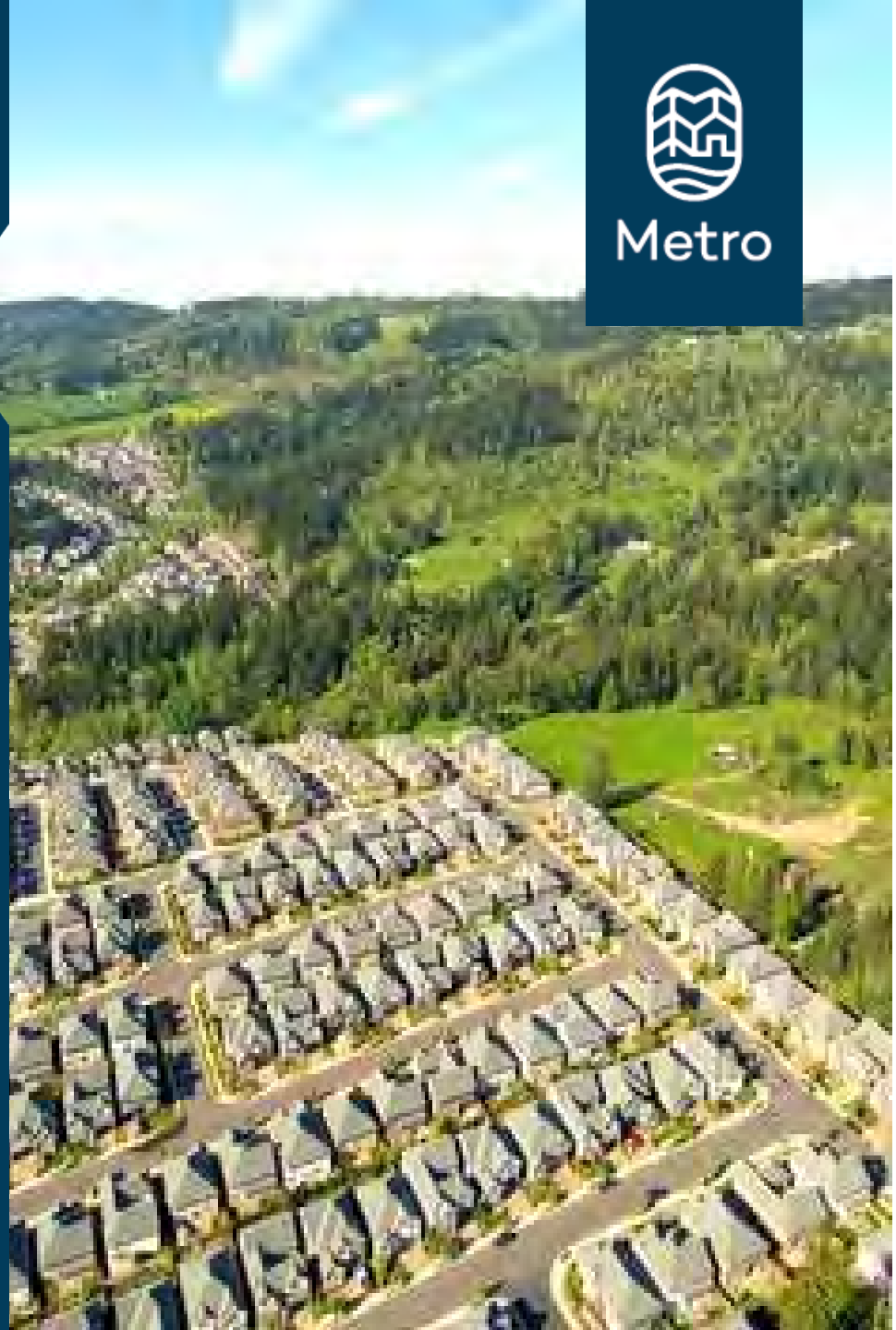


# Visioning the next 50 years: equity, growth & collaboration

February 2023



Metro



# Oregon planning

Protecting what's special

Unique beauty

Sense of place

Preservation of natural areas and farmland

Carefully planning for the future



**“WE WANT YOU TO VISIT OUR STATE OF  
EXCITEMENT OFTEN. COME AGAIN AND AGAIN.  
BUT FOR HEAVEN’S SAKE, DON’T MOVE HERE TO  
LIVE. OR IF YOU DO HAVE TO MOVE IN TO LIVE,  
DON’T TELL ANY OF YOUR NEIGHBORS WHERE  
YOU ARE GOING.”**

**TOM MCCALL**

© Lifehack Quotes



# 1990's: desire for unified vision

## Concept A Growing out



Significant expansion of the UGB; new growth at urban edge develops mostly in the form of housing.

284,000 acres in UGB  
(51,000 acres added to UGB)

## Concept B Growing up



No UGB expansion; growth accommodated through development of existing land within the urban growth boundary.

234,000 acres in UGB

## Concept C Neighboring cities



Moderate expansion of the UGB; growth focused in centers, corridors and neighboring cities.

257,000 acres in UGB  
(22,000 acres added to the UGB)



# 2040 Growth Vision

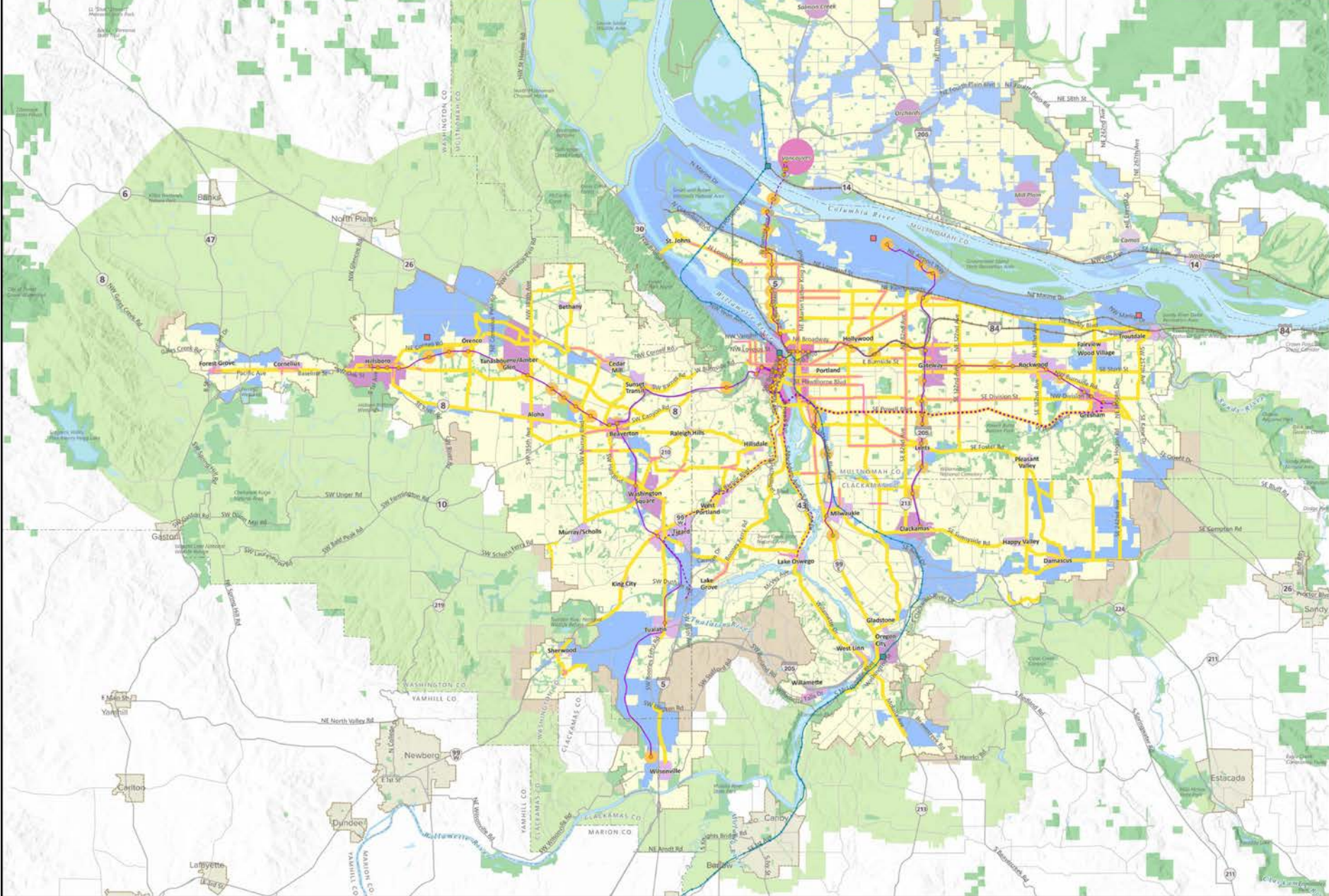
## 2040 recommended alternative



Growth is encouraged in centers and corridors with increased emphasis on redevelopment within the urban growth boundary.







## 2040 Growth Concept Map

December 2018

0 6 12 Miles  
0 10 20 Kilometers

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or geospatial accuracy. There are no warranties, expressed or implied, including the warranty of merchantability, or fitness for a particular purpose, accompanying this product. However, notification of any errors are appreciated.

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

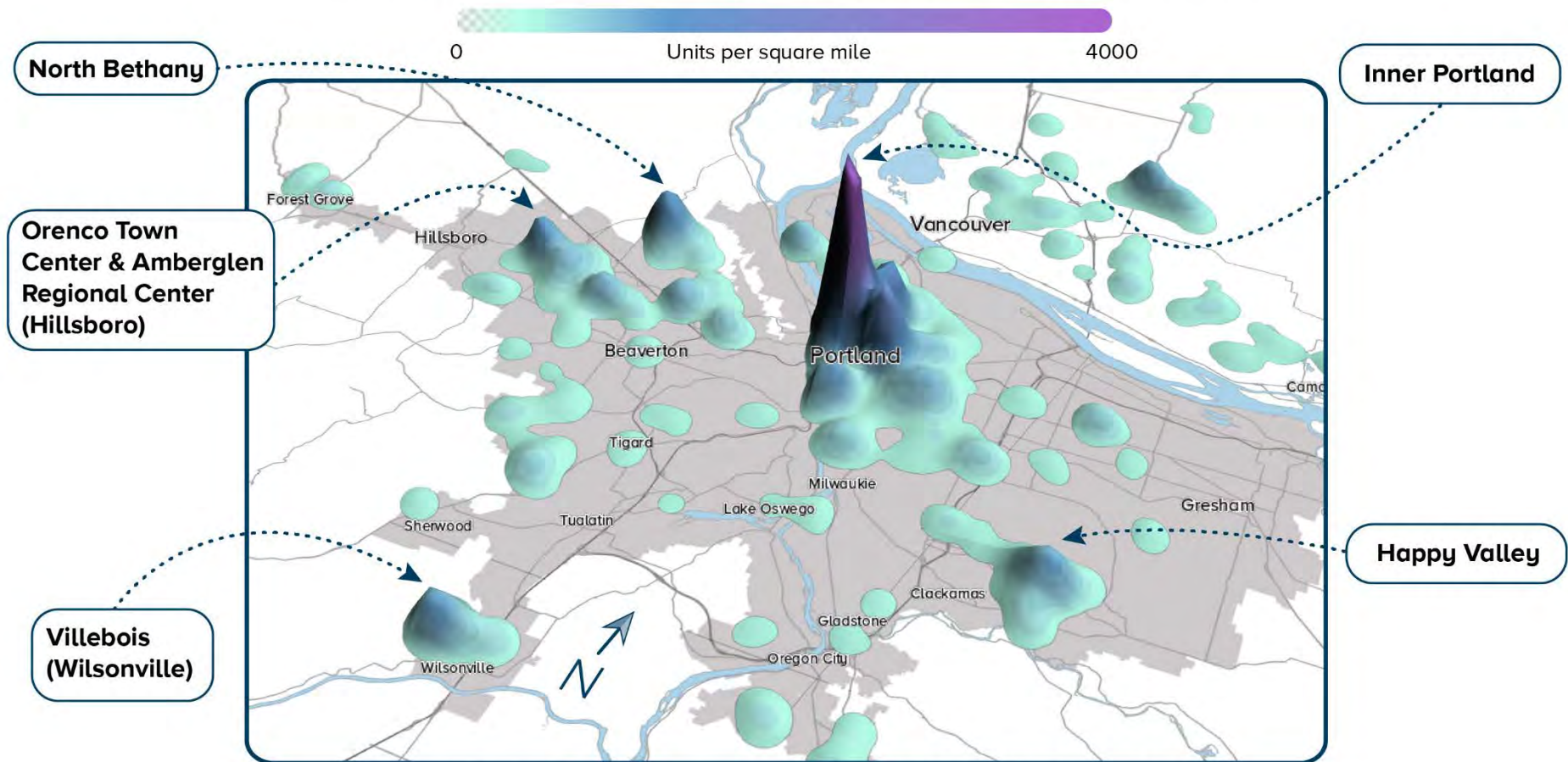


For more information on these initiatives, visit <http://www.oregonmetro.gov/2040>



# Growth is happening where intended

*Housing permits in the Portland Metro area, 2009-2017 - units per square mile*



Source: Construction Monitor data report Q1 2009 - Q2 2017. Created October 2017





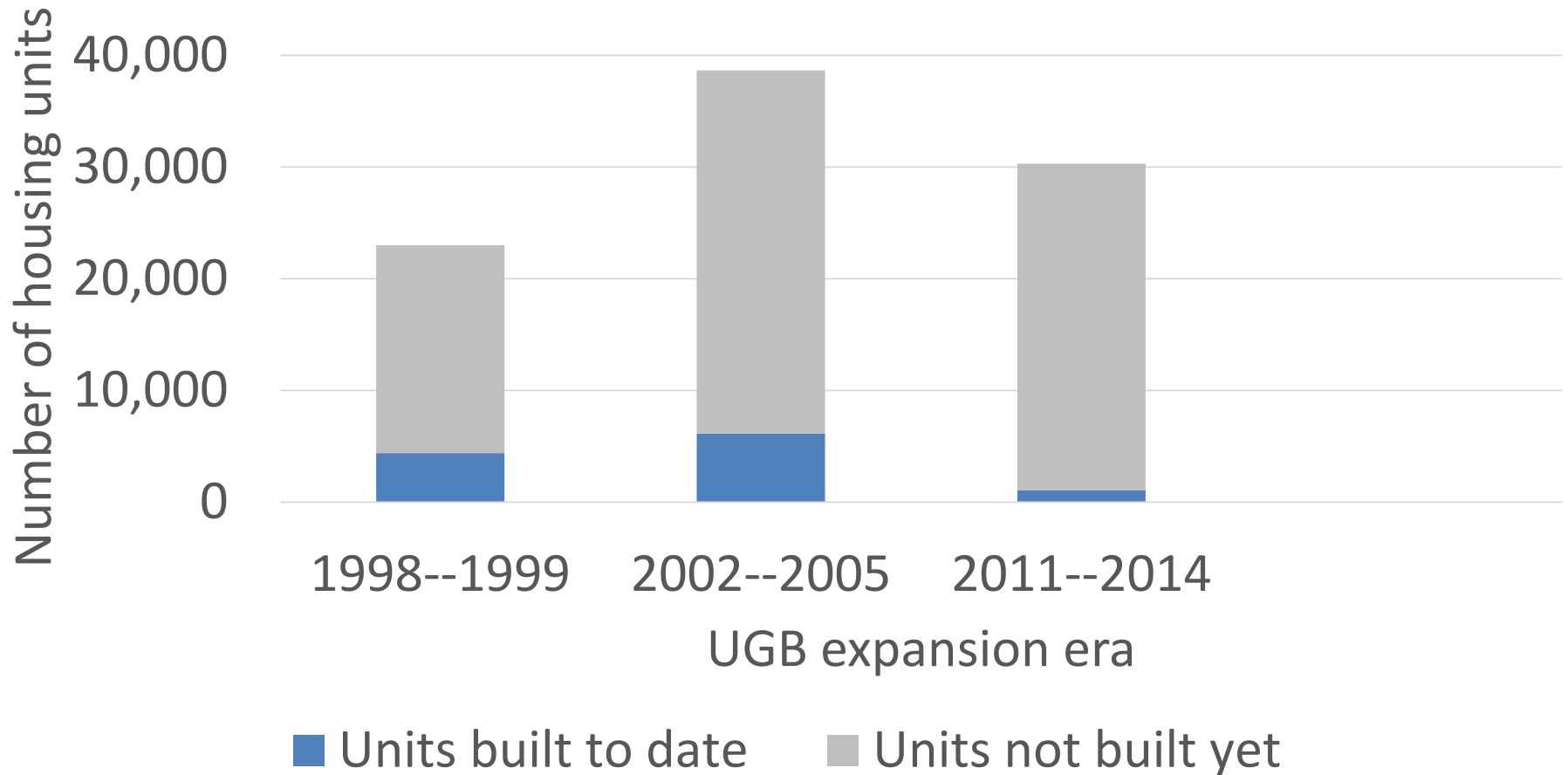


# Land readiness matters

UGB expansions only produce jobs or housing when governance, infrastructure and market are addressed.



# Past UGB decisions that did not emphasize readiness have been slow to produce housing



Source: ECONorthwest analysis using RLIS taxlot data (note: taxlot data tends to lag actual development)



# Metro's land use committees

Metro Technical  
Advisory  
Committee

Metro policy  
Advisory  
Committee

Corridor Advisory  
Committees



# Metro development programs

- Equitable development
- Brownfields
- Transit-oriented development
- 2040 Planning & Development grants
- Placemaking grants
- Economic Development





# Get Moving 2020: 82<sup>nd</sup> Ave

## Alderwood-Killingsworth Path Planning (1 mile)

Design multi-use path to provide safe walking/biking facility.

**\$.6M**

PP ODOT

## Safety and State of Good Repair Killingsworth to Sunnybrook (9 miles)

Add/improve sidewalks, crossings, lighting to reduce severe injury and fatal crashes. Address maintenance issues (repair pavement and replace older signals, address Americans with Disabilities Act needs) to facilitate jurisdictional transfer from ODOT to PBOT within the City of Portland.

**\$294.6M**

FBIOT ODOT

## Airport Way

### Intersection with 82nd Ave

Partial grade separation to reduce auto congestion and accommodate airport growth.

**\$35M** [leverages Port of Portland funds]

PP

## MAX Station Access Planning 82nd Ave Station

Planning process and subsequent design to improve station access to the west side of 82nd to reduce the need for at-grade pedestrian crossings of 82nd Avenue.

**\$1.1M**

TAM

## Bus Rapid Transit

### Killingsworth to Clackamas Transit Center (9 miles)

Improvements along 82nd Avenue to improve transit (Line 72) speed, reliability, station access, amenities, and rider experience; including bus priority/queue bypass lanes, enhancements to transit stops, and upgraded transit signal priority systems.

**\$205M** [could leverage federal funds]

TAM

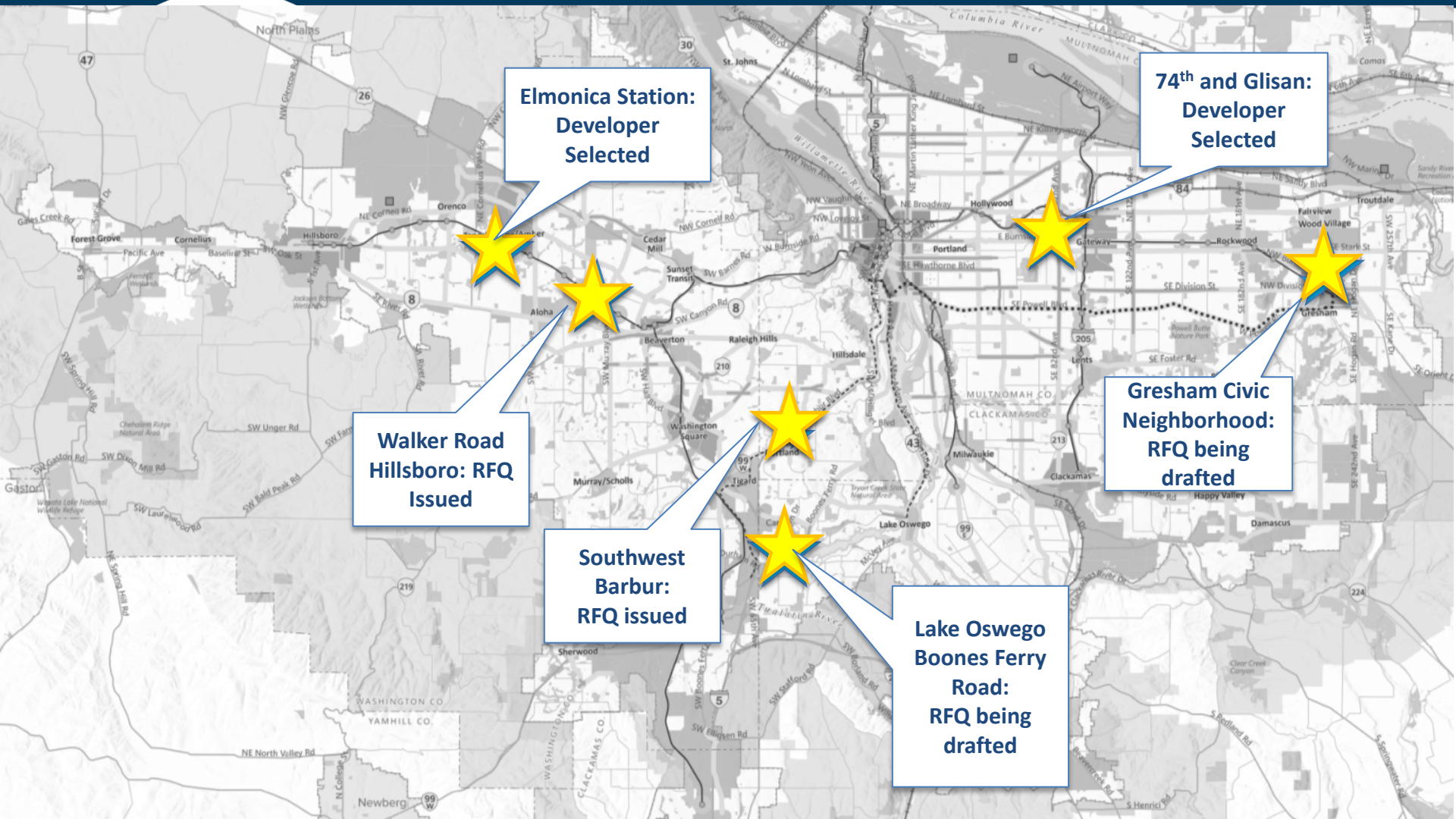
M

58  
Description: 53rd Ave Station  
Alternative: B1





# Transit Oriented Development



**Elmonica Station:  
Developer  
Selected**

**74<sup>th</sup> and Glisan:  
Developer  
Selected**

**Walker Road  
Hillsboro: RFQ  
Issued**

**Southwest  
Barbur:  
RFQ issued**

**Lake Oswego  
Boones Ferry  
Road:  
RFQ being  
drafted**

**Gresham Civic  
Neighborhood:  
RFQ being  
drafted**

# Placemaking grants

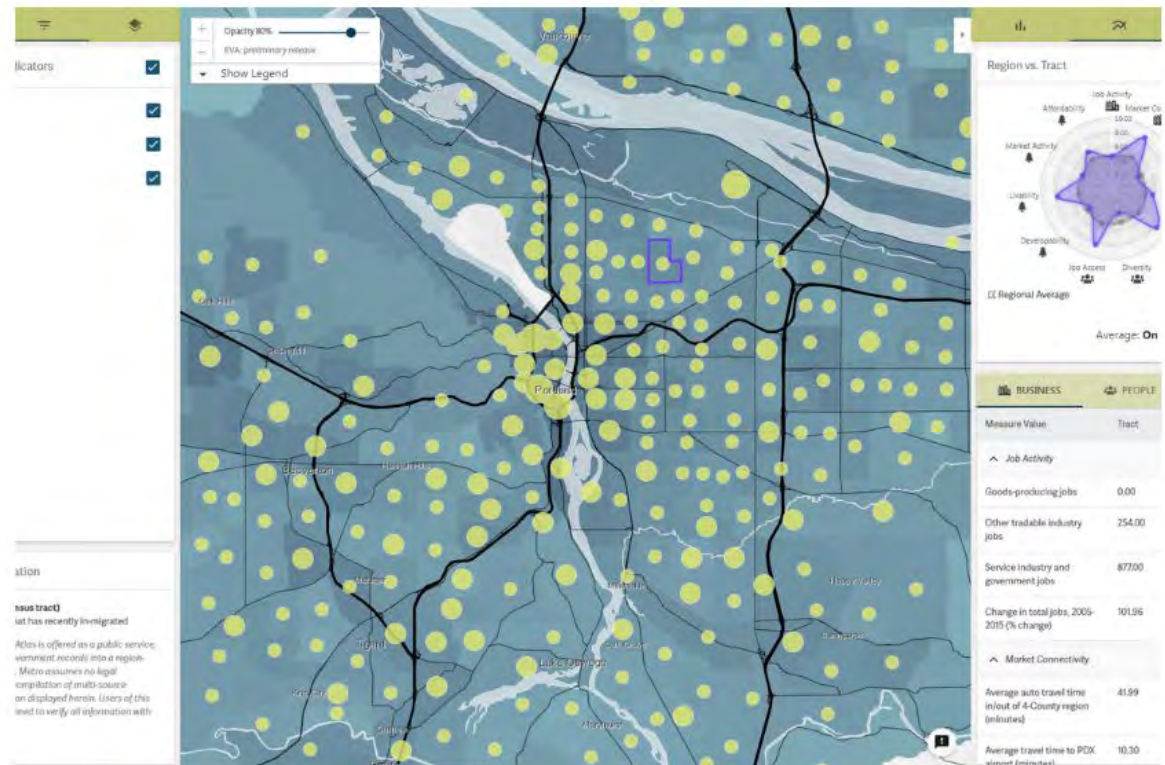




# Economic Value Atlas

## Economic Value Atlas

The Economic Value Atlas project provides tools and analysis to better align planning and public investments to strengthen the regional economy.



[www.oregonmetro.gov/tools-partners/guides-and-tools/economic-value-atlas](http://www.oregonmetro.gov/tools-partners/guides-and-tools/economic-value-atlas)

# Questions?

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Contact me