

**CLIMATE
SMART
COMMUNITIES
SCENARIOS PROJECT**

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Climate Smart Communities Scenarios Project Update

**Portland Planning and Sustainability Commission Briefing
June 2013**

Bob Stacey, Metro Councilor, District 6
Kim Ellis, project manager



Climate Smart Communities Scenarios Project

- Working together with city, county, state, business and community leaders
- Researching how land use and transportation strategies can be leveraged to advance public and private investments to
 - create jobs and great communities
 - meet state targets for reducing carbon emissions



Building toward six desired outcomes



Vibrant communities



Equity



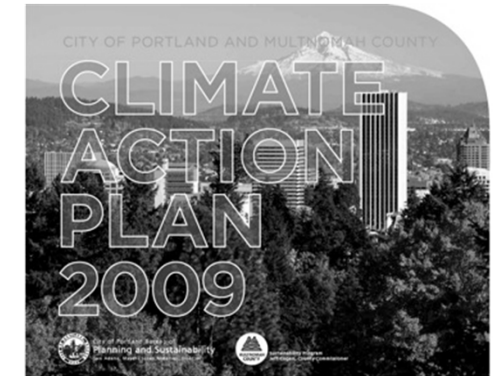
Economic prosperity



Transportation choices



Clean air & water



Climate leadership

Where we've been and where we are headed

PHASES 1 AND 2

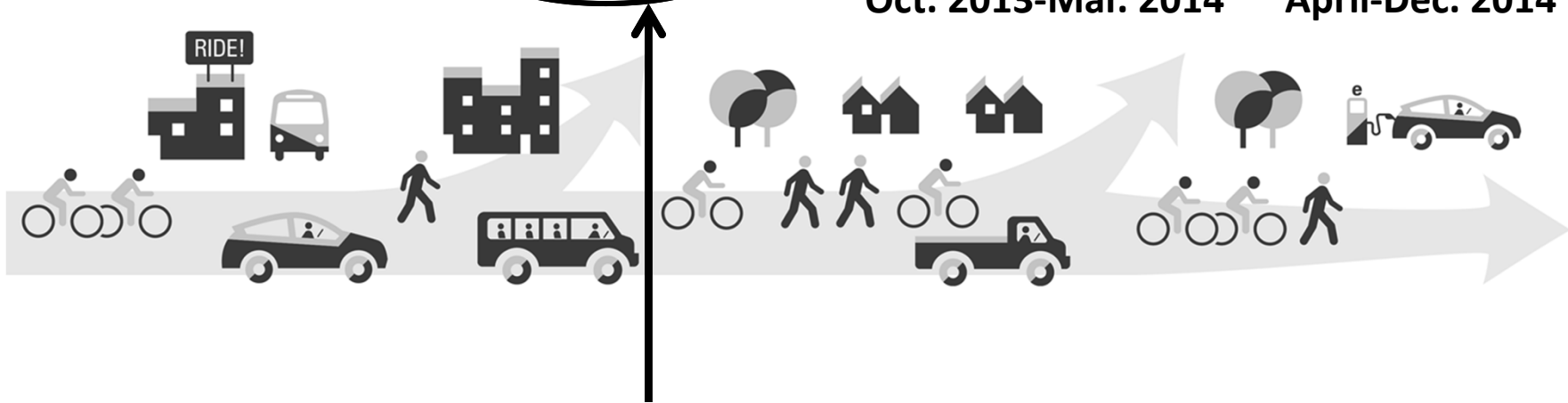
Understand Choices
2011-2012

Shape Choices
Jan.-Sept. 2013

PHASE 3

Shape Preferred Scenario
Oct. 2013-Mar. 2014

Select Preferred Scenario
April-Dec. 2014



WE ARE HERE

Case studies show local and regional actions being taken

SPRING 2013

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT



COMMUNITY CASE STUDY SERIES
This case study showcases actions that communities in the Portland metropolitan region are already taking to help reduce greenhouse gas emissions from cars and small trucks.

This is one of eight in a series developed for the Climate Smart Communities Scenarios Project.

- Beaverton
- Clatskanie County
- Gateway (Portland)
- Hillsboro
- Rockwood (Gresham)
- Willamette
- Employer-based commuter programs
- Neighborhood-based travel options

Beaverton
Community case study

Beaverton builds economic opportunity

Beaverton is revitalizing its downtown with targeted investments and partnerships to create jobs and civic destinations, increase housing choices, provide access to nature and expand travel options for residents and visitors. These actions are helping the city grow in a sustainable manner, create a healthy, livable community and reduce greenhouse gas emissions from transportation.

Downtown Beaverton is served by three state highways, one commuter rail line, two light rail lines and one freight rail line that connect Beaverton to other communities in the region. Since opening in 1998, MAX's MAX light rail stations have attracted housing, employment and retail development to the area. A project known as The Round, featuring a mix of office and housing, was built around the Beaverton Central station surrounding a circular plaza that includes the MAX station.

Old Town, south of Farmington Road, offers a well-connected street grid and historic buildings with small businesses and pedestrian-oriented retail. The Beaverton Central Library, Beaverton City Park and the Beaverton Farmers Market are gathering places that serve nearby neighborhoods and visitors from across the region.

The city has built strong public support for and remains committed to expanding housing and transportation choices, creating parks and natural areas, and supporting local businesses to spur downtown revitalization.

Key challenges

- Major transportation corridors divide the north and south parts of downtown Beaverton.
- An incomplete street network, high traffic volumes, long blocks and inadequate bike and pedestrian crossings limit access and mobility.
- The Round remains incomplete, contributing to the lack of downtown housing choices and job opportunities.
- Aging infrastructure and empty or underutilized development sites limit the vibrancy of the area.

The Oregon Legislature has required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.

Strategies


- Mixed-use development
- Active transportation
- Traffic management



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Rockwood
Community case study

Investing in a community vision

The Rockwood area is the western gateway to the City of Gresham. It is served by the MAX light rail line and five stations, and provides a variety of housing options. Most of Central Rockwood was developed after World War II when land use patterns were driven by auto-oriented development. To some extent, the area evolved from farmland and open space to a suburban land use pattern with high-volume arterial streets. Most of the older buildings and landmarks that provided a visual link to Rockwood's origins as a rural community were removed.

The result has been an auto-oriented, low-profile patchwork of land uses and activities that are often poorly integrated and visually unappealing. While the addition of light rail has provided increased opportunities for Rockwood, there are few mid-station MAX line crossings, resulting in less connectivity within Rockwood. For these and other reasons, the Central Rockwood area has suffered from a lack of focus, identity, and investment. A series of planning efforts currently underway are providing direction for the Rockwood area to grow and develop in a sustainable manner to help create healthy, livable neighborhoods and reduce greenhouse gas emissions.


Key challenges

- The design quality for new construction needs to better enhance the community aesthetic.
- New investment in the area is needed to encourage new business and private development.
- Available amenities don't meet the needs of the area's changing population.

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Strategies


- Mixed-use development
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- Transit



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Gateway
Community case study

Building community support for redevelopment

Adjacent to two regional freeways and served by three light rail lines and 13 bus lines, the Gateway area in East Portland provides one of the region's best transportation networks. It is projected to become the most accessible location in the Portland metropolitan region in 20 years, creating a new center for jobs and the residents of East Portland. With increased activity, the area will be a destination for working, shopping and recreation, and home to thousands of people, both newcomers and longtime residents.

With this focus, it is evolving into a source of community pride as an embodiment of the values and aspirations of the East Portland community. Redeveloping a low density, suburban style commercial and retail area into a more dense, pedestrian-friendly, mixed-use community will require sustained investment. The Opportunity Gateway Concept Plan and Redevelopment Strategy, the culmination of an effort by hundreds of stakeholders over a two-year period, sets the stage for a transformation that supports sustainable development and helps the region meet the state mandate to reduce greenhouse gas emissions for cars and small trucks.

The Oregon Legislature has required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.

Key challenges

- Options for residents to gather and hold community events are limited due to a lack of parks and open spaces.
- There is an absence of quality affordable and market-rate housing.
- Lack of infrastructure makes it difficult to support urban development in a suburban place.
- There is a need to attract more family-wage jobs to the area, matched to the skill sets of the existing workforce.



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- 8 in the series
- Developed in partnership with local staff

State efforts support local and regional actions



Building relationships and informing the evaluation

- Engaged a broad range of perspectives
- Identified challenges, priorities and outcomes to be considered
- Strengthened relationships with community leaders and organizations

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Business Focus Groups Report

A Summary of the Climate Smart Communities Scenarios Project Business Focus Groups Held from December 2012 – April 2013

May 2013

 Metro | Making a great place

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Environmental Scorecard Workshop Report

A Summary of the Climate Smart Communities Scenarios Project Workshop of July 17, 2012

November 2012

 Oregon Environmental Council
It's Your Oregon

 1000 Friends
of Oregon

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Equity and Environmental Justice Scorecard Workshop Report

A Summary of the Climate Smart Communities Scenarios Project Workshop of July 31, 2012


November 2012

 Metro | Making a great place

Climate Smart Communities Scenarios

Health Impact Assessment

Health Impact Assessment Program
Environmental Public Health Tracking Program
Research and Education Services
Center for Health Protection
Public Health Division
Oregon Health Authority

 Oregon Health Authority

Investment choices to be tested this summer

A

RECENT TRENDS

This scenario will show the results of implementing adopted plans to the extent possible with existing revenue.

B

ADOPTED PLANS

This scenario will show the results of raising additional revenues – as called for in the RTP – to allow the region to make more progress toward implementing adopted plans.

C

NEW PLANS AND POLICIES

This scenario will show the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

Information to frame community choices discussion



Jobs and housing



Economy



Cost



Travel

*Evaluation criteria approved by Metro
advisory committees and the Metro
Council in May and June 2013*



Energy and GHG
emissions



Natural resources



Public health



Feasibility



Social equity

What's next?

SUMMER 2013

Update partners and complete scenarios evaluation

FALL 2013 – FIRST LOOK AT RESULTS

Share results and begin to identify choices/tradeoffs

WINTER-SPRING 2014 – COMMUNITY CHOICES DISCUSSION

Discuss choices and tradeoffs and shape draft preferred scenario

SUMMER 2014 – BUILD UNDERSTANDING

Build understanding of preferred scenario

FALL 2014 – ADOPTION PROCESS

Public comment period, hearings and adoption

How can I get involved?



- Stay informed:
www.oregonmetro.gov/climatescenarios
- Sign up for e-mail updates:
climatescenarios@oregonmetro.gov
- Join the Opt-In panel: www.optinpanel.org