

# Changing times require creative approaches

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# Balancing the Relationship Between Development and Environmental Protection

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“Congestion will cost the Portland area \$844 million in 2025 due to increased freight costs, lower worker productivity, due to increases in travel time.”<sup>1</sup>



“Smart growth would save as much as \$250 billion in public and private costs over the next 25 years.”<sup>3</sup>

“Smart growth patterns would cut the annual cost of services by 19% and save roughly \$136 per capita per year.”<sup>4</sup>

## Smart growth: Savings in infrastructure



“Portland’s shorter commutes save the region’s residents \$2.6 billion per year, \$800 million of which would otherwise leave the state.”<sup>2</sup>



## Smart growth and the environment...

“Per capita fuel use in Portland/Multnomah County dropped 9% since 1990.”<sup>1</sup>

“A doubling of density results in a 25-30 percent reduction in vehicle miles traveled (VMT).”<sup>5</sup>

In Multnomah County, total CO<sup>2</sup> emissions have decreased by 12.5% since 1990 and have remained at those levels. Whereas, total emissions in the US have increased by 16%.<sup>4</sup>



“A 2000 study found that compact development in New Jersey would produce 40 percent less water pollution than more dispersed development patterns.”<sup>3</sup>

“In 2005, daily vehicle miles traveled/capita in the Portland-Vancouver region was 20.3, while the national average was 23.8. This reduces CO<sup>2</sup> by 1.1 million tons each year.”<sup>2</sup>

“A 2005 Seattle study found that residents of neighborhoods where land uses were mixed and streets are better connected, making non-auto travel easier and more convenient, traveled 26 percent fewer vehicle miles than residents of neighborhoods that were more dispersed and less connected.”<sup>6</sup>

# Outcomes Based Approach

## Defining a a successful region



- People live and work in vibrant communities where they can choose to walk for pleasure and to meet their everyday needs.
- Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
- People have safe and reliable transportation choices that enhance their quality of life.
- The region is a leader in minimizing contributions to climate change.
- Current and future generations enjoy clean air, clean water and healthy ecosystems.
- The benefits and burdens of growth and change are distributed equitably.

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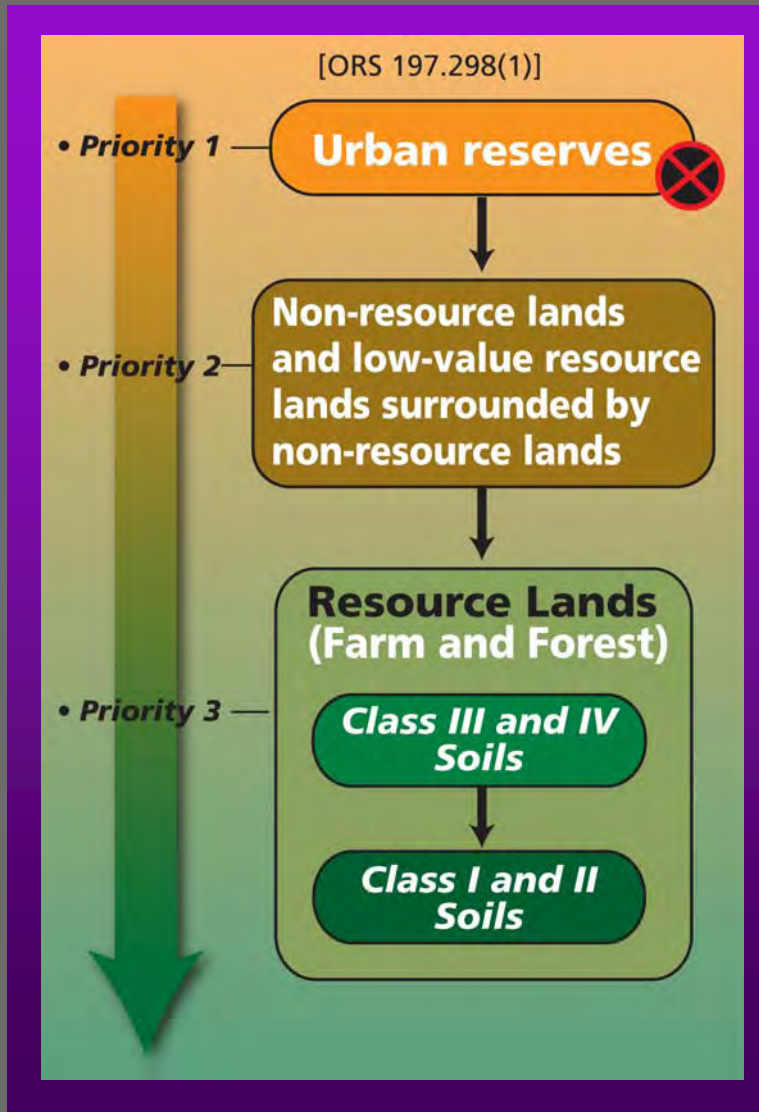
??

- Yes
- No
- Maybe
- None of the Above
- All of the Above

# Community Investment Strategy

- Invest in safe, livable communities
- Promote economic development and good jobs
- Protect our natural areas
- Reduce inefficiency, foster innovation and demand accountability

# State law governs expansion of the urban growth boundary

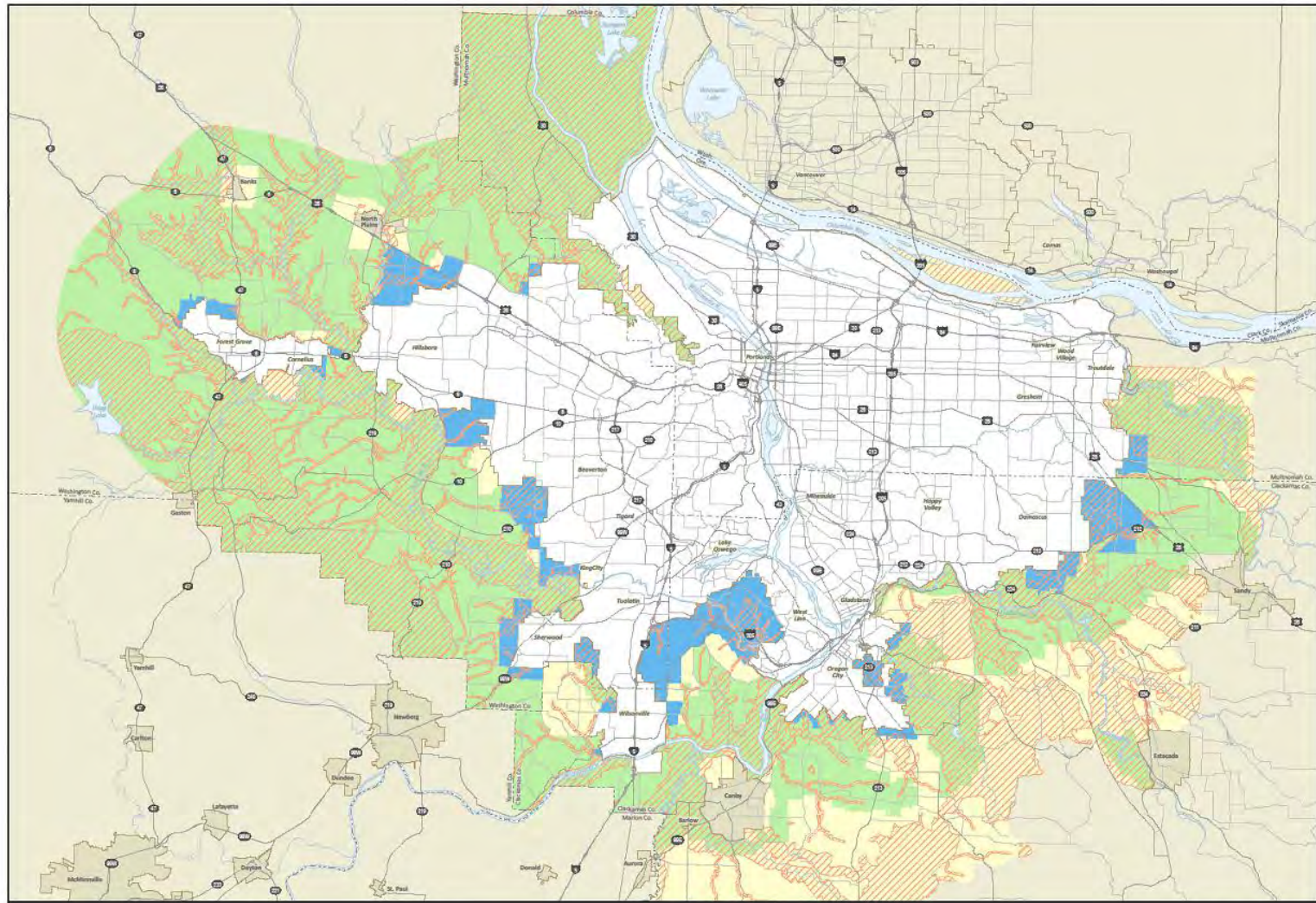


## Exceptions

[ORS 197.298(3)]

- (a) *Specific identified land needs cannot be met on higher priority lands.*
- (b) *Services cannot be provided to higher priority lands.*
- (c) *maximum efficiency to use lower priority lands in order to serve higher priority lands.*

# What are urban and rural reserves?



## Reserves and Natural Landscape Features

Attachment 10 to Staff Report for Ordinance No. 11-1255, March, 2011, DRAFT

0 1 2 4 miles

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- Proposed rural reserve
- Proposed urban reserve
- Undesignated reserve land
- County boundaries
- Portland metropolitan UGB
- Neighboring cities' UGBs
- Subset of the natural landscape features inventory



# The cost of doing nothing

- more than 11,000 acres of rural farms, forests and natural areas could be converted to urban uses
- residents of the region could be paying almost 50 percent of their income on housing and transportation
- opportunities to conserve a connected system of natural areas and recreation opportunities for people to enjoy with their families will be lost
- greenhouse gas emissions from vehicles traveling in our region could increase by 49 percent
- the region's roadways could be 106 percent more congested during the evening commute
- the cost of delay for moving freight on the region's roadways during the peak shipping period could increase by 582 percent.

- The Existing Region: How do we continue to create great communities within the urban growth boundary?
- The Growing Region: How do we create great communities as we bring new land into the urban growth boundary?
- The Greater Region: When urban expansion is needed, how do we proceed in a thoughtful way that balances agriculture and urban needs and respects the concerns of neighboring communities?



Willamette River Bridges, Looking Northwest, (1938)  
Courtesy Roy Boltenberg, "Images of America: Bridges of Portland"

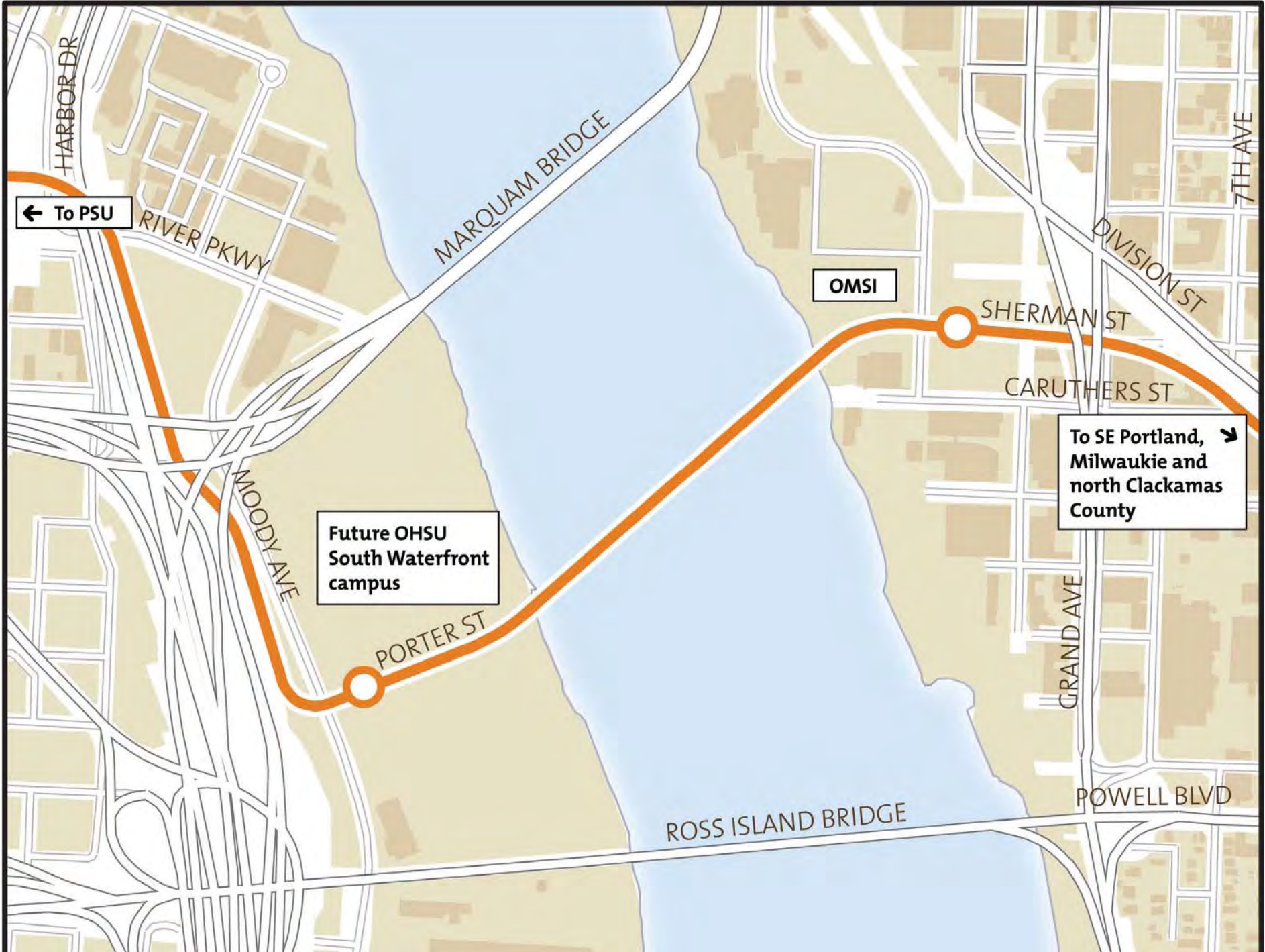


ZRZ South Waterfront

<PORTLAND, OR>

<OVERALL AERIAL PHOTO>

November 2010



← To PSU

Future OHSU  
South Waterfront  
campus

OMSI

To SE Portland,  
Milwaukie and  
north Clackamas  
County →

HARBOR DR

RIVER PKWY

MARQUAM BRIDGE

MOODY AVE

PORTER ST

ROSS ISLAND BRIDGE

OMSI

SHERMAN ST

CARUTHERS ST

GRAND AVE

POWELL BLVD

DIVISION ST

7TH AVE













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