



# Pathways to Urban Sustainability Workshop: A Focus on the Portland Region

Remarks of Robert Liberty, Director

**Urban Sustainability Accelerator**

Nohad Toulan School of Urban Studies & Planning



Portland State  
UNIVERSITY

- Where do sustainability ideas and programs originate in Portland, Oregon & Cascadia and how are they implemented?
- How can sustainability ideas adopted and implemented in Cascadia be effectively transferred to other urban areas?
- What could a Cascadia Urban Sustainability Laboratory contribute? (Illustration from metropolitan level sustainable urban form efforts.)

*Where do sustainability concepts  
and programs originate in  
Portland, Oregon & Cascadia and  
how are they implemented?*

*Among the elements contributing to Portland's success have been strong public-private partnerships, a culture of planning, and a willingness to implement diverse ideas generated by academics, consultants, companies and government agencies.*



EASTSIDE EXPRESSWAY

EXPRESSWAY

SELLWOOD FREEWAY

Sellwood Bridge

FREEWAY

GLENCULLEN FREEWAY

PORTLAND - SALEM

FREEWAY

FREEWAY

FREEWAY

SUNSET

EAST BANK

DRIVE

HARBOR

FREEWAY

BARNES ROAD EXP

INDUSTRIAL



25<sup>yrs</sup>

The line that started it all  
Celebrating 25 years of MAX Blue Line to Gresham



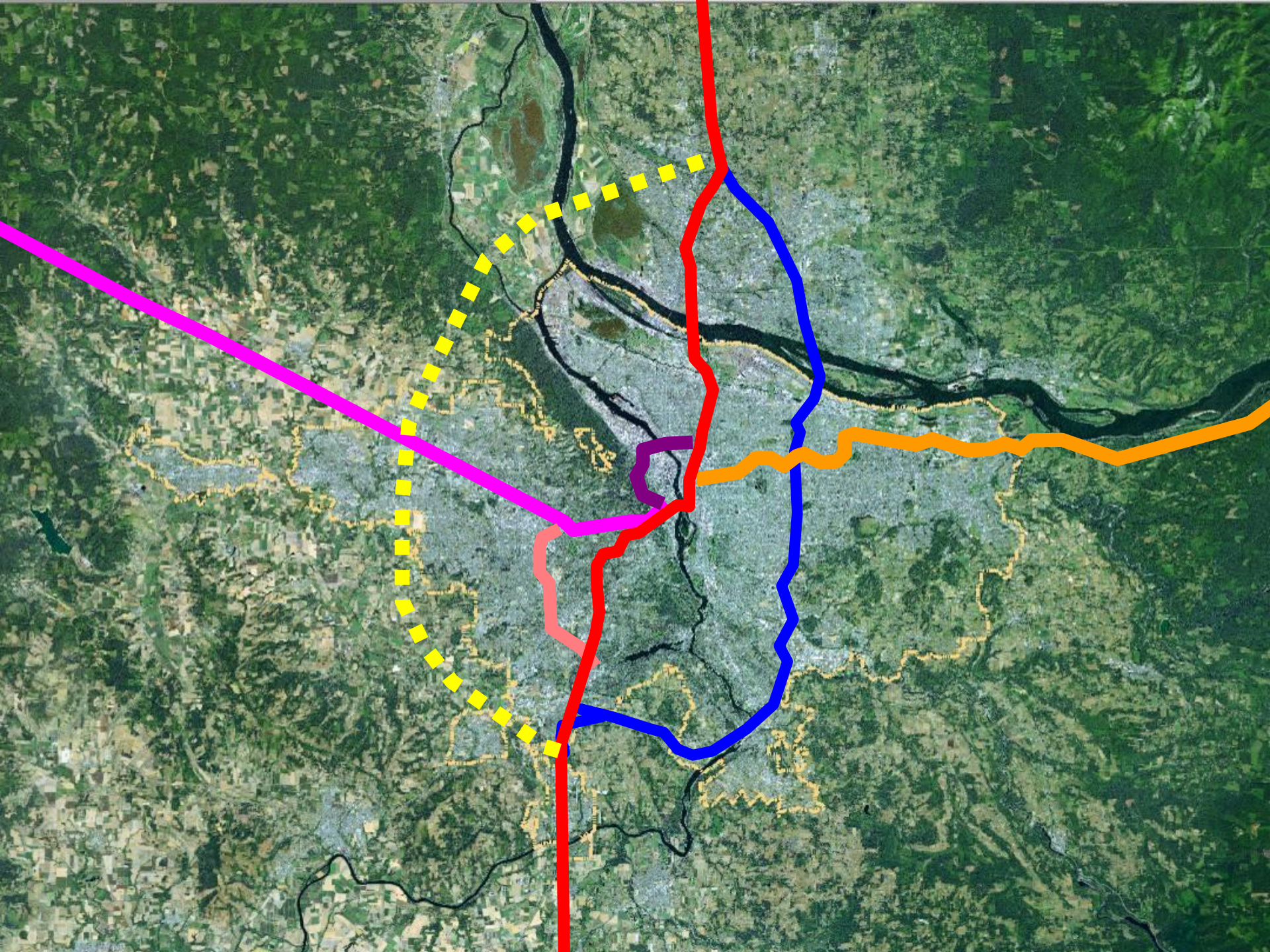


# STOP

## Sensible Transportation Options for People

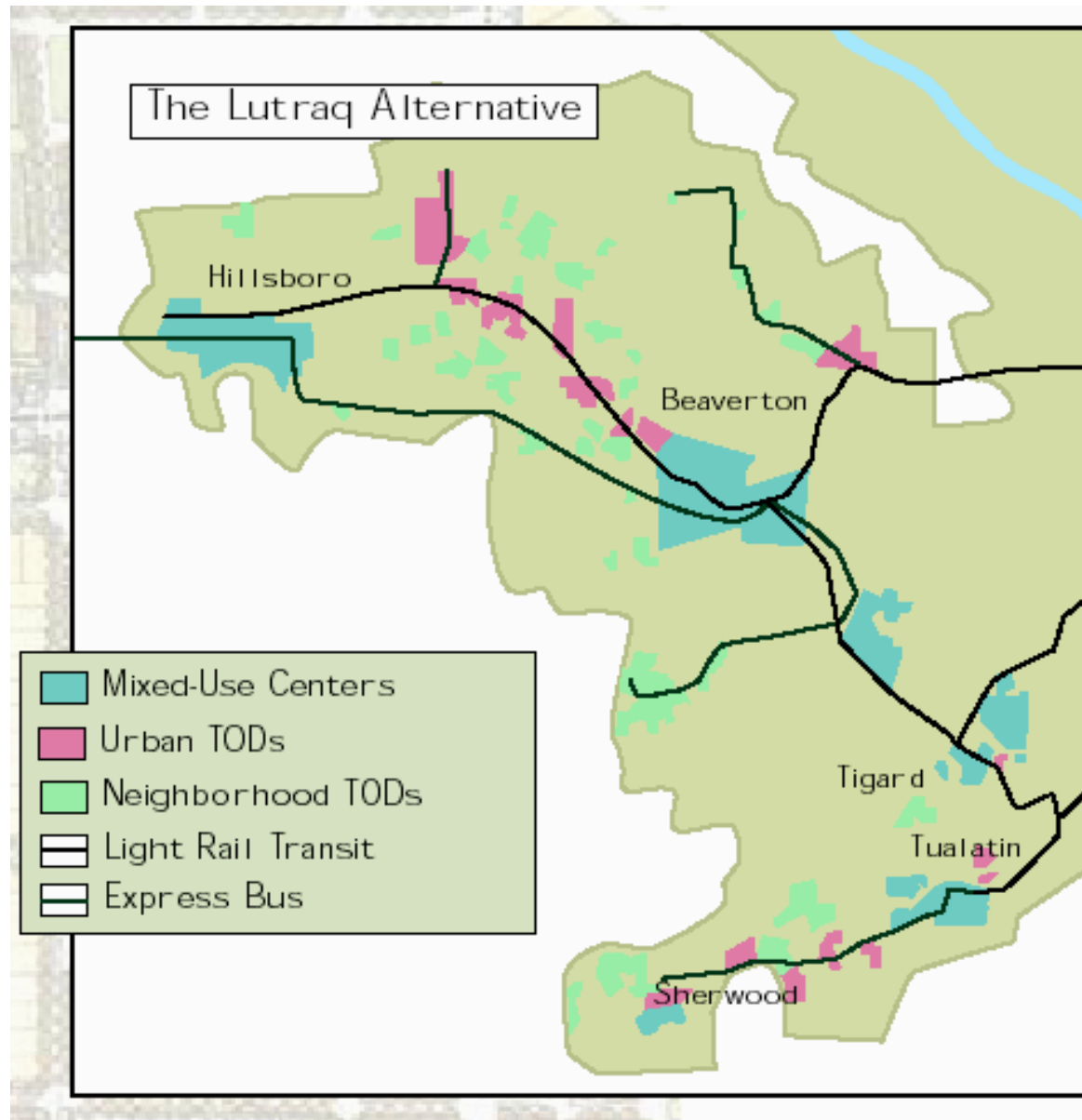


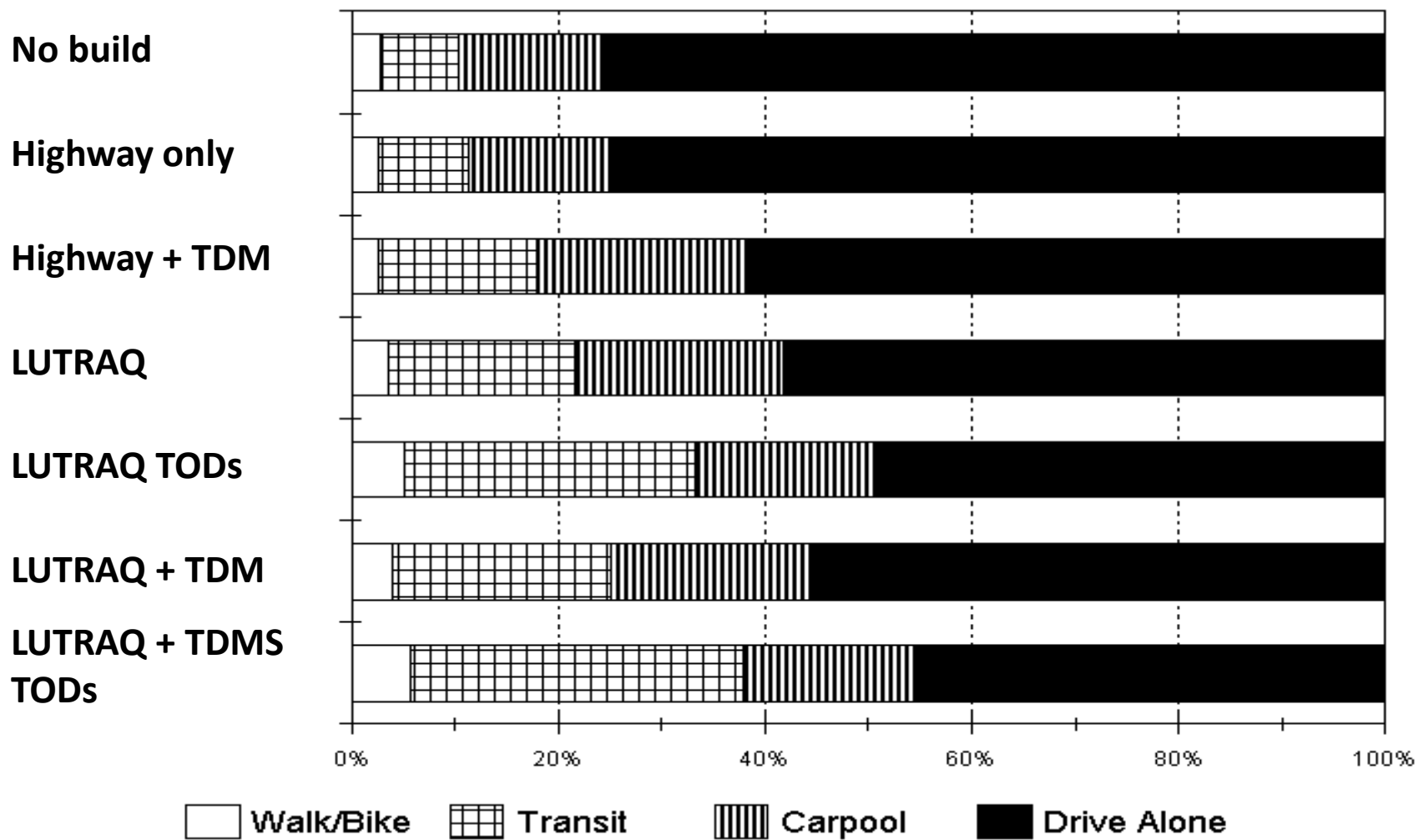






# LUTRAQ (Land Use Transportation Air Quality Alternative)







STOP





# WARNING SEWAGE

AVOID CONTACT WITH RIVER AFTER RAIN

**FOR MORE INFORMATION, CALL 823-2479**

ENVIRONMENTAL SERVICES, CITY OF PORTLAND



# Portland's Big Pipe

The system will redirect 96% of the yearly combined sewer and stormwater flows to the Columbia Boulevard Wastewater Treatment Plant.

















# *Northwest Environmental Advocates*

Our mission is to work through advocacy and education to protect and restore water and air quality, wetlands, and wildlife habitat.



Willamette  
RIVERKEEPER<sup>®</sup>.org





# Metro





# National Urban Greenspaces Inventory

National Urban Greenspaces Inventory  
June 1995



Legend

- Water
- Urban Greenspaces
- Other
- High-Density Residential
- Low-Density Residential

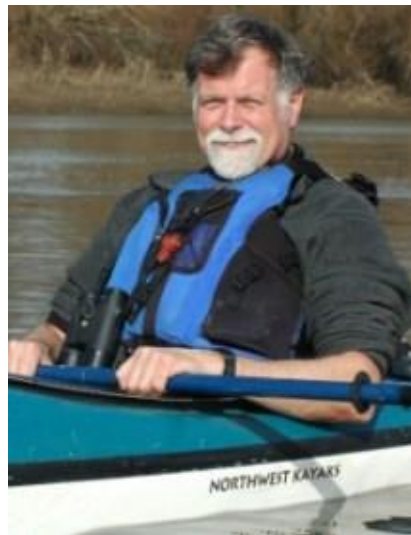
Scale



Source: National Urban Greenspaces Inventory

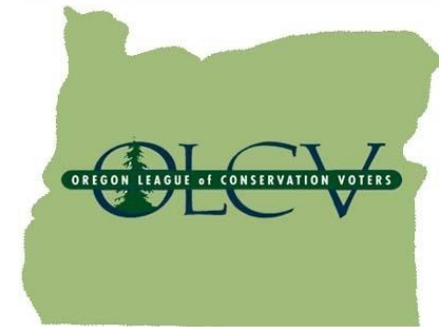








**THE REBUILDING CENTER**  
of Our United Villages, a Non-profit Organization



*Northwest Environmental Advocates*

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**BONNEVILLE  
ENVIRONMENTAL  
FOUNDATION**



Oregon  
Environmental  
Council  
It's Your Oregon



ecotrust

# METROPOLITAN GREENSPACES ALLIANCE

Chicago  
Wilderness



SOUTHEASTERN  
WISCONSIN  
WATERSHEDS  
TRUST, INC.

**METROPOLITAN GREENSPACES ALLIANCES ACHIEVE ENVIRONMENTAL,  
TRANSPORTATION, HEALTH, EQUITY AND LIVABILITY OBJECTIVES IN  
URBAN AREAS**

# The Role of the Nonprofit Sector & Citizen Activists In Advancing Urban Sustainability

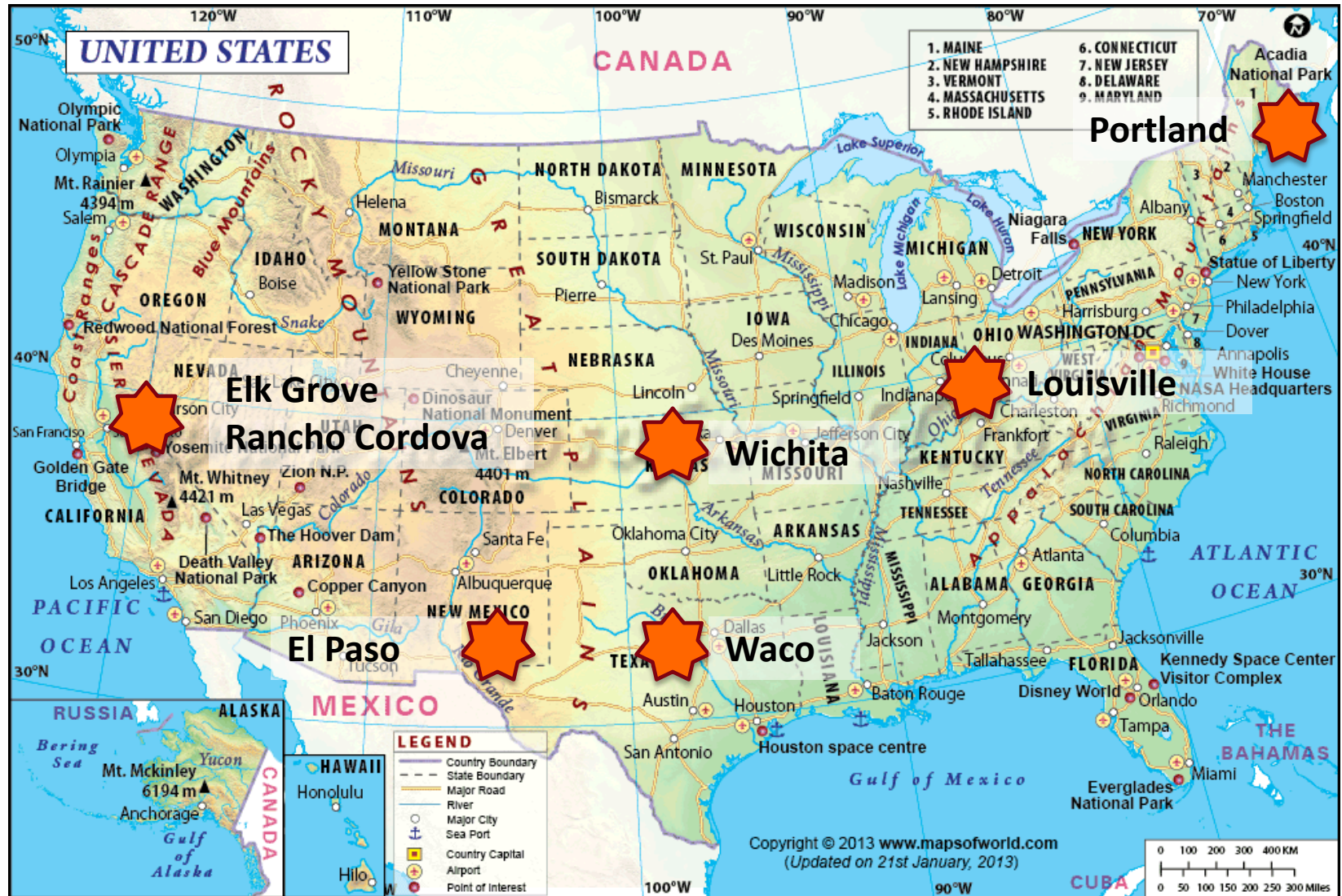
1. Innovation
2. Public education and engagement
3. Monitoring and evaluation of implementation
4. Ensuring compliance (enforcement)
5. Political defense
6. Spurring and promoting private sector action (e.g. awards, standards)



*How can sustainability ideas from  
Cascadia be effectively transferred  
to other urban areas?*

# Urban Sustainability Accelerator

Nohad Toulan School of Urban Studies & Planning



# Urban Sustainability Accelerator

## Nohad Toulou School of Urban Studies & Planning





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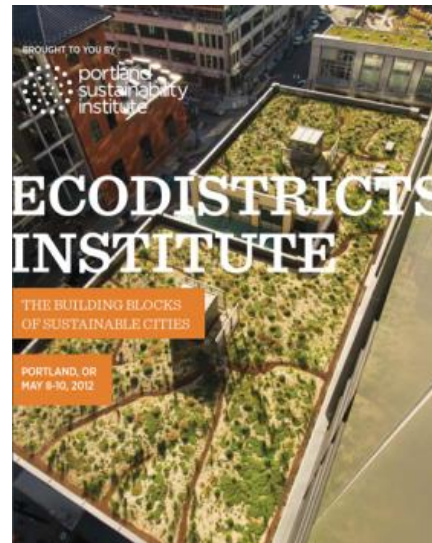
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# Urban Sustainability Accelerator

Nohad Toulou School of Urban Studies & Planning



Institute for Sustainable Solutions at  
Portland State University



# Urban Sustainability Accelerator

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# Urban Sustainability Accelerator

Nohad Toulou School of Urban Studies & Planning

- Multi-sectoral implementation teams & partnerships
- Emphasize peer to peer advice
- Provide assistance over a year+
- Create a learning cohort; mutual help

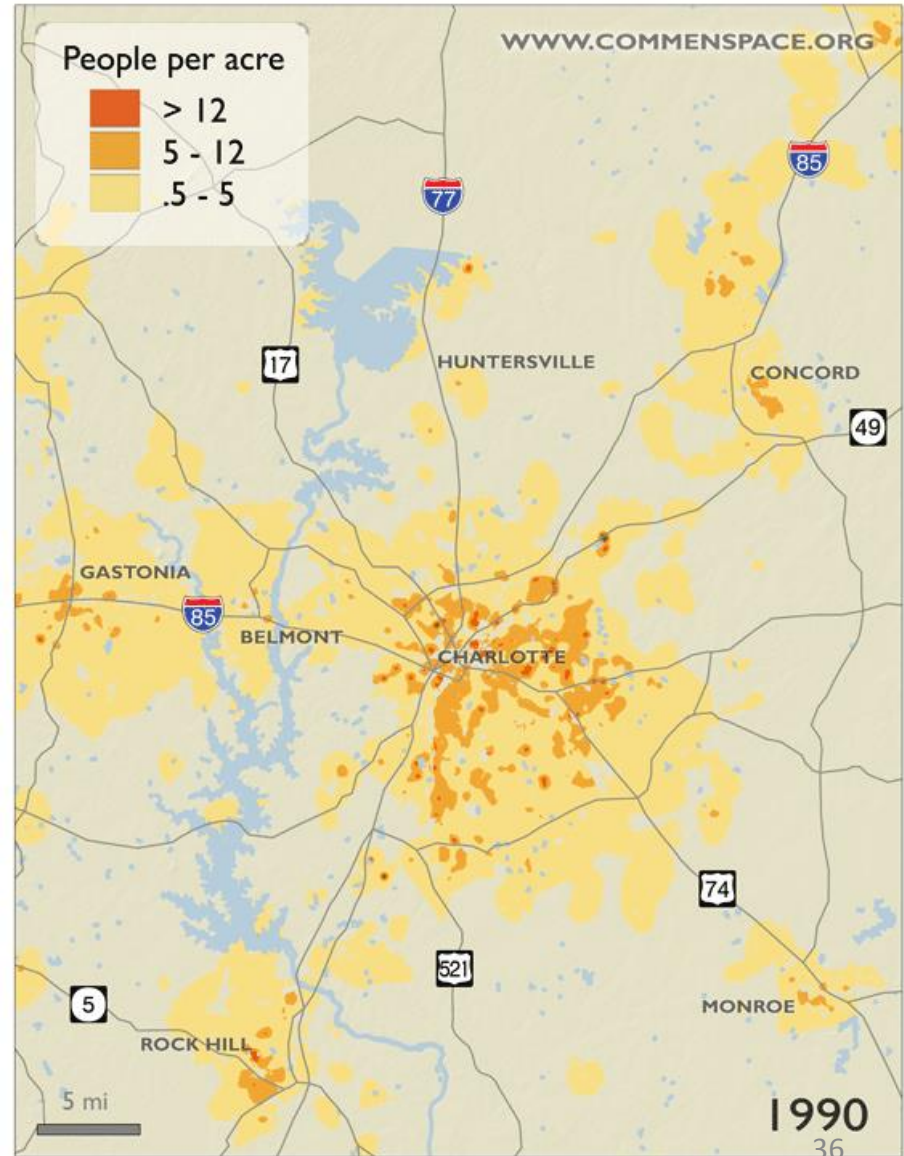
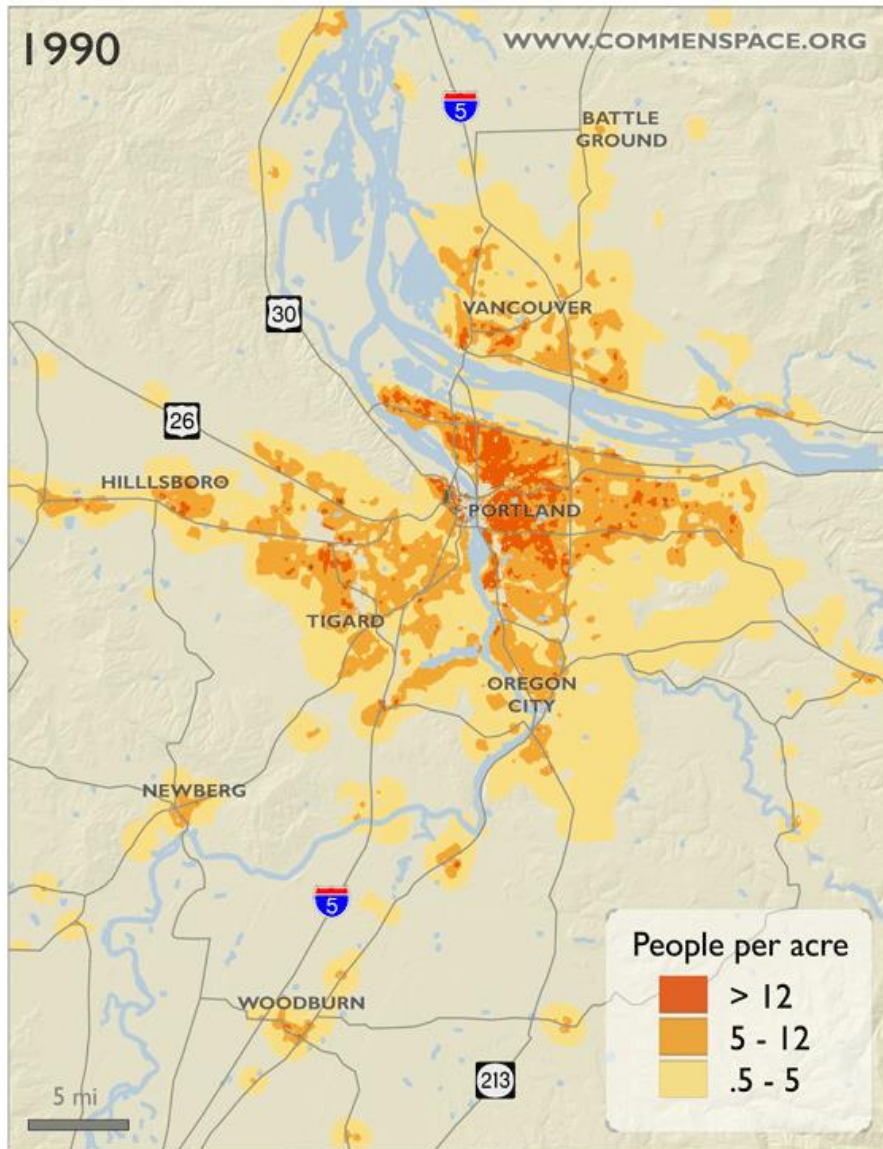
*What roles could a Cascadia Urban Sustainability Laboratory play in promoting urban sustainability?*

Illustration:

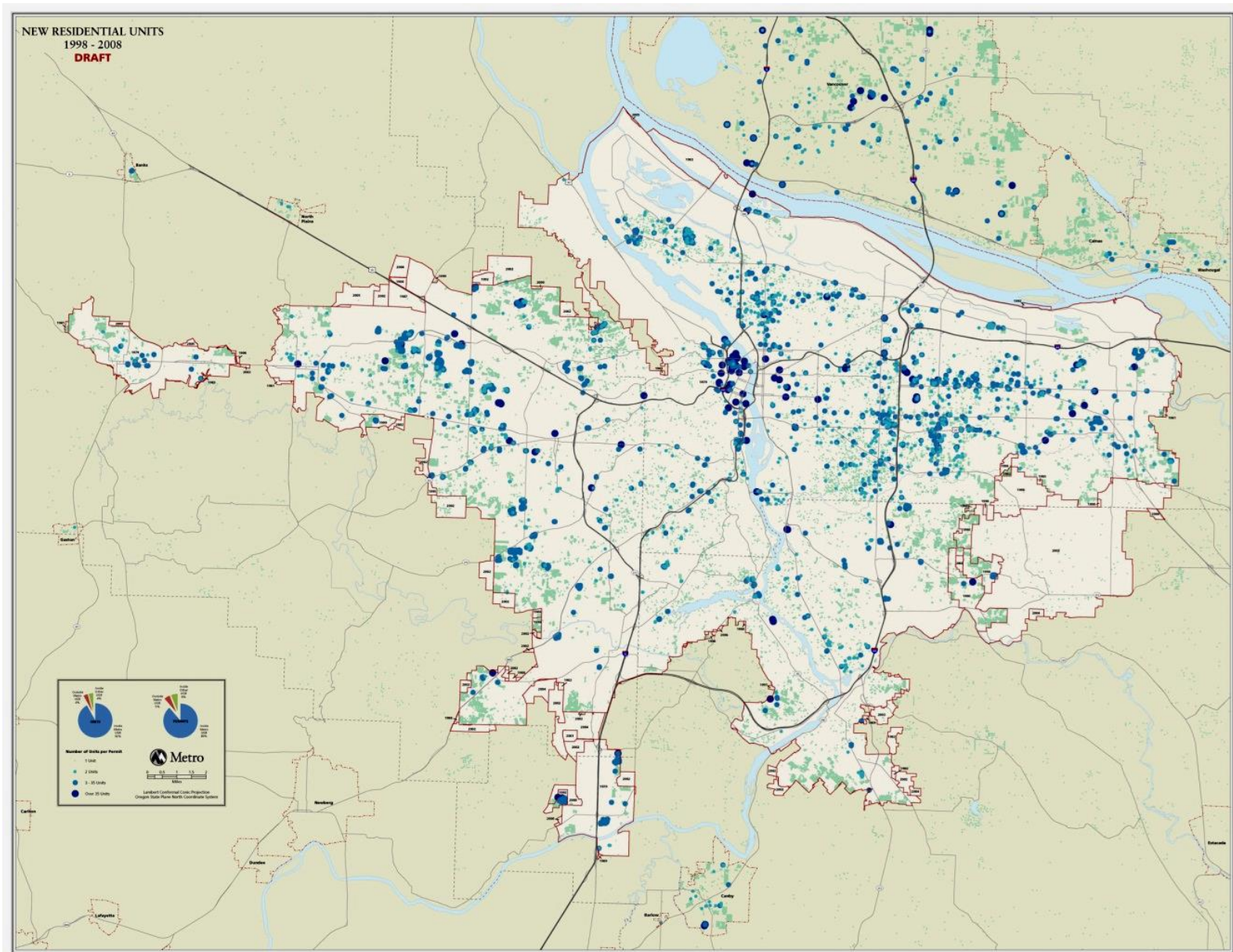
Replacing Sprawl with Compact  
Resource-Efficient Cities with  
Housing & Transportation Choices



# Achieving Compact Growth

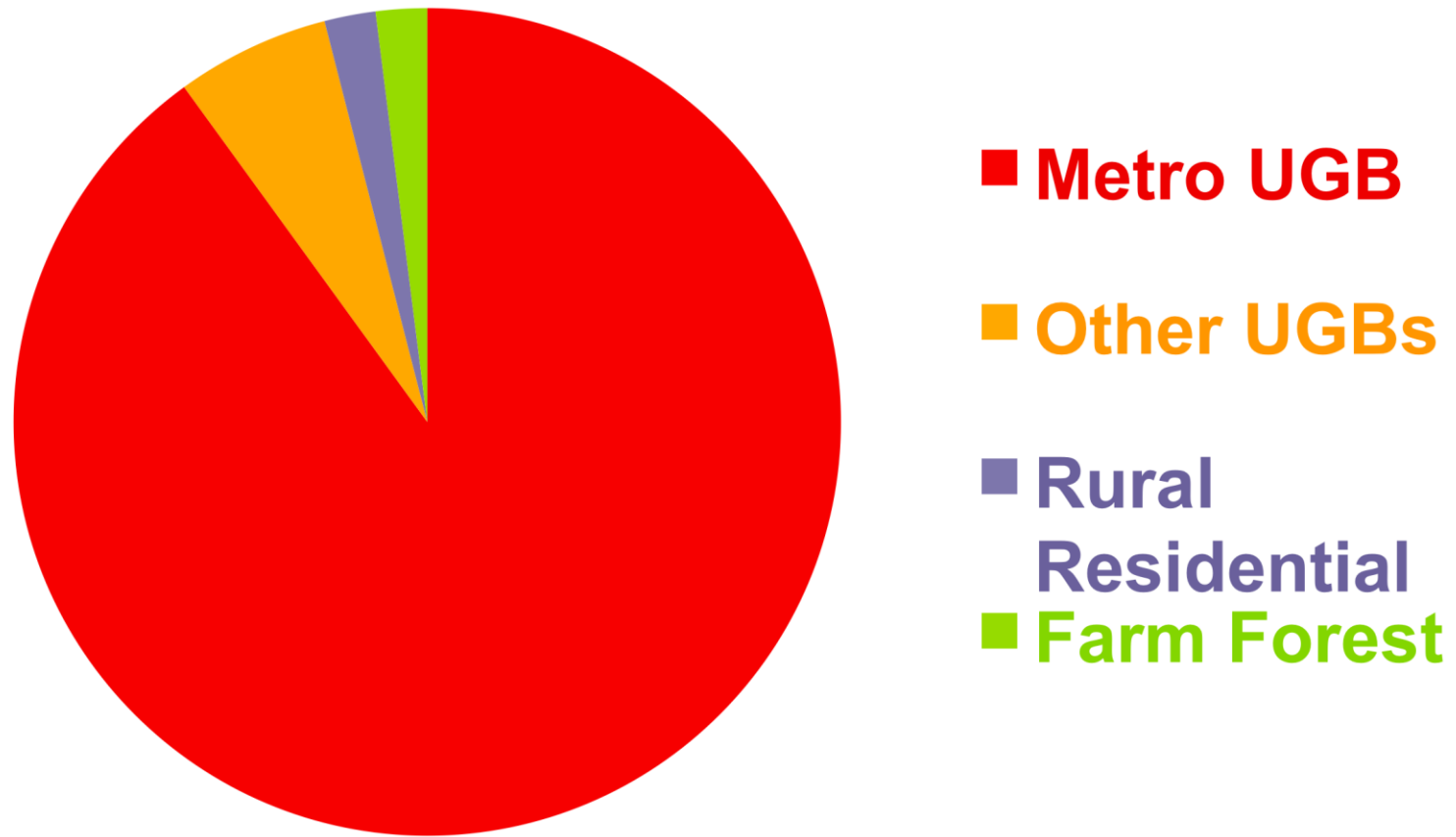


# Urban Land Efficiency & Revitalization





# Distribution of 100,000 Residential Unit Permits Three Metro Counties 1998 - 2008



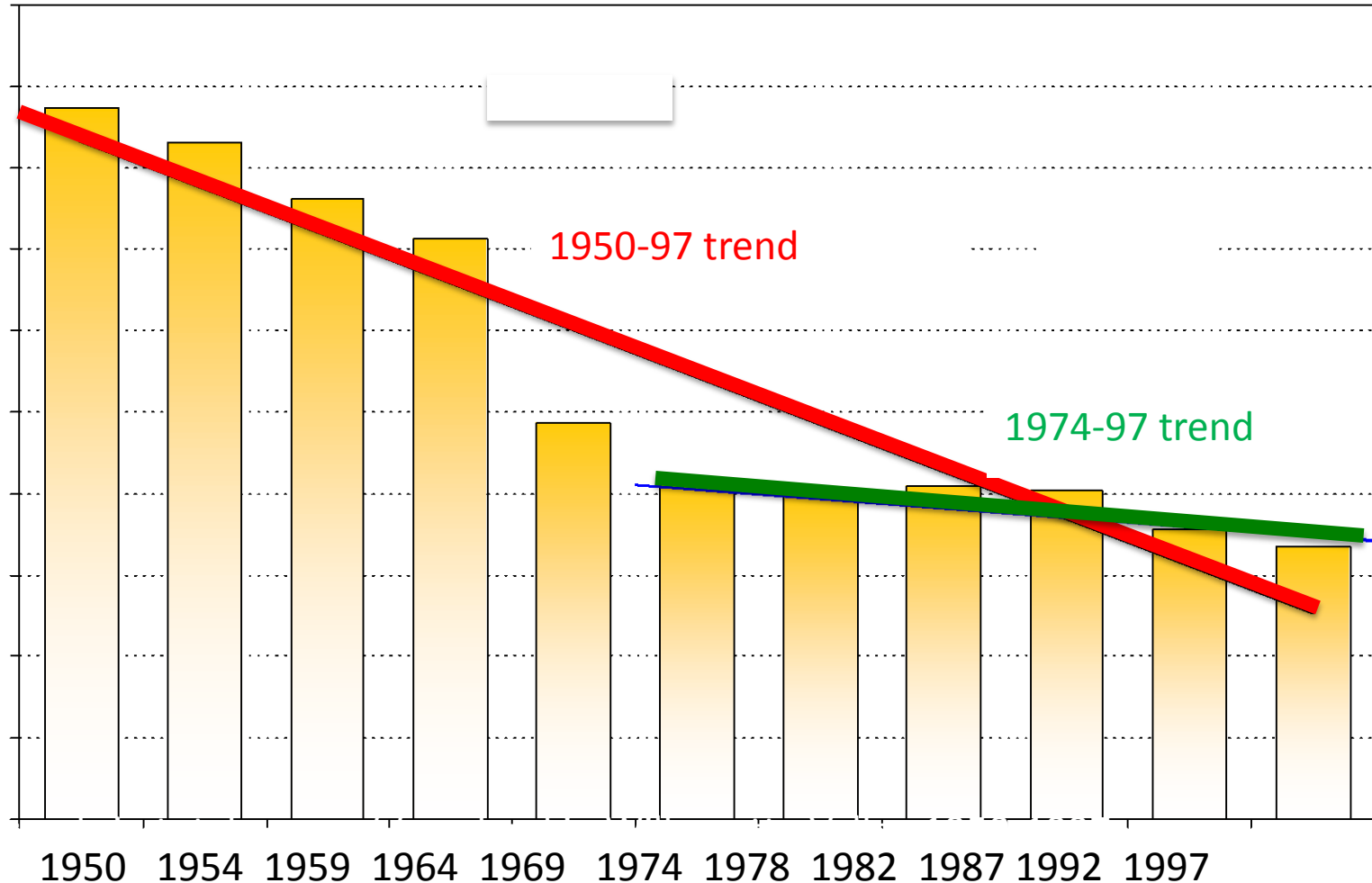
Portland metro area counties 3,071 square miles



# Willamette Valley Farmland

Acres

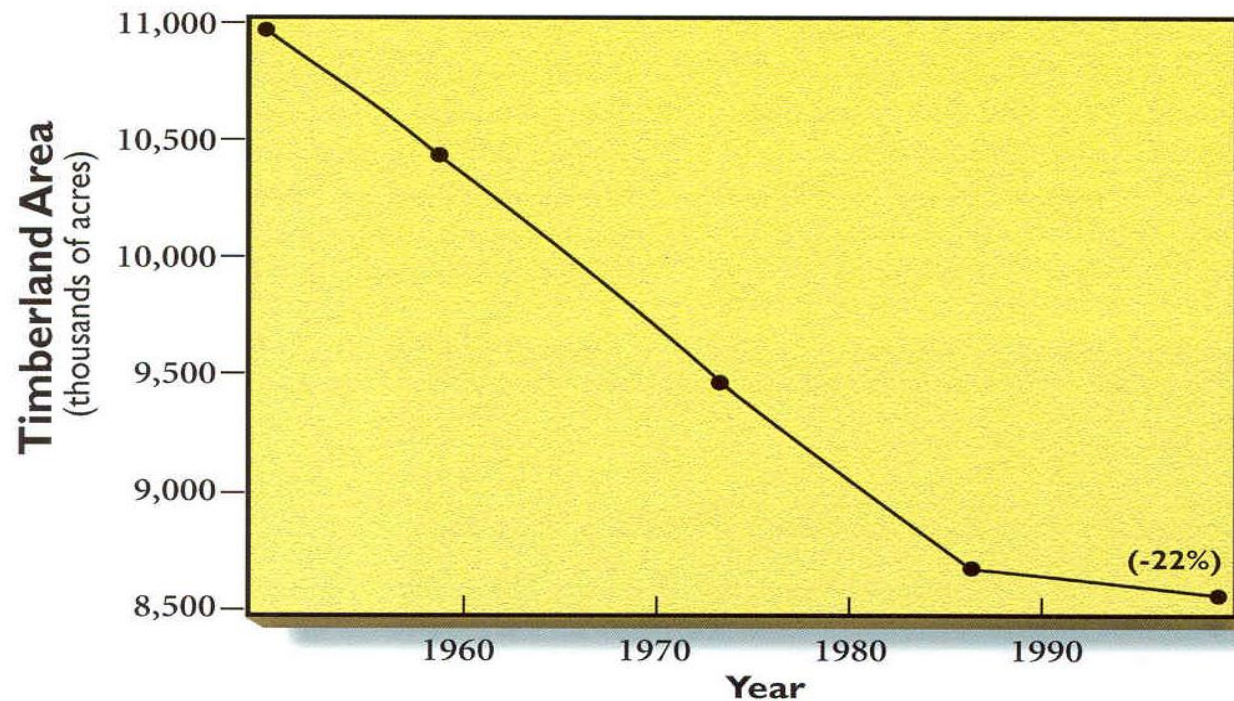
3,200,000  
3,000,000  
2,900,000  
2,800,000  
2,700,000  
2,600,000  
2,500,000  
2,400,000  
2,200,000  
2,000,000  
1,800,000  
1,600,000  
1,400,000  
1,200,000  
1,000,000



# Private Forestland Base Trends

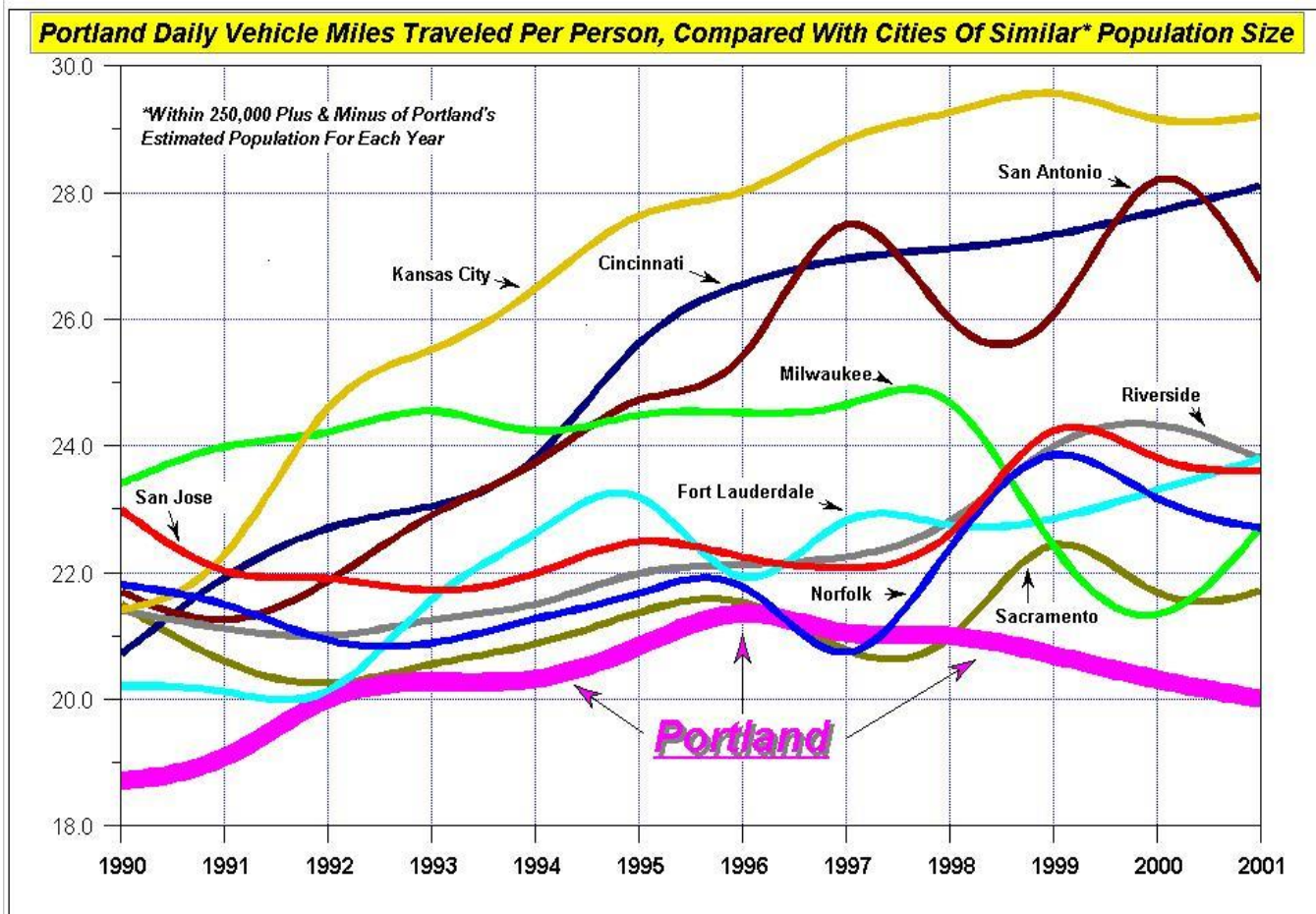
## LAND USE POLICY IMPLICATIONS

*Figure 20 - Change in Private Timberland Area in Oregon, 1953-1997 (Adapted from Donnegan 2001)*



Land Use Change On Non-Federal Land in Western Oregon, 1973-2000" Azuma, Birch, Herstrom, Kline & Lettman (May 2002)

# Portland VMT Per Person Decreasing



Source: "Highway Statistics", published by the FHWA, 1990-2002, 'Urbanized Areas, Selected Characteristics', Table HM-72. Portland data for 1999 and 2000 was in error due to a report software problem. The corrected figures appear above, as per direct correspondence with Oregon's DOT, Highway Performance Monitoring System office. Note: For data consistency over time, some figures were included that were above or below the 250,000 population range criteria.



# Increasing Housing Efficiency & Choice

“Poor families are less concentrated in Portland and more likely to live in the suburbs – nearly all the suburbs – than a decade ago.

.....

The residential mingling of haves and have-nots can be traced to a state land-use rule put in place nearly a quarter century ago, local developers and planners say.”

“... although Oregon is not among the fastest growing states [of the eight states in the comparison study], developed land per capita had a decade-long decline.”

Knaap & Lewis 2008  
University of Maryland

“Further, Oregon is the only state [among the eight states studied] where population became more concentrated during the 1990s and where employment de-concentrated the least.. .”

Knaap & Lewis 2008  
University of Maryland





# Livable Region Strategic Plan



Metropolitan Core

Municipal Town Center

Applies Rural Lands in the Green Zone

Urban Area

Existing City/Bus / Seabus

Bus Lane/Priority: High Occupancy Vehicle Facility

New or Upgraded Inter-Regional Highway Connection

Regional Town Center

Green Zone Area

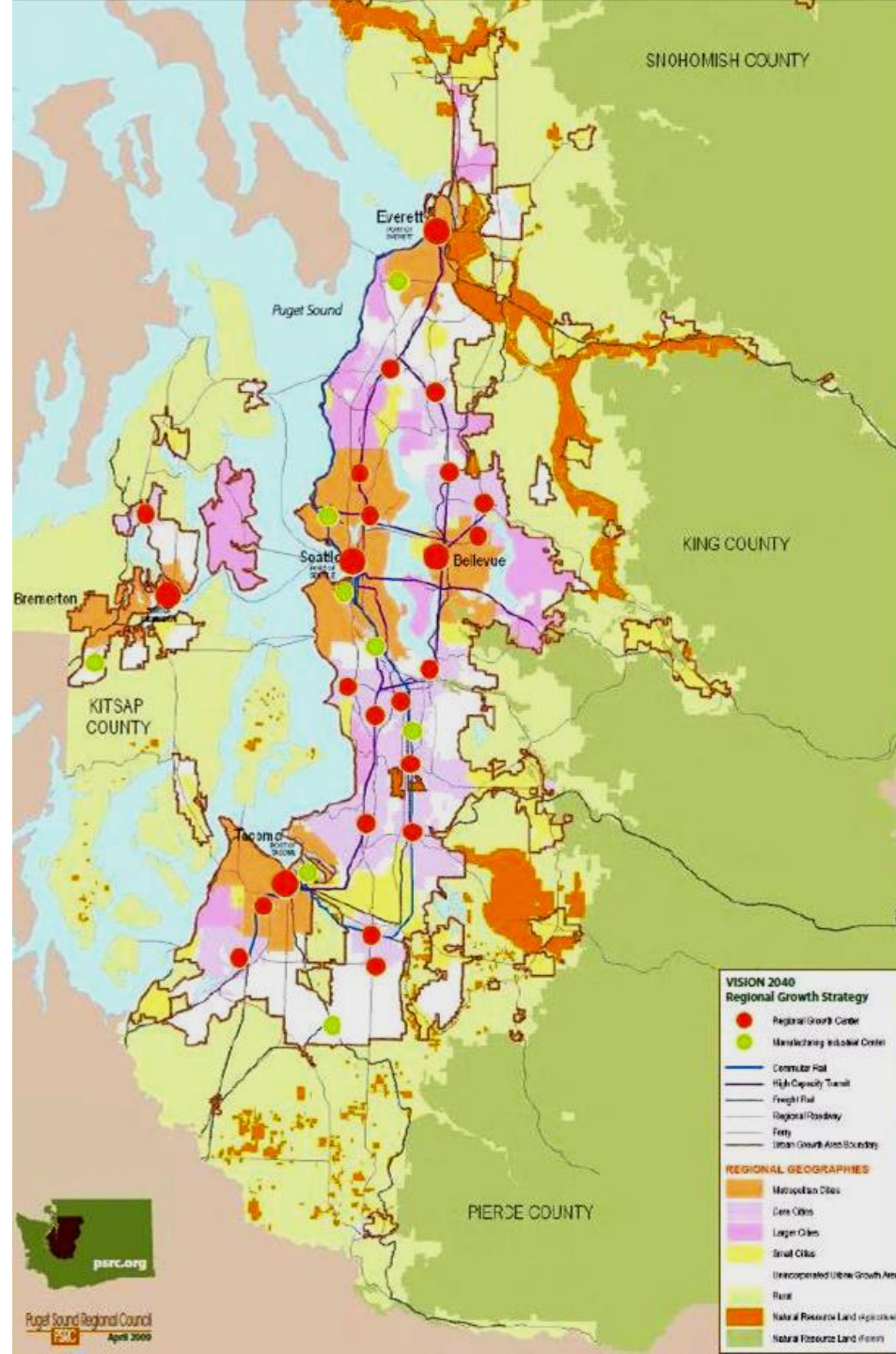
Growth Concentration Area

Area Under Municipal Consideration

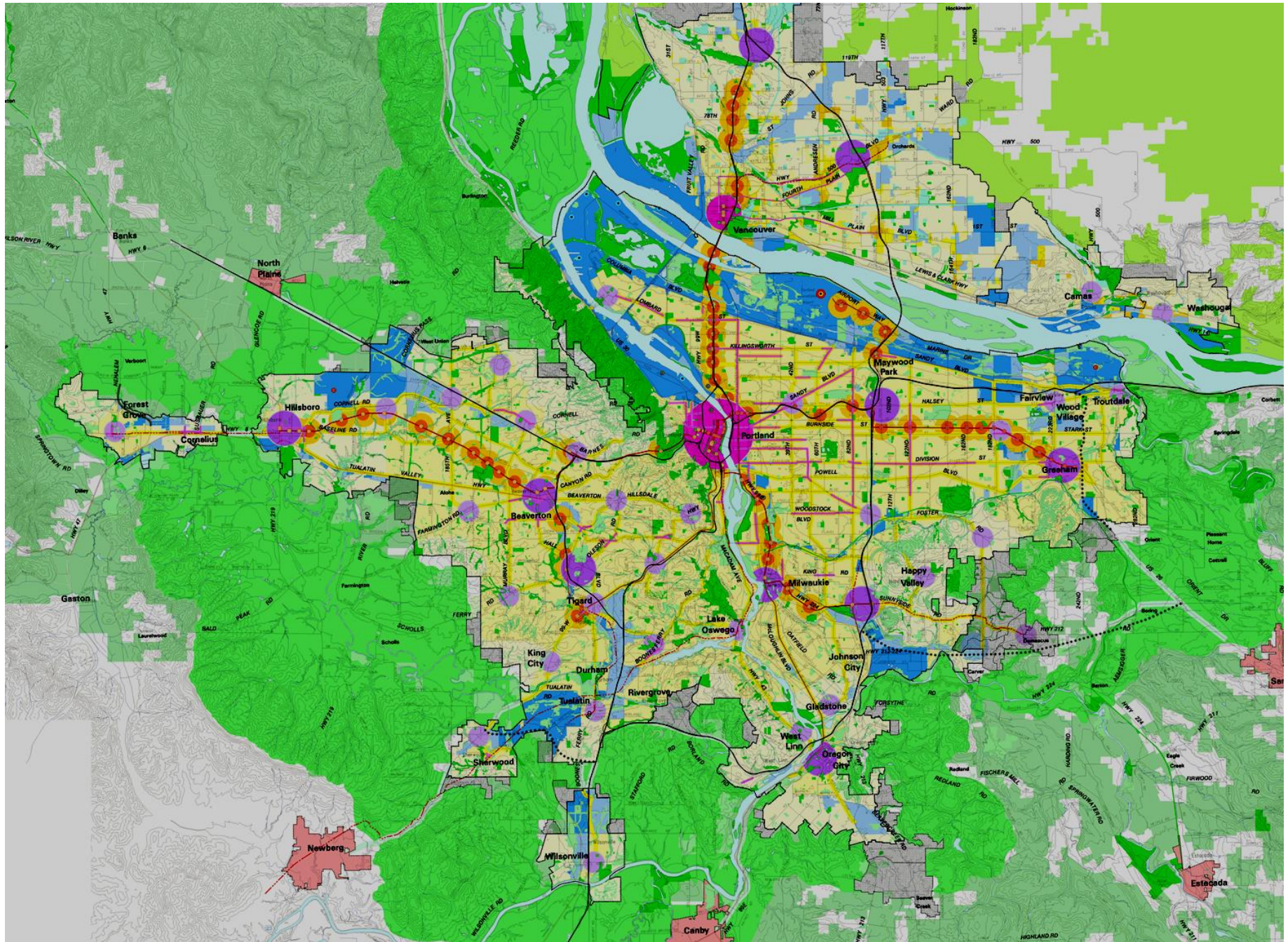
Intermodal Capacity Transit System (Light Rail/Seabus)

Regional Roads Connected with a Green Movement

Coastal Rail









# Housing Research Consortium

- US Bureau Census & HUD staff
- University faculty & students
- Regional governments
- Local governments
- Housing developers and financiers
- Housing advocacy organizations
- Private foundation
- Planning and design professionals

# Housing Research Users

- Private sector developers, builders, investors, financiers
- US Bureau Census & HUD
- Legislative committee
- Regional and local governments
- Housing advocacy organizations
- Planning and design professionals



# Housing Research

- Emerging trends in housing type & location
- Creation of dynamic housing models
- Third party performance evaluation of state, regional and local housing policies (e.g. urban growth boundaries)
- Energy and materials efficiency
- Pilot design projects for new housing types and for retrofits of buildings & neighborhoods

# Housing Research

## Housing Research Transmission

- Hosting multi-sectoral conferences
- Trained peer-to-peer presenters of research findings
- Research grants required “applications” section and “transmission program” elements for all research papers

# Transportation Researchers & Research Users

- Metropolitan Planning Organizations
- State & Provincial Departments of Transportation
- Legislative committee
- Local governments
- Transportation planning professionals



# Transportation Research

- Performance review & analysis of completed transportation projects (capital & program)
- Performance review of forecasting models (traffic volumes, mode split, safety, etc.)
- Continue and enhance research on behavior change

# National Roles for a Cascadia Urban Sustainability Laboratory

Illustration:

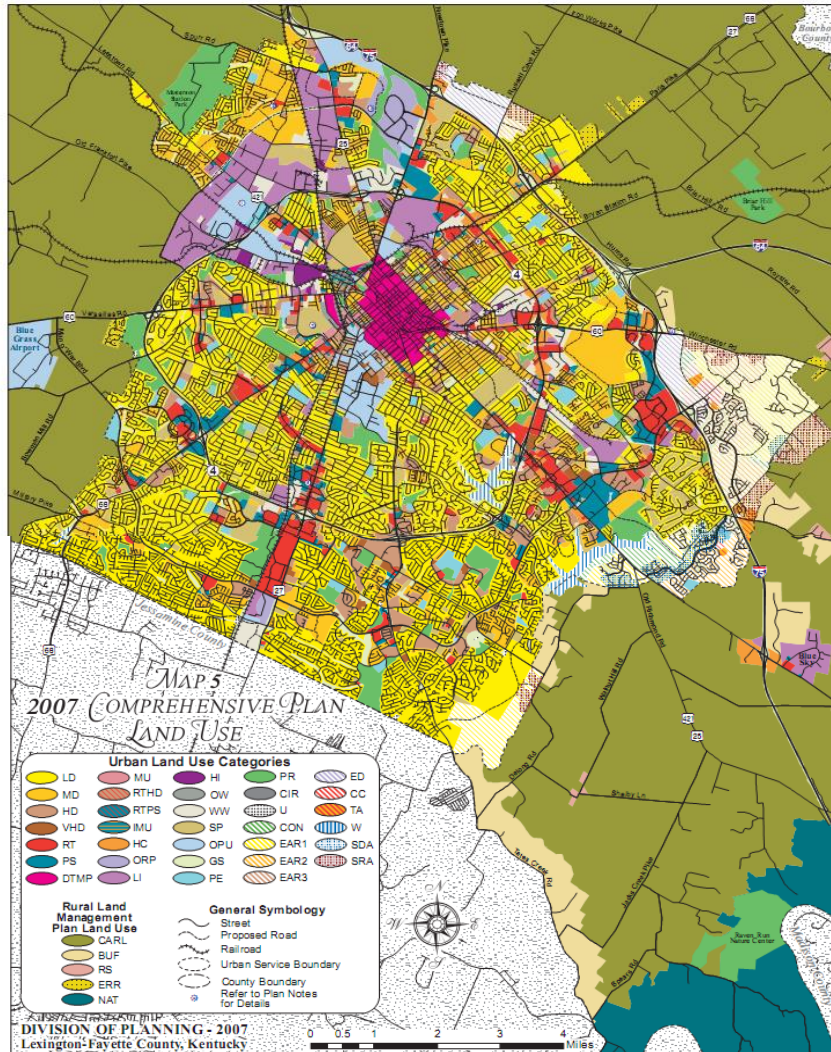
Replacing Sprawl with Compact  
Resource-Efficient Cities with  
Housing & Transportation Choices

- Urban growth boundaries
- Mixed use development
- Increased housing choices
- Residential infill and redevelopment
- Increased transportation choice



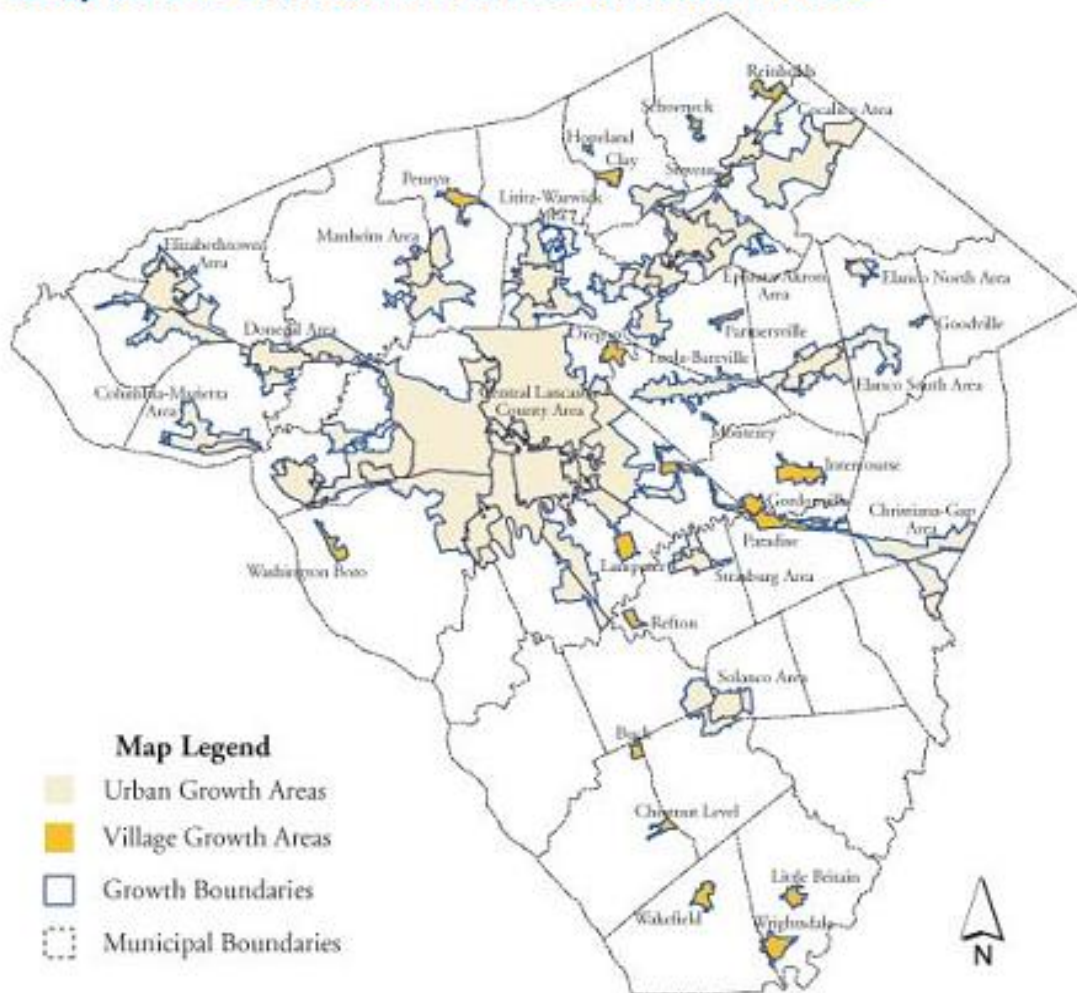


# Lexington & Fayette County Kentucky



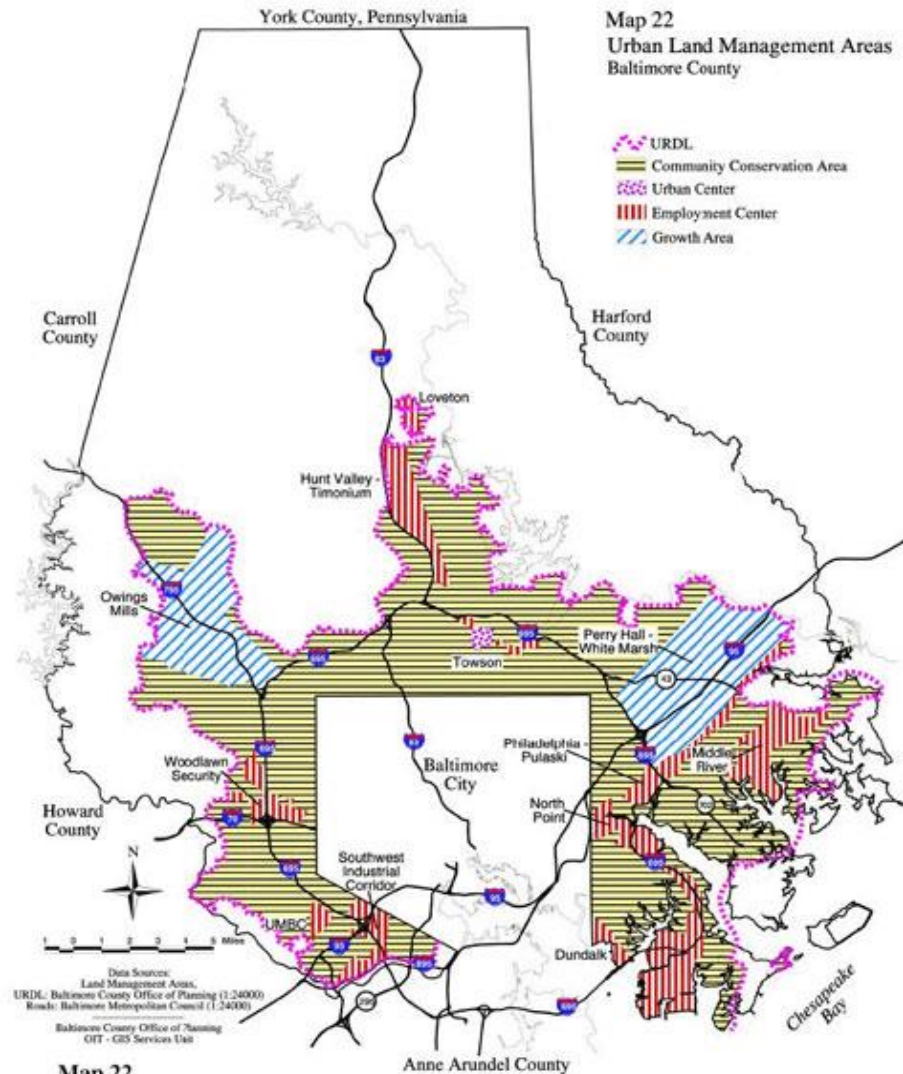
# Lancaster County Growth Areas

Adopted and Draft Growth Areas—December 2003



Lancaster  
County,  
Pennsylvania



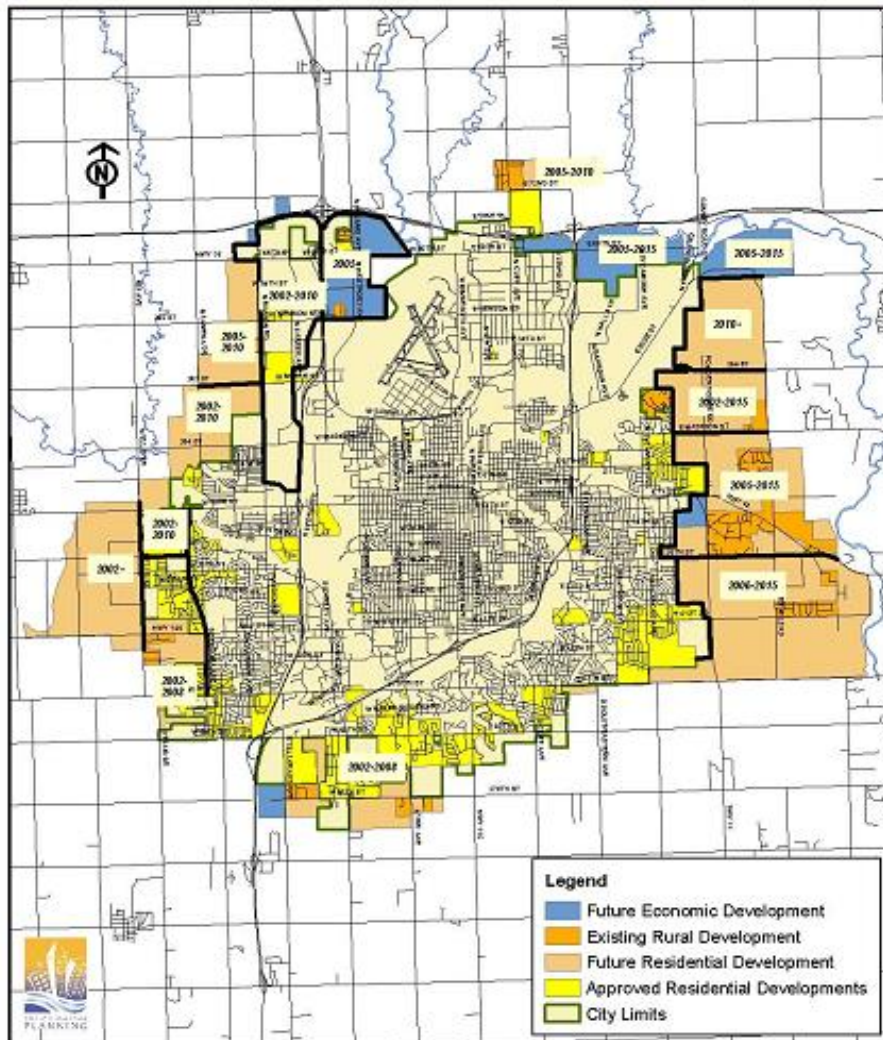


# Baltimore County, Maryland

Map 22  
Urban Land Management Areas



Map III(d)  
2015 Growth Area Map



## Sioux Falls & Minnehaha County, South Dakota



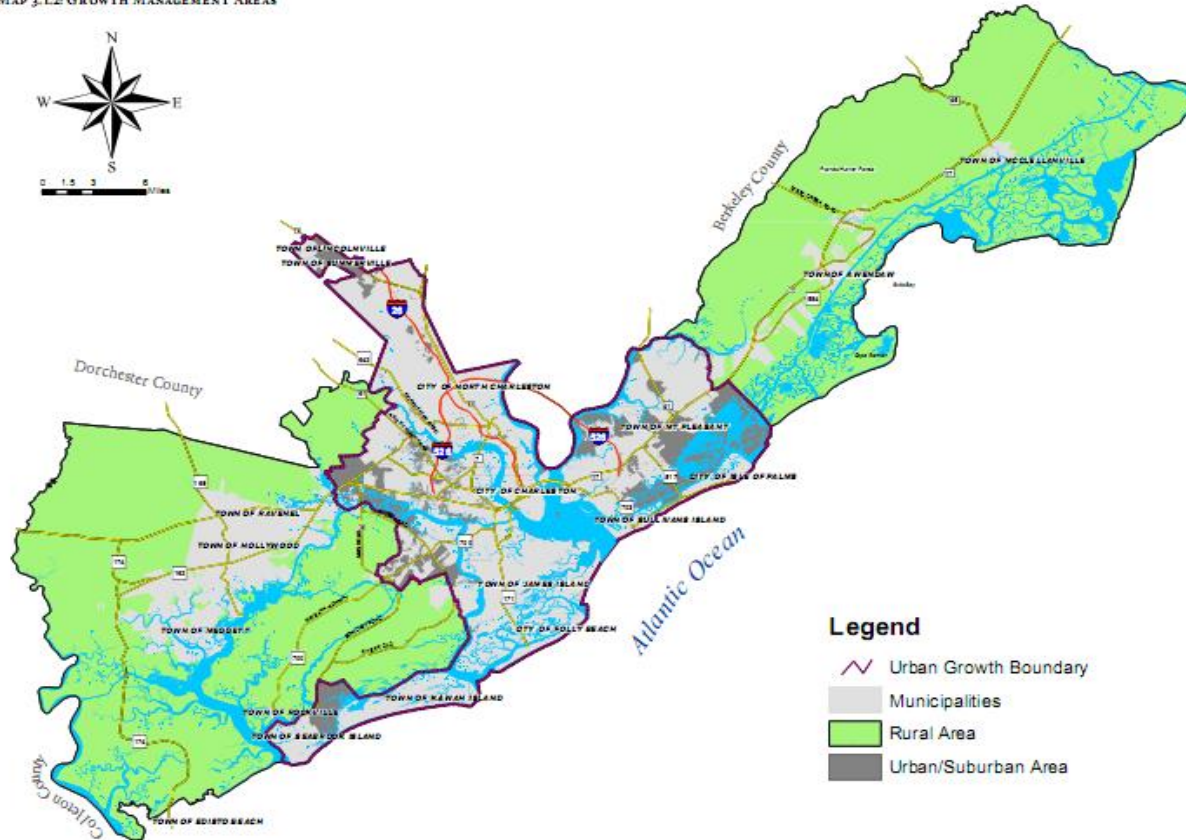
# Charleston City & County, South Carolina

ADOPTED November 18, 2008

Chapter 3.1 Land Use Element

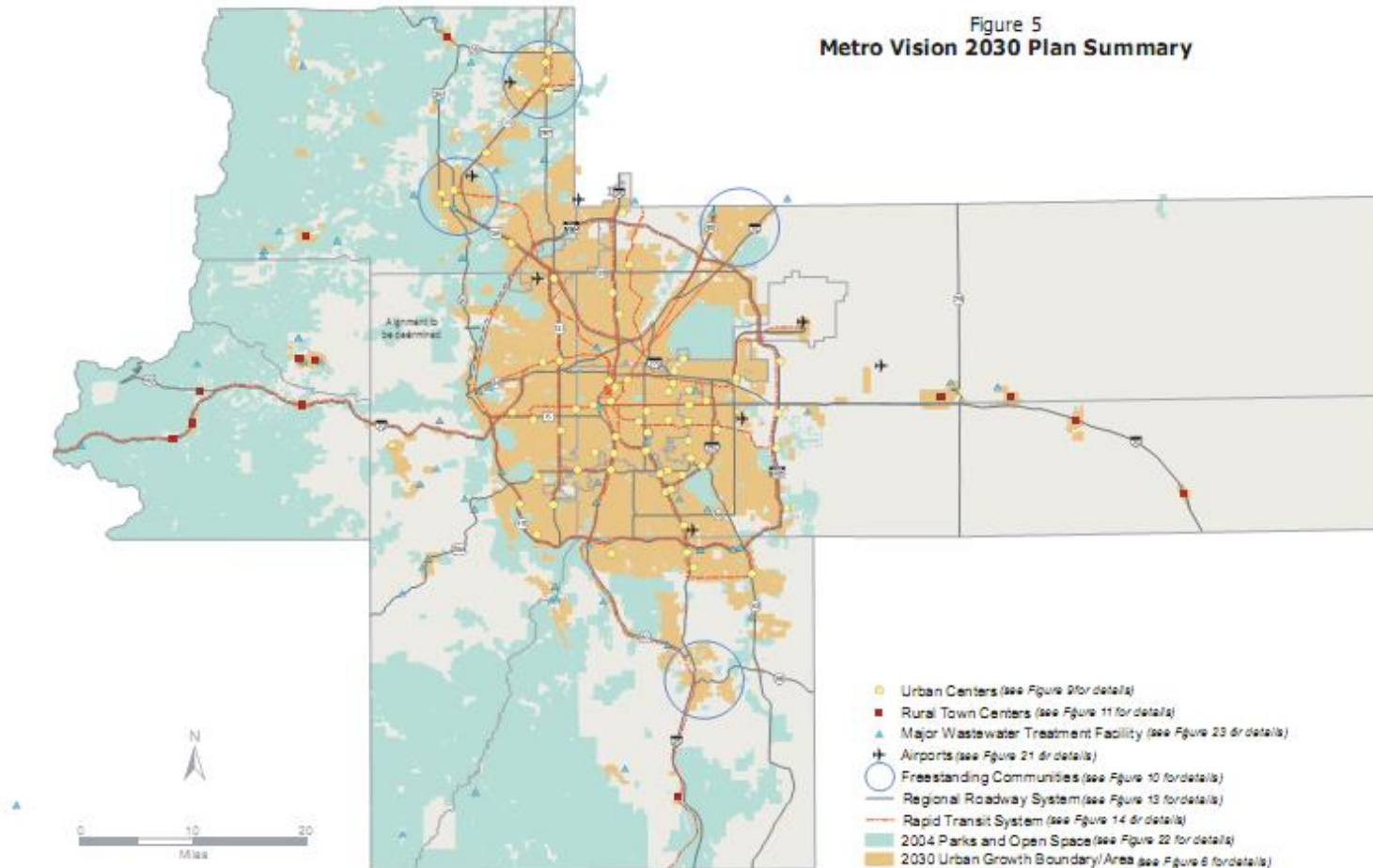
27

MAP 3.1.2: GROWTH MANAGEMENT AREAS



# Denver Regional Council of Governments

Figure 5  
Metro Vision 2030 Plan Summary



# International Roles for a Cascadia Urban Sustainability Laboratory





# Canada



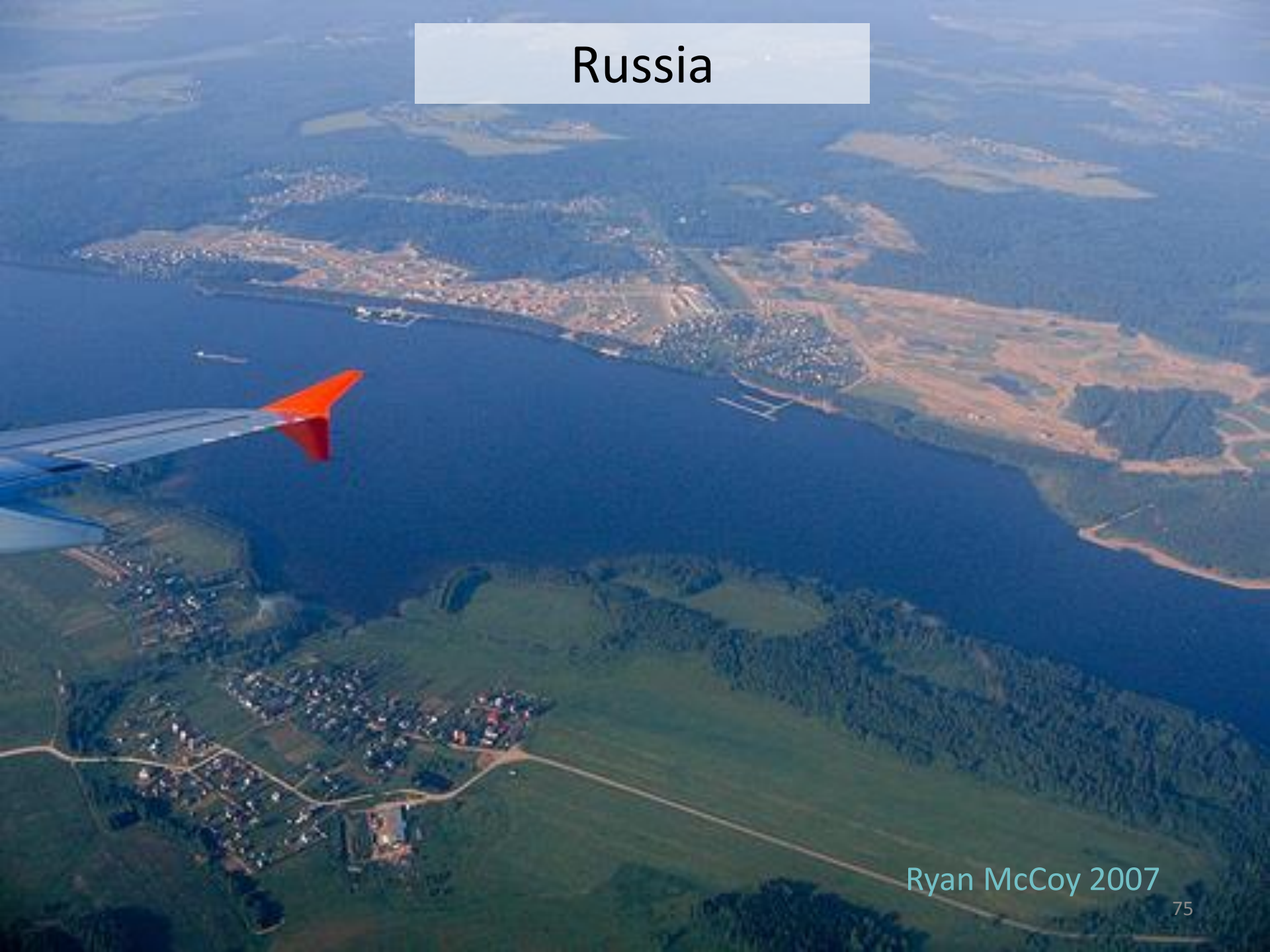


An aerial photograph of a town in Italy, showing a dense urban area with numerous buildings and a surrounding agricultural landscape. A semi-transparent rectangular box is overlaid on the top center of the image, containing the word "Italy".

Italy



# Russia



Ryan McCoy 2007

European Environment Agency



EEA Report | No 10/2006

# Urban sprawl in Europe

## The ignored challenge



state of world population 2007  
Unleashing the Potential of Urban Growth

*In both developing and industrialized countries, the average density of cities has been declining quickly: at an annual rate of 1.7 per cent over the last decade in developing countries and 2.2 per cent in industrialized countries.*





South Africa





China











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