



Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

635 Capitol Street NE, Suite 150

Salem, Oregon 97301-2540

Phone: (503) 373-0050

First Floor/Coastal Fax: (503) 378-6033

Second Floor/Director's Office Fax: (503) 378-5518

Third Floor Fax: (503) 378-5318

<http://www.oregon.gov/LCD>



May 26, 2009

TO: Land Conservation and Development Commission
FROM: Meg Fernekees, Portland Regional Representative
SUBJECT: **Agenda Item 16 – June 4-5, 2009, LCDC Meeting**

INFORMATIONAL UPDATE ON METRO PLANNING EFFORTS

I. AGENDA ITEM SUMMARY

This item is the latest in a series of informational briefings and updates on the metropolitan Portland area urban growth management and transportation planning efforts. Metro Councilors and staff last appeared before the Commission in January.

For information regarding this agenda item, contact Meg Fernekees, Portland Area Regional Representative, 971-673-0965, meg.fernekees@state.or.us.

II. BACKGROUND

Metro is on a schedule to make another round of decisions concerning its regional urban growth boundary. This current cycle will end in 2011, with a series of major growth management decisions. One-time legislation let Metro take up to seven years this time, instead of the usual five. Many single, but inter-related planning efforts make up this process.

The following is a guide to facilitate the commissioners' understanding of the various planning pieces:

If Periodic Review was a Tree, it would rest on a trunk with two main branches,
“Making the Greatest Place”
And
Urban and Rural Reserves
grafted together at the base.

The Branch of Making Great Place:

Sub-branches include:

Regional Infrastructure

What’s available now

What and how much in the future

Making policy decisions to support future growth

Centers and Corridors

Re-tooling of the 2040 Growth Concept, make it real

Targets for additional capacity?

Private sector and public sector implementation tools

Regional Transportation Plan

State component, an update to 2035

Regional and state mobility track

Community building track

Freight and goods movement

High capacity transit

The Branch of Urban and Rural Reserves:

Sub-branches include:

Area Suitability and Technical Analysis

Core 4 Oversight

Three County Urban/Rural Reserves Coordinating Committees

Steering Committee

Designation of Final Reserve areas by June, 2011

Regional choices

Local choices

New land supply

The Graft is formed by the two branches intersecting and by two essentials:

The 2030 and 2050 Pop and Employment Range Forecasts
A range of need for units and jobs

Preliminary and Final Urban Growth Reports (UGR)
To match need/demand from forecasts to existing and future capacity
UGR-R = residential needs (dwelling units)
UGR-E = employment needs (building types and sq. footage)

The Trunk: A myriad of Metro and local growth management decisions. Choices about expansion of the UGB, growth allocations and capacities, policy-making about investment choices, size and extent of Reserves and more; all of which are to be made no later than 2011.

Note that the nature of the Trunk has yet to be decided.

Will it be fast growing, based on the higher ends of the forecasts, mostly relying on UGB expansion?

or

Will it be more dense in the center, depending on mostly growth allocations to the core, and based on a lower to middle-range growth forecast?

Not to forget about feeding the Tree:

Local aspirations, a collection of jurisdictional desires and visions for their future communities, are part of the mix. Some cities want to go up, others out, and some would like very little growth. Metro has been collecting these aspirations in a “bottom-up” fashion and these will also play into the formation of the Tree.