



Metro

SB 10 Testimony

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Planning for urban development

- Thoughtful planning
- Meaningful public engagement
- Public infrastructure investments
- Enabling and incenting the market

SB 10 is well-intentioned, but misses the mark on urban planning principles



Local planning allows for meaningful public engagement

Citizen Involvement (Statewide Planning Goal 1)



Transitions are needed between high and low density areas



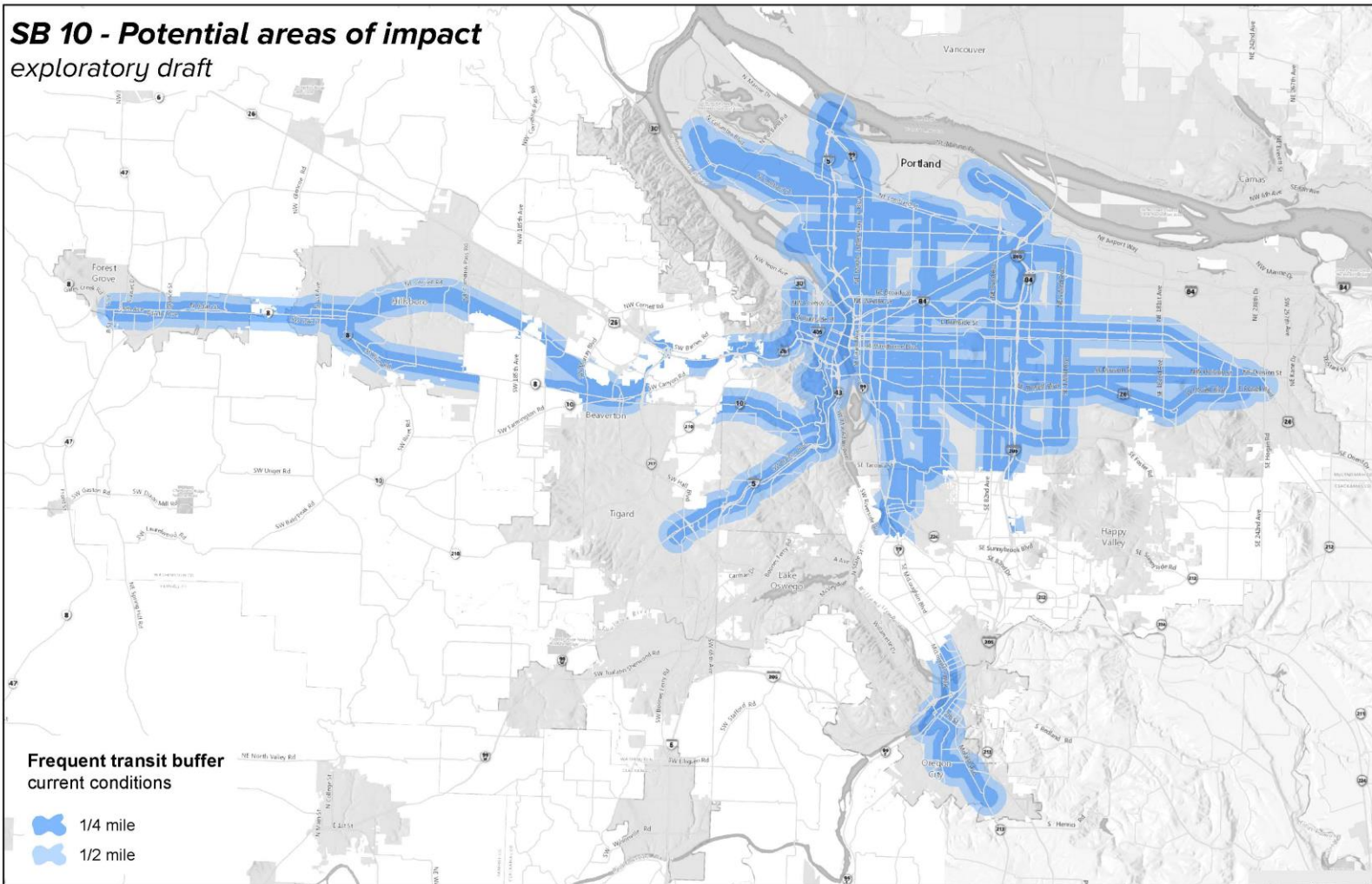
Poor density transition – Houston, TX

Access to transit not always available: Locations within a quarter mile of light rail



SB 10: areas of impact

SB 10 - Potential areas of impact exploratory draft



Zoned capacity is not Greater Portland's challenge

The Metro UGB has zoned capacity for approximately 1.3 million total homes; far more than are likely to be built in coming decades.

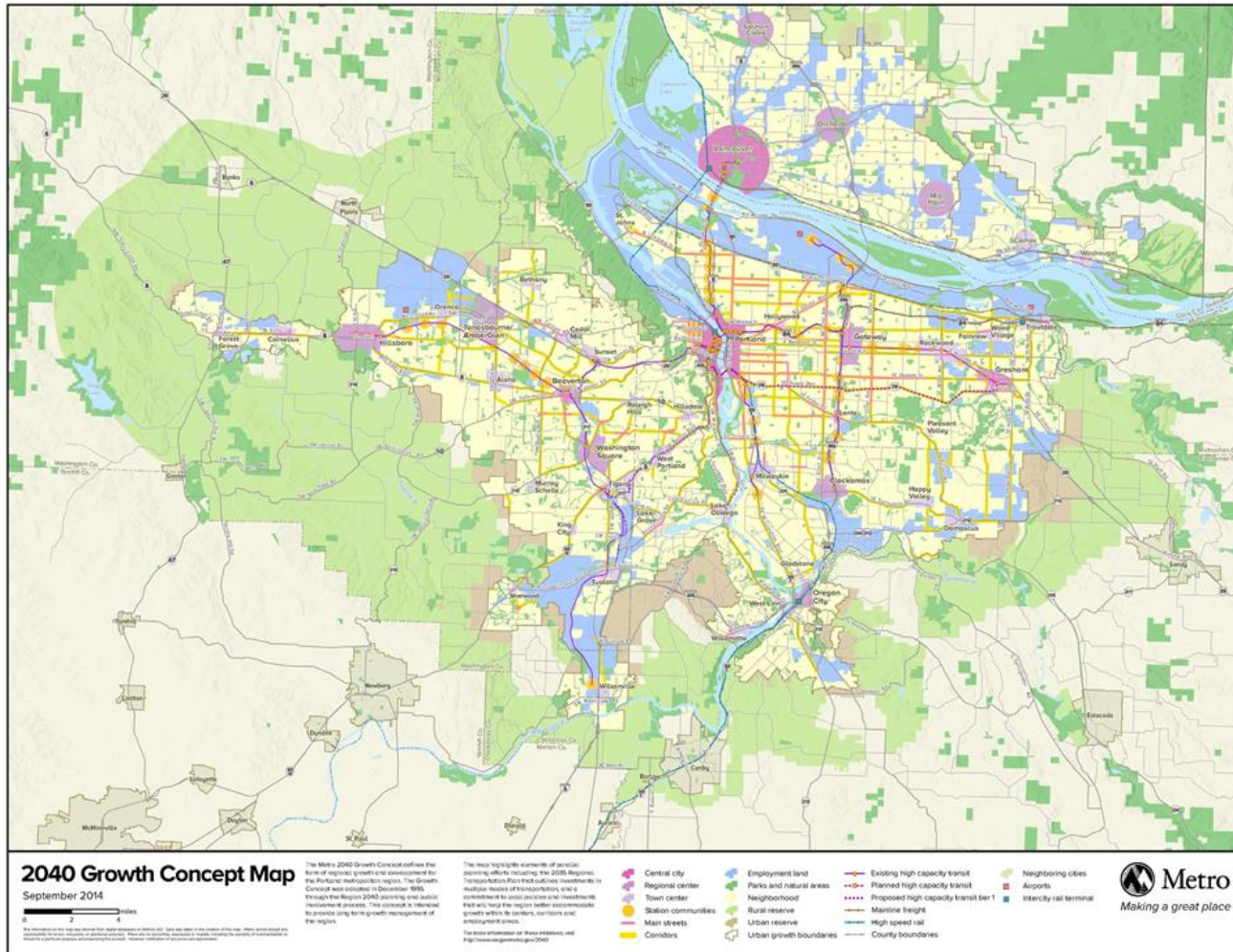


We often need to incentivize transit-oriented development

Metro provides funding for transit-oriented development that may not otherwise happen



The greater Portland region has a plan for focusing growth

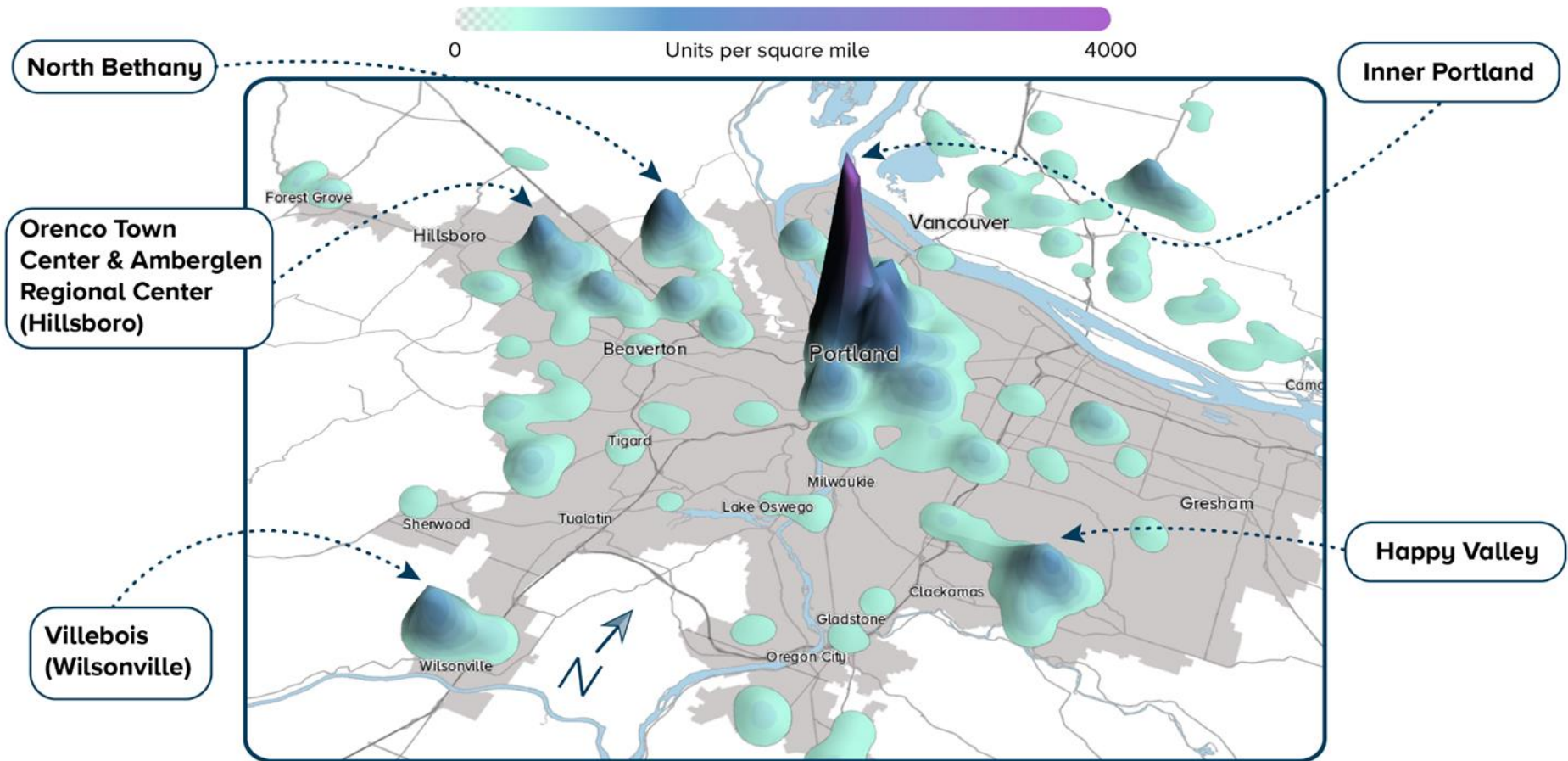


Community plans are working



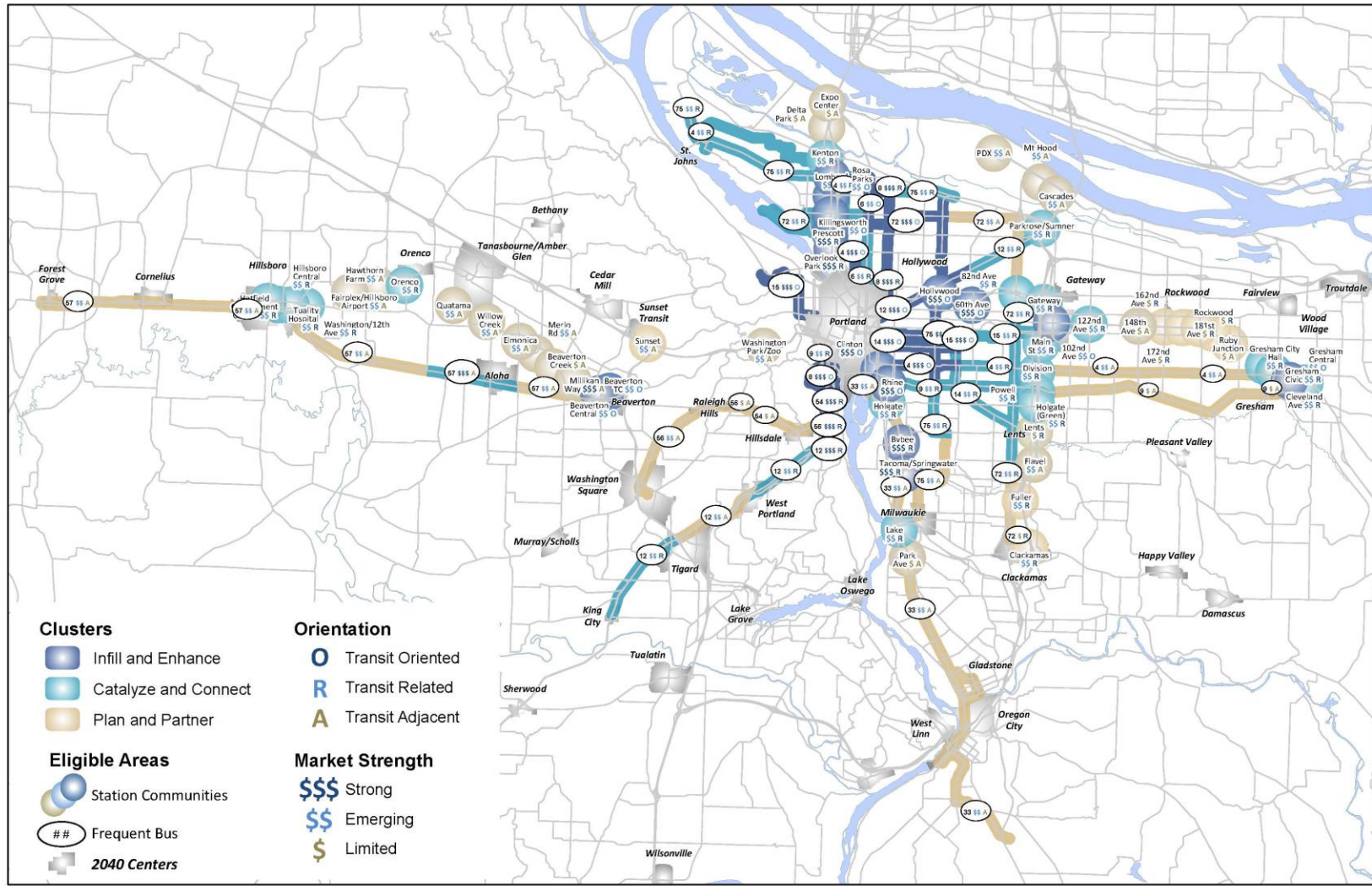
Community plans are working

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

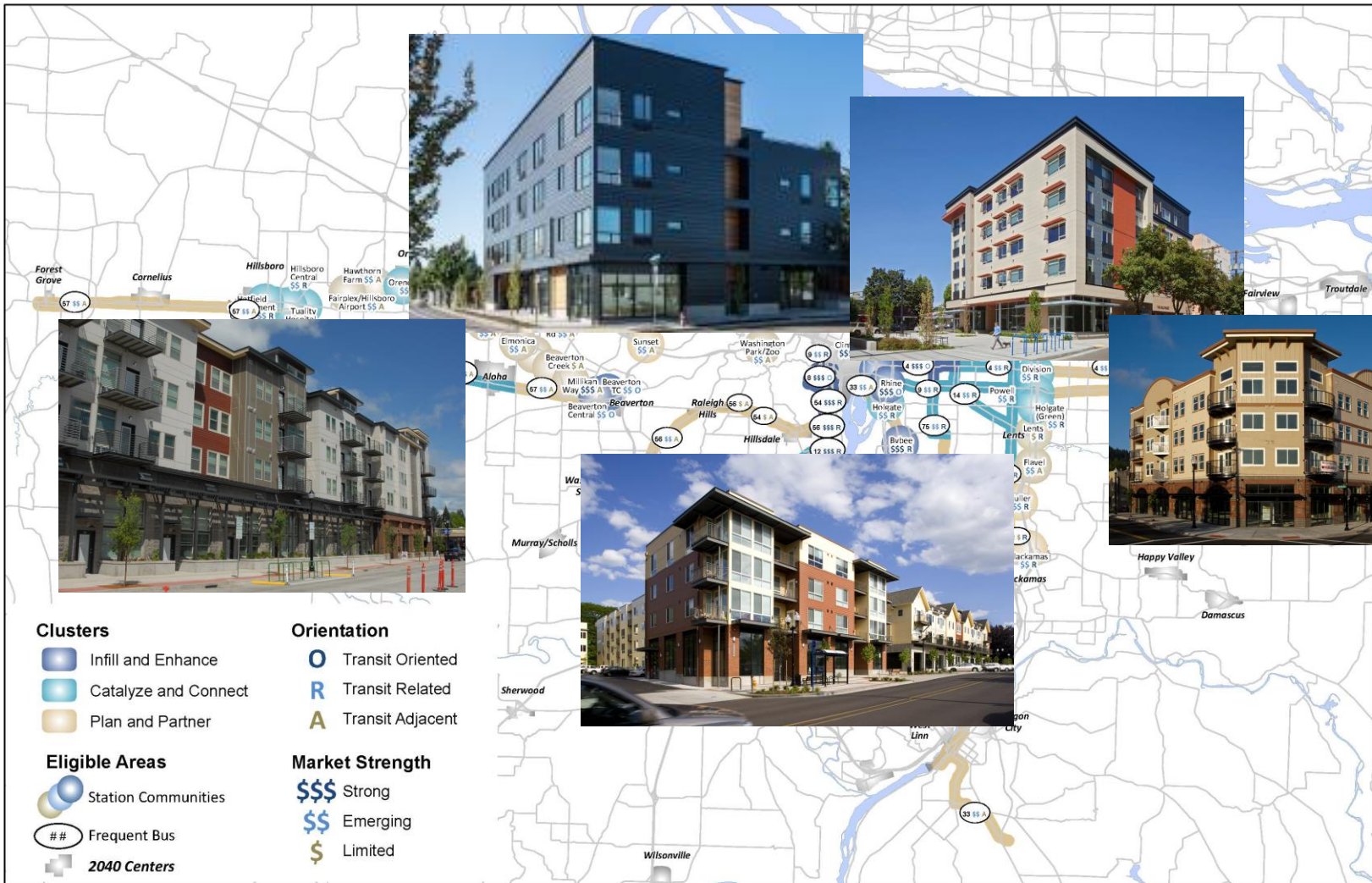


Source: Construction Monitor data report Q1 2009 - Q2 2017. Created October 2017

Metro's Transit Oriented Development (TOD) Strategy



TOD development across Greater Portland



Transit-oriented market development



oregonmetro.gov

