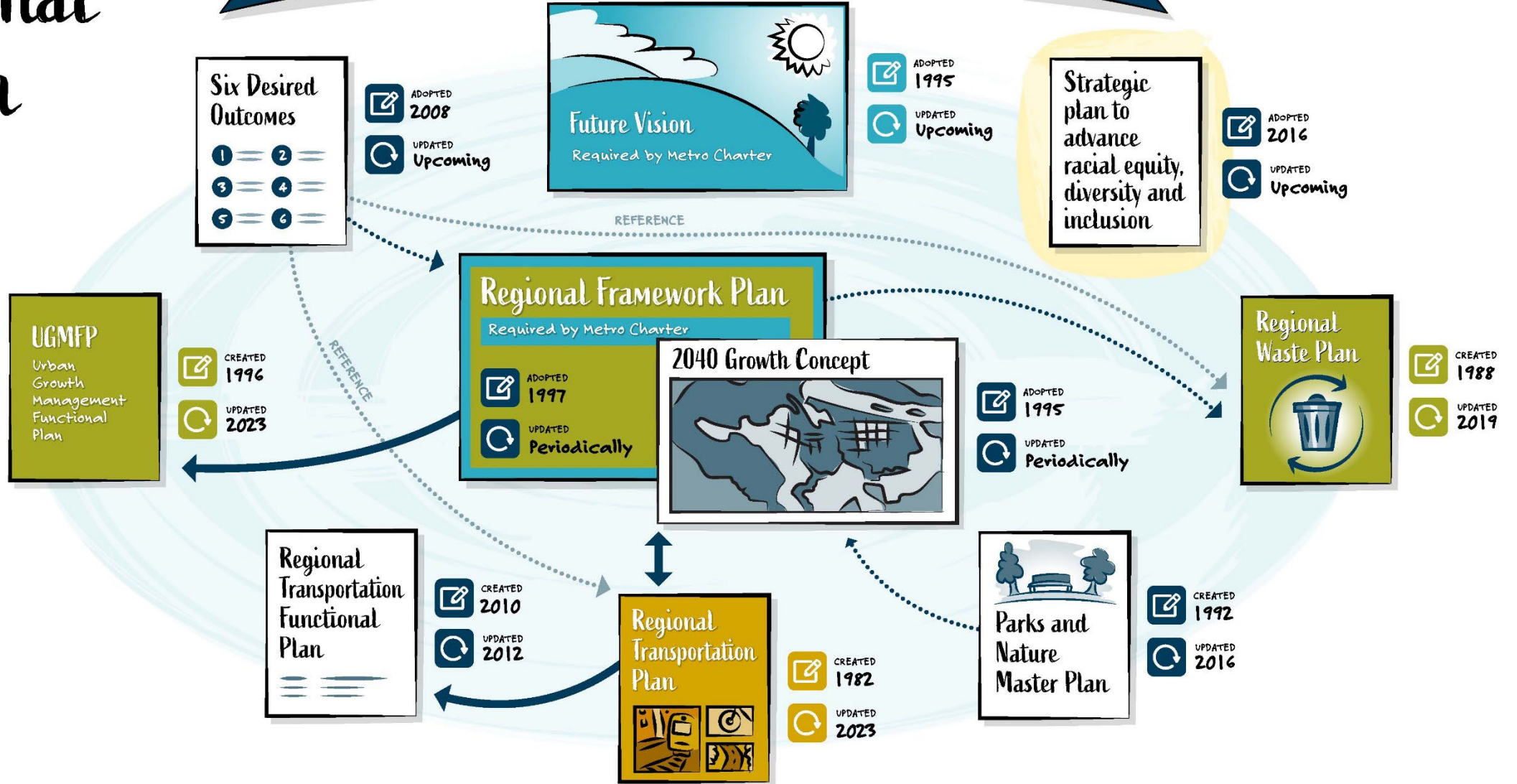
- While many values remain similar, some 1995 language and strategies are out of step with current regional priorities
- Current vision has little to say about climate change and racial equity, key regional issues and Metro values
- Opportunity to reflect Metro's current responsibilities and more closely tie policies and plans to a vision

Charter context: Future Vision

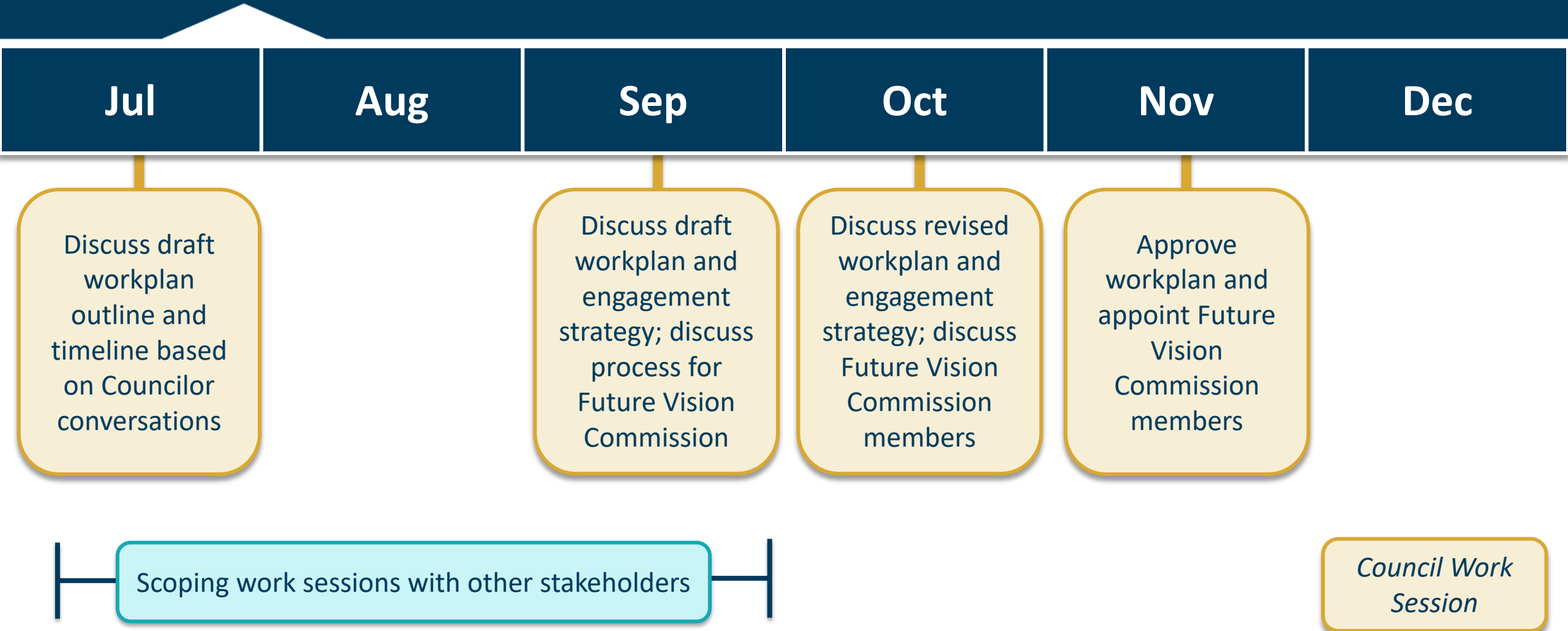
- “The Future Vision is a **long-term, visionary outlook** for at least a 50-year period.”
- “The Future Vision is **not a regulatory document.**”
- “The Council shall **appoint a commission** to develop and recommend” a Future Vision

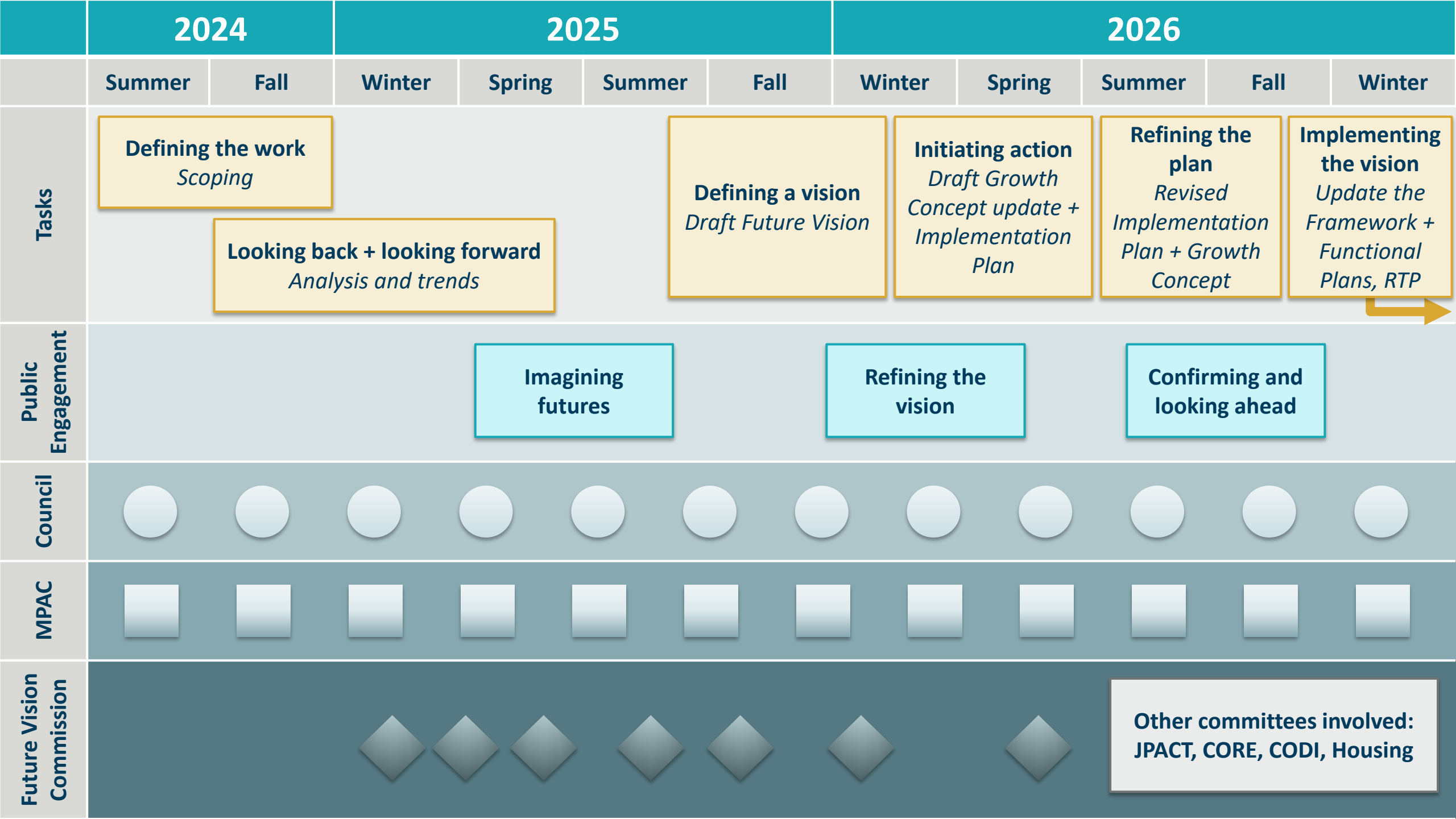
Renewing our Regional Vision

FOUNDATIONS THAT GUIDE US



Council scoping touchpoints: 2024

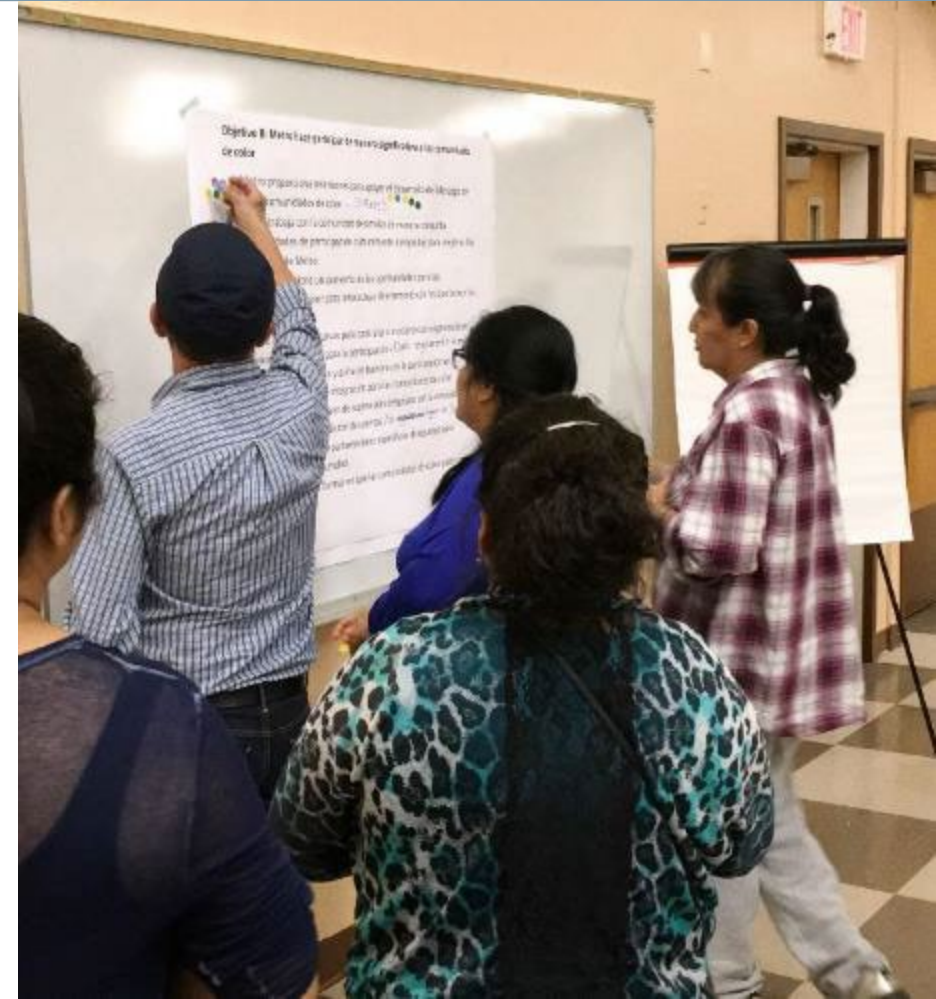




Who is engaged?

Broad outreach region wide to residents, business community, historically under-represented groups, youth, others

Partner agencies through MPAC/ MTAC and focused conversations



What we heard from you: key additional topics

Racial equity

Climate adaptation
and resiliency

Arts and culture

Changing
demographics

Funding the vision

11



Questions for Council

1. Are these the right topics for us to address in a renewed Future Vision?
2. Is there anything missing in this draft project scope outline and timeline? Are there specific groups you recommend we engage with in the scoping phase?
3. What needs to be included in this project to make sure the work meets today's needs and is flexible enough to remain relevant in a changing environment?

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Wide Range of Future Possibilities

