



COMMUNITY INVESTMENT STRATEGY

Building a sustainable, prosperous and equitable region

Engagement strategies and community response

October 2010

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EXECUTIVE SUMMARY

On Aug. 10, 2010, Metro's chief operating officer, Michael Jordan, released a set of recommendations in a report entitled, "Community Investment Strategy: Building a sustainable, prosperous and equitable region." A public comment period, summarized in this report, ran until Oct. 1, 2010.

The recommendations – focused on paving the way for innovative new partnerships among government and business - ranged from how and where the region should invest in important public structures and systems to how, where and if the Metro Council should expand the urban growth boundary to accommodate future residential and employment growth. The recommendations call for the region to:

- invest in safe, livable communities
- promote economic development and good jobs
- protect natural areas
- reduce inefficiency, foster innovation and demand accountability.

Area residents were encouraged to provide their viewpoints to help shape important decisions by the Metro Council and local cities and counties. This comment report contains an analysis and summary of public comment received between Aug. 10 and Oct. 1, 2010, and will be provided to local elected leaders and the Metro Council. It will also be available on the Metro website at www.oregonmetro.gov/investment.

Numbers

A wide range of views were submitted from across the region in response to the COO recommendations. During the comment period, Metro staff engaged in a coordinated outreach and engagement strategy that included more than 30 stakeholder meetings, website and e-mail information distribution, media releases, newsfeeds and Twitter feeds, seven open houses, a non-scientific online survey, and compilation of letter and e-mail correspondence relating to the Community Investment Strategy and urban growth boundary expansion options.

In all, Metro received more than 600 survey entries, 55 e-mails, 16 letters and 10 other public comments. Some basic demographic data collected from respondents are:

- The majority of survey respondents fall into the category of white, middle- to upper-middle class single family homeowners: 92.6 percent were white, 58 percent have income greater than \$75,000, 83 percent live in a single family home, and 90 percent own their home. (In the Metro jurisdictional boundaries, 78.3 percent are white and 35.2 percent have income greater than \$75,000. Approximately 59 percent of households in the region are owner-occupied homes. Source: ESRI)

- A majority of respondents were also older (51 percent older than 55 – compared to 22.1 percent in the region. Source: ESRI) and have lived in the region for a relatively long period of time (63 percent have lived in the region more than 20 years).
- Survey respondents represent a wide geographic range, with submissions coming from more than 70 different ZIP codes and over 40 different communities.

Key Themes

From all the comments, survey responses, letters, e-mails and other communication from residents of the region, it is clear that most care deeply about their communities. Citizens of the region want neighborhoods that are livable, safe and full of amenities. What is also clear is that the region is diverse, with a wide-ranging mix of interests, politics, cultures and preferences. Choice is important, but so is having a job, having the option to live close to work and preserving the unique character of the metropolitan region that makes it so appealing to past, present and future residents. Rarely is any one topic so clear-cut as to be easily defined, and opinions tend to fall into ranges along a spectrum.

The following is a brief list of the main themes that have emerged in response to Metro’s COO recommendations for a Community Investment Strategy.

Community Investment Strategy recommendations:

Cost efficiency: When asked about how and where to direct investments, residents often asked Metro and the region to consider where money will have the “greatest bang for our buck.” Those investments that will have the greatest return on the dollar should be prioritized, and most respondents valued fixing existing infrastructure before expanding into new areas.

- Quotes:

“Make sure any incentives offered to possible new employers are in line with potential benefits, and not at the expense of the existing citizens. No more BETC-like disasters!!!!”

“It seems to me that we seek out expensive solutions without pausing to examine old methods (with some new adaptations) which serve great portions of the world now.”

“The effective investment in infrastructure is essential to our ability to achieve growth management envisioned in the 2040 Plan.”

“Counties are already cashed strapped. I live in an un-incorporated [sic] area and services have been cut to the point that it is hurting the safety [sic] and livability of my neighborhood.”

Parks and natural areas: Residents of the Portland metro area clearly value the rich natural beauty and open spaces the region is well known for, frequently cited as a key aspect of the region’s unique character. Many would like to see more areas protected, some want

existing resources to be improved and maintained, and others feel that parks are an essential part of a complete community, especially if higher density is desired.

- Statistics: More than 70 percent of survey respondents felt that parks and natural areas should have a higher priority in regional investment. Similarly, 68 percent of survey respondents support factoring climate change into investment decisions.
- Quotes:

“Lots of neighborhood parks make small lot sizes more palatable, encouraging higher density.”

“Portland is unique and protecting and expanding our parks, AND protecting the current close-by farmland from UGB expansion is key to Portland maintaining [sic] its identity.”

“Oregon has always been a state which offers beauty and natural environments. This is why people moved here. It is the environment, not jobs, people, and cars that Metro should be working towards enhancing.”

Community livability: Ideas about quality of life in the region range from community centers, public parks and open space to sidewalks, bike-pedestrian paths, and adequate housing-jobs balance to promote living near places of employment. Many citizens would like to see creation of jobs that support the community, such as small, local businesses that help people live near their work. For some, livability means quiet, suburban communities with larger yards and low-traffic streets. For others, it means dense, walkable, mixed-use neighborhoods with a variety of transportation options and vibrant community spaces. Many additional preferences fall within the spectrum of livability and embody the need for choice and diversity within the region.

Diversity, equality, choice: While some residents clearly prefer either “no UGB expansion” or “pro-jobs UGB expansion,” “protecting parks” or “creating jobs,” “more transit” or “better roads,” many others desire a region that has choice: in housing; in safe, efficient transportation (including walking, biking and transit); in parks and natural areas (from ball fields to hiking trails to natural areas and habitat); and in jobs. These ideas are suggested in several ways, using phrases such as “diversity” and “choice” and “equal opportunity” but largely reflect a desire for a diverse and vibrant region filled with opportunity for a range of interests.

Regional vs. local: On the one hand, many residents see the need to coordinate investments and government activities at the regional level. Other residents, however, say we must consider the character and aspirations of existing communities when we think about investment strategies. Many community residents would like to see more local control of investment, others may be open to Metro playing a greater role in their communities, but only if their distinct needs and desires are acknowledged and included in future planning.

- Statistics: Although 70 percent of survey respondents agree that a regional “report card” should be used to evaluate investments, those same residents are split when it comes to regional control of regulations (50 percent support vs. 40 percent oppose).

- Quotes:

“Regional, state and federal governments, acting upon very noble intentions, have disconnected local government from their ‘place’...”

“Recognize that each Center, Corridor, Station Community and Main Street has its own character and stage of development and its own aspirations; each needs its own strategy for success.”

Fix and maintain existing investments: Across all questions regarding the Community Investment Strategy, respondents focused heavily on maintaining existing infrastructure, parks and natural areas, and communities. There is a strong interest in seeing improvements to current services and ensuring that what we have already lasts long into the future.

- Quotes:

“Insist that new incoming business utilize vacant existing commercial structures or at least rebuild, if necessary, on existing developed lots rather than build on undeveloped land which is wasteful and adds to urban sprawl even inside UGBs.”

“Force change! People & business will continue the same path of outward growth unless forced to find solutions. Let’s make them find solutions. It will promote investment, livability, country leading policy and protect our environment.”

UGB expansion:

Urban growth boundary: Continuing on the strong theme of protecting farmland heard during the urban and rural reserves process, many comments focused on the need to maintain a tight UGB to protect our valuable natural resources and rural communities. However, the current tough economic climate must be resonating with many people, as a large number of comments placed job creation and economic growth as the most important goal. Not every comment made in support of jobs called for large increases in the UGB – some called for better support of small and local businesses that can be accommodated within the existing UGB. In short, the variety of comments suggested we must consider all aspects of a community when deciding on UGB expansion, “complete communities” being one example.

- Statistics: 37 e-mails and letters written in support of UGB expansion, primarily from the cities regarding specific areas. Areas 8A/B (9) and the areas around Cornelius (9) received the most attention, followed by several comments both in favor of and against studying urbanization of the Stafford area (5).

- Quotes:

"Land Use, Zoning, and Planning often either do not allow, or move too slowly to take advantage of small business opportunities rising from technological advances and population changes."

"Put the density inside Portland where there are vast stretches of industrial land that could be repurposed into housing and parks. Expanding the suburbs is not a sustainable solution."

Density: Residents and regional stakeholders appear to have mixed feelings about increasing density, especially in their own neighborhoods and communities. Many would rather see farmland and rural areas protected, and have much higher density within the current urban growth boundary. Others desire more room to develop single-family housing that allows for larger yards in which to raise a family. Some welcome density, others are skeptical and others simply don't want it – they would rather preserve the existing "character" of their community, even at the risk of expanding the UGB and developing farmland.

- Statistics: More than 50 percent of survey respondents agreed at least somewhat with all statements about increasing density in their neighborhood. However, 37 out of 52 letters submitted to Metro included statements in support of expanding the UGB, in most cases to create opportunity for jobs and industrial development. Survey respondents, averaging responses across all expansion study areas, were evenly split: 33 percent oppose expansion in those areas, 33 percent support, and 33 percent are either neutral or don't know.

- Quotes:

"Do not extend the urban growth boundary unless every site within the UGB is developed to its maximum density potential."

"It is very important to be flexible. It is also very important for individuals to have a variety of housing choices."

"The number 1 complaint [sic] I took as a board member for this are [sic] was the infill. Nothing fits in anyway and its all low income and I have already said no to that."

Jobs: Employment opportunities and economic development come up in comments, letters and conversations across the region. These comments are not restricted to either the CIS or UGB analysis, but rather meld across these two important recommendations. Residents, stakeholders and regional partners all seem to agree that we need to do more to invest in the economic opportunities across the region. Opinions begin to differ around *where* those investments should be made. Suggestions range from redeveloping brownfields to increased density, investing in small business opportunities to expanding the UGB to allow more large-lot industrial development. What is clear throughout, however, is that jobs are important.

- Statistics: Almost 50 percent of survey respondents feel that strengthening the regional economy is “essential” and 70 percent say increasing the number of jobs in their city is very important or essential.

- Quotes:

“We compete for employers globally. Give these new potential employers a good choice of properties.”

“Be very careful when placing well-intentioned restrictions on industrial land – let the market take the lead.”

“The market should dictate jobs. Government involvement is to be minimized.”

“We are at a critical juncture where Oregon City needs additional dedicated employment lands. We need local family-wage jobs.”

Land use/transportation connections: Many residents also seem to be aware of the close connections between land use and transportation, and how one is dependent on the other. Many respondents reflected on the need for better transportation options to balance density, and the need for better mixed-use or other land use options to ease the strain on our regional transportation system, including more opportunities for residents to live near their workplace.

- Statistics: Almost 75 percent of survey respondents agreed to some extent that Metro should consider housing affordability in combination with the cost of transportation.

- Quotes:

“We sorely need to promote more active forms of transportation by creating safe and attractive places to walk and bike, developing the mix of essential destinations within appropriate distances of housing, for these forms of transportation, coupled with mass transit.”

“The compact urban development that supports mixed use needs investments in alternative access (walking, biking, transit), open space (parks and good design) and affordability.”

OUTREACH OVERVIEW

Meetings with stakeholder groups and interested parties, Aug. 10 to Oct. 1

Following the release of the Community Investment Strategy, Metro COO Michael Jordan, Metro Councilors and staff met with 29 groups and organizations. These meetings focused on ensuring representation from a broad spectrum of community members, including ethnic and income diversity, business and environmental interests, and geographic distribution. The purpose of the meetings was to discuss the highlights of the Community Investment Strategy, outline upcoming growth management decisions by the Metro Council, and begin a longer regional dialogue about how the public sector can better focus its limited investments in ways that generate greater private development outcomes.

The ideas shared in these discussions will be used to inform the development of specific proposals for consideration by the Metro Council, local governments and the Oregon Legislature, as well as leaders from the private sector. These proposals will seek to provide communities with new and enhanced tools to support jobs and economic growth and improve livability while protecting valuable farms and forestland.

Stakeholders engaged include: Metro Policy Advisory Committee, city and county managers, 1000 Friends of Oregon board of directors, Washington County Farm Bureau, NAIOP, housing organizations for communities of color, Columbia Real Estate Economic Coalition, Columbia Corridor Association, neighboring communities, Clackamas County Economic Development Commission, Westside Economic Alliance, Washington County Coordinating Committee, Oregon Opportunity Network's Portland Policy Committee, Portland Business Alliance's Land Use Committee, Gresham Chamber of Commerce's Public Affairs Committee, Clackamas County Business Alliance board, Homebuilder's Association's Government Affairs Committee, East Metro Economic Alliance, Special Districts Association of Oregon, Coalition for a Livable Future, Oregon Association of Nurseries' Government Affairs Committee, Clackamas County Coordinating Committee, Portland Metropolitan Association of Realtors, North Clackamas Chamber of Commerce's Public Policy Committee, Coalition of Communities of Color, Greater Hillsboro Chamber of Commerce, and South Metro Business Alliance.

Web

Metro's website was used as an information hub and received over 4,000 hits during the open comment period. The Community Investment Strategy pages contained downloadable versions of all reports and supporting documents, links to additional program information, links to the online survey, maps and information about next steps following the recommendations and comment period. Metro's planning and policy newsfeed provided new information almost daily, including coverage of open houses and stakeholder meetings.

Publicity

In addition to paid print and web advertising, e-mail and other local government notifications publicizing the open comment period and related open houses, surveys, stakeholder meetings and other input opportunities, publicity around the region included:

- six news releases sent out by Metro staff
- two news briefings with a total of seven reports present
- 36 newsfeeds related to the CIS recommendations posted through Metro’s website RSS feed
- Twitter feeds announcing open houses and comment opportunities
- 14 additional news media, blog and online publications featuring information about the CIS recommendations during the open comment period.

Online survey

From Sept. 13 to Oct. 1, residents throughout the Portland metropolitan region were invited to complete an online survey covering many of the key aspects of the COO’s recommendations for the Community Investment Strategy and the urban growth boundary expansion study areas. Visitors to Metro’s website were directed to the survey from the CIS information page; additional links to the survey were provided through e-mail alerts to 9,400 recipients and numerous news feeds.

While it is important to note that this is not a scientific sampling of the region’s population, the survey did provide an additional outlet for public comment. Comments were generally thoughtful, well-informed and addressed a wide range of issues. It also proved to have the highest volume of public comment, both in response to specific questions and through several open-ended questions, with more than 600 individuals completing part or all of the survey. A more detailed summary of the survey results are included for the CIS and UGB expansion study area analysis below.

Open Houses

A series of seven open houses were held around the region in order to reach a variety of communities. Open houses were held in Lents, Wilsonville, Sherwood, Oregon City, St. Johns, Hillsboro and Gresham. Many of the open houses included displays and participation by local jurisdiction planning staff. These events were open to the public and held during the evenings to facilitate public participation and dialogue. Participants at the open houses were encouraged to interact with staff, asking questions and giving input on the recommendations. In addition, hard-copy versions of the online survey were available for attendees to fill out. A total of 93 people attended the open houses, ranging from five attendees at both Sherwood and St. Johns to a high of 26 attendees in Wilsonville. A key factor driving attendance in Wilsonville was a city mailing to residents specifically about areas in Wilsonville included in the study for potential UGB expansion.

SECTION 1. COMMUNITY INVESTMENT STRATEGY

During the public comment period, 25 letters were written, more than 600 surveys were submitted, and numerous open houses and stakeholder meetings were held to gather public input on the COO recommendations for the Community Investment Strategy.

Most comments and letters generally support the COO's recommendation of coordinating investment and increasing efficiency. There is some tension present between creating density and affordable housing, between maintaining the current UGB and creating jobs, between sustainability and economic development. However, many comments received from citizens supported a need for greater regional coordination and focused on community character, livability and the connection between land use and transportation options.

Stakeholder meetings gathered a broad set of viewpoints on the investment strategies, covering topics including: feasibility of developing at a density of 15 units per acre; uncertainty of projects, financing, and Metro involvement in local government affairs; creating employment opportunities and room for industrial development; protecting farmland and support agricultural activities; considering market demand for density, housing, and transit; and working to ensure equity – both social and regional (Appendix B).

Throughout conversations, comments and letters, the urban growth boundary remains at the center of discussion, even when considering the CIS recommendations. Questions of density, affordability, jobs and quality of life, more times than not come back to whether or not we expand the UGB and where.

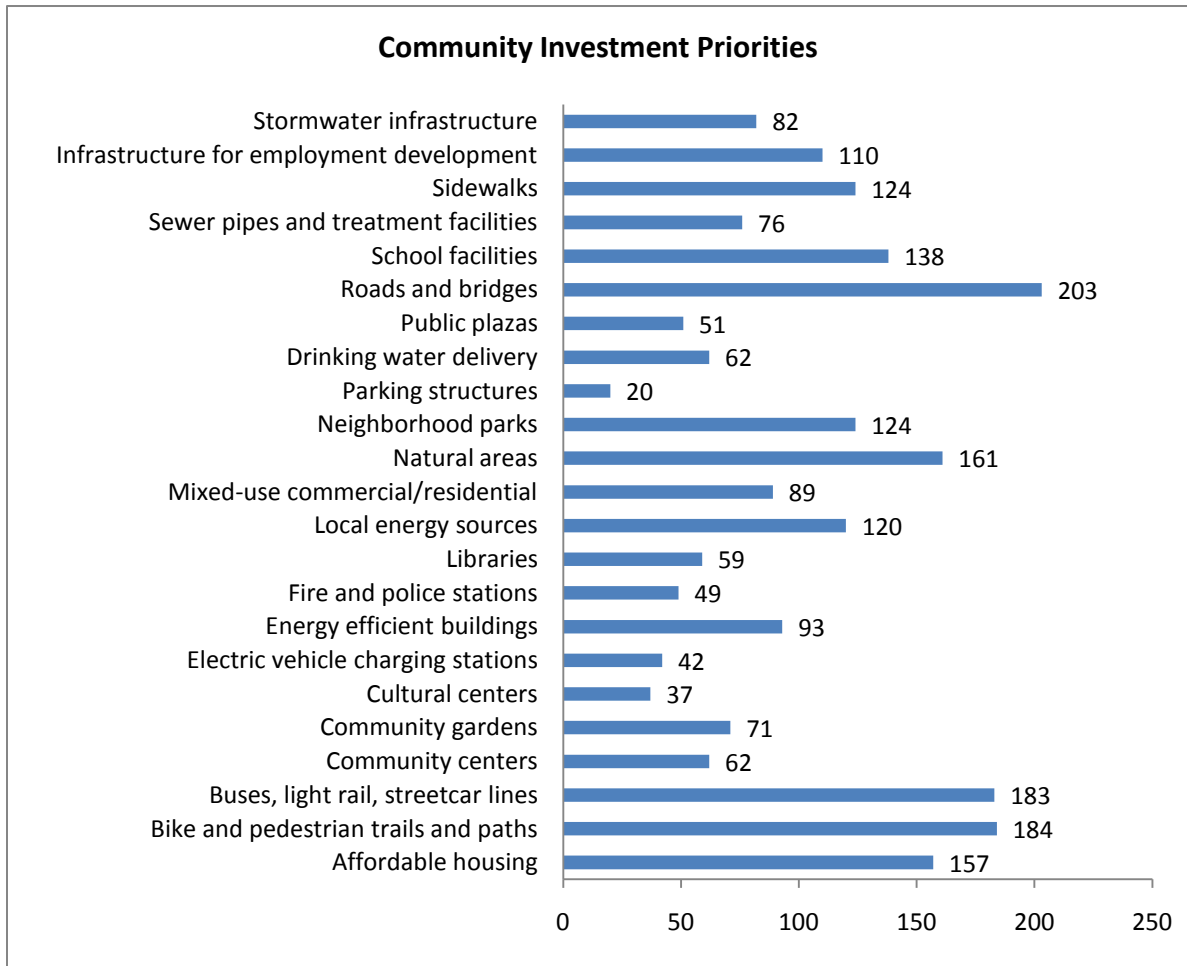
As the largest set of input, a more detailed analysis of the online survey responses related to the CIS recommendations follows:

Councilors, Metro staff, and open house attendees gather to discuss the COO's Community Investment Strategy recommendations



Community Investment Priorities

What public investments are most needed in your neighborhood? Enter numbers from the list above and/or add additional suggestions. Limit your answers to five. (580 responses)



Summary of additional comments

- Investing in roads and bridges was the most frequently listed need for future investment, with 203 comments including this kind of improvement as important.
- 184 and 183 comments listed “Bike/Ped trails and paths” and “Buses, light rail, streetcar lines,” respectively, as important for future investment. Some disagreement occurred around light rail vs. increased bus/rapid transit, but all generally felt like increasing transit options would benefit both their neighborhood and the region.
- 161 said that protecting and enhancing “Natural areas” was important.

- 157 respondents listed “Affordable housing” as a need in their neighborhood. Comments ranged from increasing the supply of all housing to expanding the UGB to allow for more single-family detached housing, to more affordable high-density units.
- Other categories that received frequent mention include:
 - Schools and education (138)
 - Energy efficient buildings and local energy sources (93 and 120)
 - Neighborhood parks (124)
 - Sidewalks (124)
 - Infrastructure for employment development (110)

Quotes:

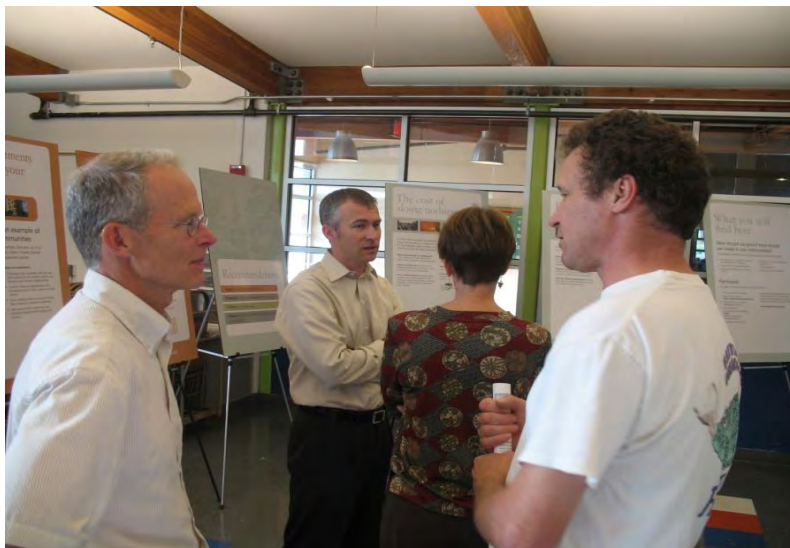
“The UGB should be expanded when ideas, demand and creativity come together, not just when a government is first in place...”

“I live in southwest Portland and we don't have one single major arterial that meets the City of Portland street standard with complete sidewalks on the streets.”

“We need to retrofit streets and storm drains to break the street-to-stream connection. We need projects like Portland's Grey-to-Green out in Washington County.”

“I'd like to see more done with keeping existing neighborhoods – just that – a neighborhood.”

“All areas of Portland need to focus more on these livability, pedestrian-focused issues.”



Councilor Rex Burkholder engages with area residents at the Lents open house

Policy Recommendations

Invest in safe livable communities: Do you agree or disagree with the following recommendations? (551 responses)

Answer Options	strongly disagree	somewhat disagree	neutral	somewhat agree	strongly agree	don't know
<i>Metro should only expand the urban growth boundary in places that strengthen existing downtowns, main streets or employment areas.</i>	14.10%	10.62%	7.14%	19.96%	47.44%	0.73%
<i>Before new areas are brought into the urban boundary there should be a government to serve the area, funding for services and demand for the new development.</i>	7.56%	7.56%	4.06%	16.97%	62.18%	1.66%
<i>When making policy and investment decisions, officials should strongly consider the affordability of housing in combination with the cost of transportation.</i>	8.01%	8.01%	8.74%	25.32%	48.63%	1.28%

Summary of 325 additional comments

Although a majority of survey respondents agree strongly or somewhat with the statements listed above, there were many caveats and clarifications, such as prioritizing affordable housing and *jobs* in areas near high quality transit options.

- In relation to **UGB expansion** and **density**, comments were split between wanting more density and tight UGB boundaries and expanding the boundary to allow for more low-density housing options. A large number of respondents said we need to focus on **fixing existing** infrastructure before we expand further. Cost and return on investment were motivating factors, as was the deteriorating condition of existing services: no new development without addressing existing problems (roads, sidewalks, sewer and water systems).
- **Protecting farmland**, as with the urban and rural reserves process, is still an important topic for many residents, as is protecting **natural areas**. Others prefer to

focus more on **jobs** and how to encourage employment opportunities and redevelopment before expansion even though it might seem easier.

- In addition to preserving farmland and natural areas outside the UGB, a number of comments said we need to consider **environmental** and **natural infrastructure** *inside* the growth boundary; focus on sustainable development and preserving available green spaces within the UGB.
- Many comments reflected on the need to have **developers pay** for any additional infrastructure costs incurred by new development or expansion of urban areas. These respondents would prefer that current residents and taxpayers not shoulder the cost of new development. Consider who benefits as well as short and long term effects.
- Quality of life, and **livability** in general, emerged as themes throughout many of the comments, although what this means differed for respondents. Some view dense, active communities to be the most livable, others find quiet suburban streets with large yards to be most desirable. A balanced approach was also mentioned in many comments.
 - Active transportation
 - Foodsheds
 - Wildlife corridors
 - Libraries
 - Community centers
 - Neighborhood character
 - Schools
 - Proximity to jobs
- Protecting **existing communities** and supporting **local governance and choice** was important to some residents. But again, opinions differed as to what this would entail for a community: some want to preserve the character and density of their neighborhoods, others would like to see more amenities and transportation options, and still other want the benefits that come with increased density but in a way that suits their particular neighborhood. **Transportation investments are** needed. We **need to consider connectivity**, safety, walkability, transportation options and choices, costs and benefits, commute distances and congestion.

Quotes:

“Government should get out of the way of free markets.”

“Maintaining the agriculture area for food consumption of the state of OR. Having this area sustainable in the area of food is a high priority.”

“Infrastructure Infrastructure Infrastructure”

“Less money and regulations micro-managing all aspects of land-use and development. Set broad policies and then get out of the way. Less paper planning and more actual building.”

Promote economic development and good jobs: Do you agree or disagree with the following recommendations? (553 responses)

Answer Options	strongly disagree	somewhat disagree	neutral	somewhat agree	strongly agree	don't know
<i>The region should maintain a development-ready supply of large lot industrial land to attract new businesses, even if it means expanding the urban growth boundary.</i>	26.96%	18.94%	10.75%	16.39%	25.87%	1.09%
<i>The region needs to create a regional economic development plan, which includes coordination with surrounding cities and counties.</i>	6.19%	6.01%	6.01%	30.24%	50.64%	0.91%
<i>Local governments should make the most of critical employment land by reserving large lots in industrial areas for industrial use only (not using them for schools or parks for example).</i>	14.96%	19.53%	15.33%	25.00%	22.63%	2.55%

Summary of 270 additional comments

Survey respondents appear to be divided about how best to deal with industrial lands throughout the region. A majority supports the creation of a regional economic development plan (81 percent), but remain conflicted about how to create or maintain industrial land used to attract new businesses.

- By far the most comments were directed at **limiting UGB expansion, protecting farmland, and protecting natural/rural areas**. Not all of these comments were against creating jobs, but most were more interested in seeing **existing land** utilized more efficiently, **increasing density** and **redeveloping** existing sites within the current UGB.
- While not as numerous as those calling for limiting UGB expansion, some comments called for promoting **job creation**, even if that means expanding the UGB onto rural farms and forestland. These comments did not call for growth and expansion across the board, but rather called for a **balanced** approach that weighs the cost of expansion

against the benefits of new jobs. Others supported providing a large supply of industrial land by expanding the UGB.

- **Coordination** between local and regional governments, many comments said, is an important goal for a regional economic strategy, as was increased efficiency of investment. One caveat to regional coordination, according to some respondents, was the need to value **local choice** and aspiration for employment lands.
- Many comments focused on the need to provide more support and investment in **small, local businesses**. Some residents see small businesses as the backbone of our economy, providing more jobs and stability for the region than the larger-lot industrial uses so often discussed in conversations about UGB expansion. These jobs, comments said, also have the benefit of being located in and serving neighborhoods and smaller centers. Supporting small, local business was seen as a way to create infill and redevelopment opportunities within the UGB.

Quotes:

“Instead of developing multiple new sites for business, we should explore rehabbing vacant buildings already located in business/industrial parks rather than building ‘out.’”

“I’ve heard that Portland is a difficult place to do business. Too much process, too many fees. We need to change that.”

“Let the free market decide!!!!”

“Investing in a high quality education system is a better long term investment -- companies care about both educated employees and also about good schools for the children of current employees.”

Protect our natural areas: Do you agree or disagree with the following recommendations? (555 responses)

Answer Options	strongly disagree	somewhat disagree	neutral	somewhat agree	strongly agree	don’t know
<i>The region should increase prioritization of maintenance, restoration and expansion of our parks, trails and natural areas.</i>	8.00%	9.09%	11.45%	24.36%	46.73%	0.36%
<i>All major policy and investment decisions should factor in impacts on greenhouse gas emissions.</i>	14.42%	8.76%	8.94%	18.07%	49.82%	0.00%

Summary of 212 additional comments

- **Protect trees, open space, habitat and create more parks.** Many responses urged a greater focus on preserving open space, protecting trees, and creating parks (both community and regional) that serve a range of purposes. Parks and open space were frequently cited as major contributors to the region's livability – the more parks, the better life is. Several comments reflected a desire to have parks and natural areas integrated into both residential and commercial-employment areas.
- **Economy vs. environment.** In the current economic climate, there is some reservation toward investing in parks and open space. Comments frequently point out that parks and such are wonderful to have, but jobs and economic vitality take precedence. *“The green spaces are beautiful, we need to look to the future of our state's natural reserves and gifts, but the focus needs to be on the economy.”*
- The need for better **connectivity** between parks and natural areas, both locally and regionally, was raised in a number of comments.
- While most respondents agree that the region “should increase prioritization of maintenance, restoration and expansion of our parks, trails and natural areas,” many cautioned against adding new expenses and **costs** to the region. We need to **maintain** and **promote our existing parks and natural areas** before expanding that system.
- **Climate change and greenhouse gases** remain as divisive topics in this region, as they are nationally or even internationally. Comments about these topics ranged from a belief that climate change is a non-existent problem to climate change as the region's most pressing problem. Much like other controversial topics covered in the COO recommendations, a few comments focused on a **balance** between jobs and the environment (including climate change).

Quotes:

“Emphasis should first be placed on jobs especially jobs that address/incorporate environmental concerns. Why not target green jobs at the young people who need to work.”

“Utilizing volunteer organizations (Girl/Boy Scouts, 4H, Boys & Girls Clubs, etc.) to clean up parks, trails, etc., makes more sense to me...What better way to teach the younger generation to preserve and protect nature.”

“when the land is developed it is lost for generations. Now is the time to put natural areas and parks aside for our kids and grandkids.”

“I agree that parks, trails and natural areas are certainly beneficial to every community. I do not think that citizens understand how we can have the unemployment rate in the state and still can afford to expand our green areas. People who are struggling financially want their electeds to work on economic problems. The green spaces are beautiful, we need to look to the future of our state's natural reserves and gifts, but the focus needs to be on the economy.”

Reduce inefficiency, foster innovation and demand accountability: Do you agree or disagree with the following recommendations? (556 responses)

Answer Options	strongly disagree	somewhat disagree	neutral	somewhat agree	strongly agree	don't know
<i>A set of indicators – like a report card – should be developed to tell us which regional decisions and investments give the best results.</i>	5.82%	6.55%	15.09%	33.82%	37.64%	1.09%
<i>Local and regional governments should make it a priority to streamline and standardize regulations to make it easier to do business in the region, even if it means less local control over regulations.</i>	17.54%	19.17%	10.13%	22.78%	27.49%	2.89%

Summary of 159 additional comments (Is there anything else you would like to add about reducing inefficiency, fostering innovation and ensuring accountability)

General comments about reducing inefficiency, fostering innovation and ensuring accountability were wide-ranging in subject matter and content, reflecting both the diversity of political, social and cultural viewpoints across the region and the difficulty in adequately summarizing the challenges of a coordinated approach to community investment.

- The debate over whether to **expand or maintain the existing UGB** was again a dominating theme among comments. While more respondents seem to favor maintaining the UGB and increasing density, there are still many who believe we need, at a minimum, small expansions to allow for housing affordability, choice and job creation.
- Fixing the existing infrastructure before expanding into new development continues to be a dominating theme, although there are comments pointing out that existing infrastructure will not be able to handle the predicted growth of the region.

Rate the importance of each of the following as goals or performance measures for public investments. (555 responses)

Answer Options	1 not important	2	3	4	5 essential
<i>Strengthen the regional economy</i>	2.38%	4.02%	14.26%	31.99%	47.35%
<i>Increase the number of jobs in your city</i>	4.01%	6.02%	20.62%	34.12%	35.22%
<i>Provide a greater mix of jobs in all areas</i>	4.75%	8.96%	20.66%	35.10%	30.53%
<i>Help local communities achieve their unique desired visions for the future</i>	7.10%	10.75%	29.14%	28.60%	24.41%
<i>Improve public safety</i>	3.09%	10.89%	30.67%	32.67%	22.69%
<i>Decrease the region's carbon footprint</i>	11.43%	9.80%	16.70%	25.23%	36.84%
<i>Retrofit existing pipes, roads, sewers, etc. to accommodate growth in existing communities</i>	4.17%	6.16%	18.48%	36.59%	34.60%
<i>Protect clean air, clean water and healthy ecosystems</i>	2.35%	4.88%	13.02%	24.59%	55.15%
<i>Increase affordable housing availability</i>	7.99%	9.44%	27.77%	31.22%	23.59%
<i>Provide safe and reliable transportation choices</i>	3.68%	6.08%	16.94%	32.97%	40.33%
<i>Ensure that the benefits and burdens of growth are distributed equally among citizens and communities across the region</i>	11.86%	8.39%	22.99%	26.82%	29.93%

Summary of 184 additional comments (other goals or performance measures that should be considered for public investments)

Respondents continued to emphasize the themes found throughout the previous questions on the survey. Comments focused on the need to maintain a tight UGB, protect farms, forests and natural areas, create jobs (for some, even at the expense of rural land) and support existing communities in their goals and aspirations. Many innovative suggestions were made, ranging from the specific to the very broad. Some made mention of the role health should play in monitoring performance of investments, and others would like to see more cost effectiveness and accountability.

- **Limiting growth** (to areas within the UGB for some, and population in general for others) was one strategy that gained more interest in response to these questions and recommendations made by Metro's COO; balance again was a common theme. The **cost** of suburban growth on **transportation, air quality and quality of life** was compared to the cost of urban density on **housing affordability and choice**.

- **Choice** was again a broad theme emerging from both ends of the spectrum: some want choice of housing and jobs; others want choice in parks, transportation options and amenities (with many respondents falling between and across those categories).
- Several comments said that greater **local control** over community character and direction is needed, and that Metro is welcome to make regional plans, but should foster community aspirations.

Quotes:

“Promote a livable, sustainable community...Foster connections (whether among people, among trails, among streets or green spaces, etc.)”

“Any public investment that only leads to more of the same should be highly questioned. Our regional and global economy needs to be redirected. And if we do not deal with peak oil and global warming our efforts will not matter.”

“How about a cost-benefit analysis? Having more jobs in Hillsboro is a problem if Highway 26 is the only way in. Commutes on 26 and 217 are approaching Bay Area 101 commutes.”

“Increase the number of jobs in neighborhoods in order to reduce travel and other costs as well as the impact on the environment.”

SECTION 2. URBAN GROWTH BOUNDARY STUDY AREAS

During the public comment period, 52 letters were written, more than 500 surveys were completed, and additional comments and input were collected during the open houses and stakeholder meetings held to gather public input on the COO recommendations for the Community Investment Strategy.

All dialogue about the UGB expansion analysis was divided along a spectrum, from those residents who are adamant about maintaining a tight boundary and increasing density to those who believe we must be willing to expand in order to attract large employers and maintain affordable housing options.

The letters and e-mails received focused primarily on creating jobs and promoting economic activity, particularly surrounding Hillsboro and Cornelius. This emphasis perhaps reflects the quantity of letters coming from cities and other local government entities (school districts, for example, argued primarily for additional land to expand on currently over-populated facilities). Beaverton, Hillsboro, Cornelius and Forest Grove all desire additional land to build on their existing industrial and large-lot employment centers.

Conversations at the various stakeholder meetings revolved primarily around concerns over density requirements of present and future expansion areas, regional equity, housing affordability and choice, and concern about accountability (including how to define and measure such indicators as “equity”).

A more detailed summary of the many survey questions and comments relating to UGB expansion area analysis follows:



Councilor Robert Liberty discusses the UGB expansion analysis areas

Urban Growth Boundary Expansion Options

Do you agree or disagree with the following statements? (545 responses)

Answer Options	strongly disagree	somewhat disagree	neutral	somewhat agree	strongly agree	don't know
<i>It is okay to build more homes and businesses near my neighborhood if the new development includes parks and natural areas</i>	11.32%	8.53%	10.76%	29.68%	39.33%	0.37%
<i>It is okay to build more homes and businesses near my neighborhood if the new development includes convenient shopping and services within walking distance of my home</i>	12.80%	10.02%	13.17%	28.39%	34.88%	0.74%
<i>It is okay to build more homes and businesses near my neighborhood if they are attractive and well-designed.</i>	12.55%	5.43%	14.42%	26.78%	39.70%	1.12%
<i>Over the next 10 years, having one more housing unit per block in my neighborhood is a reasonable price to pay for protecting farms, forests and natural areas.</i>	15.99%	8.36%	11.15%	18.03%	43.68%	2.79%
<i>New development to accommodate population and employment growth should come through developing land outside the current urban growth boundary.</i>	49.17%	13.81%	8.84%	12.15%	14.18%	1.84 %

Summary of 232 additional comments

Many of the same themes emerged from comments relating to the urban growth boundary expansion options as came out in discussions of the Community Investment Strategy. Comments addressed topics like density, UGB expansion, farmland, jobs, education and regional choice and diversity.

- **UGB expansion** responses are split on this difficult topic. Similar to comments about the investment strategy, many residents said they would prefer to keep the UGB tight, and protect farms, forest and natural areas. Others said we need to keep land and housing prices down, attract growth and employment, and create choices for the region's many diverse residents, reasoning that impacts to farmland will be less than gains from growth. A few comments suggest that increasing density can lead to lower livability in a community through poor design, higher traffic and a lack of care-taking of public and private spaces.
- **Housing affordability** was one of the main reasons for wanting a UGB expansion, as was **increasing housing choice** and **creating jobs**. Other ways suggested for creating more affordable housing were more **infill** and **redevelopment** of existing under-utilized areas within the UGB.
- A third option was mentioned several times: **limiting growth** in the region. Respondents said growth should not be a given, and offered many arguments on the negative impacts uncontrolled growth can have. Important concepts include carrying capacity of the region, jobs for local residents, and maintaining existing character of the region.
- **Choice, diversity and options** factored into comments in favor of expansion and those supporting protection of rural lands. For housing, some residents want a diverse mix of types, including some low-density single-family detached housing to raise families and have yards. Many said we also need diverse transportation options to relieve congestion and decrease emissions, increase health, and accommodate future growth.
- **Keeping decisions local** again emerged as a common theme, with an interest in keeping Metro as an advisor, regional coordinator or partner, but not necessarily as the primary decision-maker.

Quotes:

"expand, expand, expand! look at the laws of supply and demand...more supply means lower prices...lower prices will encourage growth...growth means economic prosperity and thriving communities. only 3% of land is urban...we have plenty of farms, forests, and natural areas."

"Develop parking lots or turn them into parks instead of expanding the UGB."

"You must stop expanding development into farm land. There are many infill options available that could protect our farms and forests from being destroyed by development. Growth does not mean one has to take prime farmland into consideration."

"You would need fewer parks and recreation areas if yards were large enough to accommodate a few kids throwing a ball around. Parks aren't the end all be all solution."

Urban growth boundary study areas: Recently four local jurisdictions proposed additional areas for consideration, including residential sites in Cornelius and Beaverton and large-site industrial areas in Forest Grove and Hillsboro.

Of the study areas above, five residential expansion options (3D, 4H, 5B, 6A, 7D) and one large-site industrial expansion option (8A) are recommended by Metro planning staff for further consideration. The recommendations were based on a variety of factors, including projected population and employment growth, efficiency of land use inside the urban growth boundary, and market readiness, financing and governance.

Please indicate your level of support for each of the recommended options as expansion areas for residential use: (493 responses)

Answer Options	strongly oppose	somewhat oppose	neutral	somewhat support	strongly support	don't know
<i>3D – Maplelane area (573 acres adjacent to Oregon City)</i>	19.96%	10.08%	22.63%	14.20%	15.64%	17.49%
<i>4H – Advance area (316 acres adjacent to Wilsonville)</i>	21.24%	10.93%	19.38%	18.56%	15.46%	14.43%
<i>5B – Sherwood West (496 acres adjacent to Sherwood)</i>	22.87%	12.47%	20.37%	14.76%	14.76%	14.76%
<i>6A – South Hillsboro (1,063 acres adjacent to Hillsboro)</i>	24.85%	10.27%	16.02%	14.17%	24.02%	10.68%
<i>7D – Cornelius South (210 acres adjacent to Cornelius)</i>	23.09%	11.75%	16.91%	14.64%	21.03%	12.58%

Please indicate your level of support for the recommended option as an expansion area for large-site industrial use: (494 responses)

Answer Options	strongly oppose	somewhat oppose	neutral	somewhat support	strongly support	don't know
8A – Hillsboro North (310 acres adjacent to Hillsboro)	26.32%	10.73%	12.96%	13.56%	28.34%	8.10%

Summary of 142 additional comments (Do you think that any additional areas should be considered for expansion?)

Fewer than half of all comments suggested additional areas to be considered for expansion, although only the Stafford, South Cooper Mountain and Cornelius North have more than a few votes. Most responded with no additional areas to be considered, or that no areas *at all* should be considered for expansion at this time. Following the trends established earlier in the survey, many respondents do not want to see the UGB expanded.

Specific areas mentioned for inclusion are:

- 1C – East Gresham (2); 1D (2); 1F (1); 2C (1); 4A – Stafford (8); 4B (2); 4C (3); 4D – Norwood (3); 4E – I-5 East (3); 4F/G – Elligsen (4); 5G – Grahams Ferry (1); 6A – South Hillsboro (1); 6B – Cooper Mountain (5); 6C – Roy Rogers West (2); 7B – Forest Grove North (2); 7I – Cornelius North (5); 8A – Hillsboro North (2).

Additional themes include protecting farmland, creating jobs and limiting growth in the region.

Quotes:

“As stated previously, open cities to development and create jobs for people who live in AND AROUND town. Provide more options for homeowners and businesses alike.”

“In looking at the study areas why did you not include sites with all of the services right there and not expensive or as expensive to develop?”

“If there's a potential to be able to site businesses on 310 acres, why not double the acreage and double the chances for success? What's the downside even if no new businesses are attracted for a long time?”

“There's too many rural acres left out of consideration. Put those back in the mix for more opportunity, more competition and more creativity.”

Summary of 136 additional comments (*Are there areas that shouldn't be considered at this time?*)

Based on the tone of responses to this question, it appears that most comments came from those residents who do not want to see much, if any, urban growth boundary expansion. Of the 136 comments, almost all are in support of limiting expansion. Few specific areas received much attention, with the exception of 4A – Stafford (8) and 8A/B – North Hillsboro/Shute Rd Interchange (25).

Quotes:

"It is totally inappropriate for me to speak to the aspirations and intent of other communities."

"All of them. Expansion is not necessary at this time and will waste precious land by building horizontally instead of vertically. Our quality of life is being ruined with these expansions. We are becoming too much like Los Angeles with our sprawl."

"The Stafford area. Of all the places in the Metro region to invest in services, this seems the most expensive of the identified "urban reserves" with the least amount of return for the cost."

Summary of 150 additional comments (*Is there anything you would like to add about urban growth boundary expansion study areas?*)

Many of the same themes that run through the responses of all questions on the survey continue to be relevant in these comments. However, some of the comments in this question take those themes and apply them in specific areas.

- **Density** is a divided topic. Some want it, others don't. Specific areas that were mentioned multiple times include Hillsboro (and the Hillsboro North and South analysis areas), Stafford and the areas surrounding Cornelius.
- **Coordination** between governments and communities, both local and regional.
- **Livability**, including jobs, affordable housing, diversity, choice, transportation options, amenities and clean environments and natural areas. Ideas about quality of life vary, depending in part on how respondents view density, transportation and housing choice.
- **Efficiency and cost effectiveness** – Comments included mentions of only expanding the UGB if infrastructure and services can be provided efficiently, mirroring other comments about the Community Investment Strategy. A good return on investment was cited frequently as a means to determine which areas might be considered for expansion, or as a reason *not* to expand the UGB (i.e. redevelopment may be more cost-effective than expansion).

Quotes:

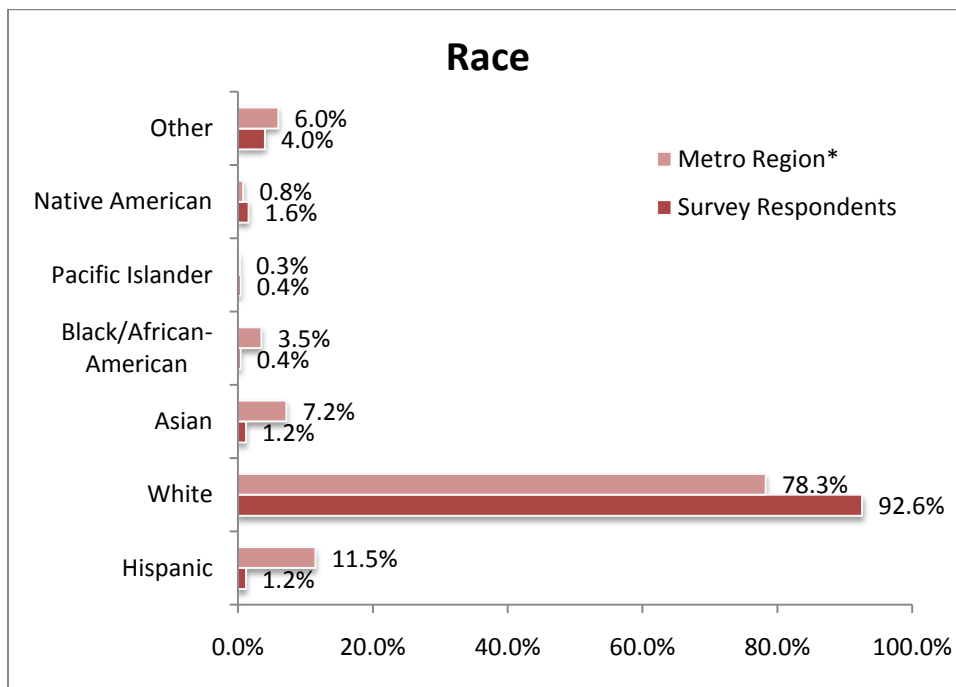
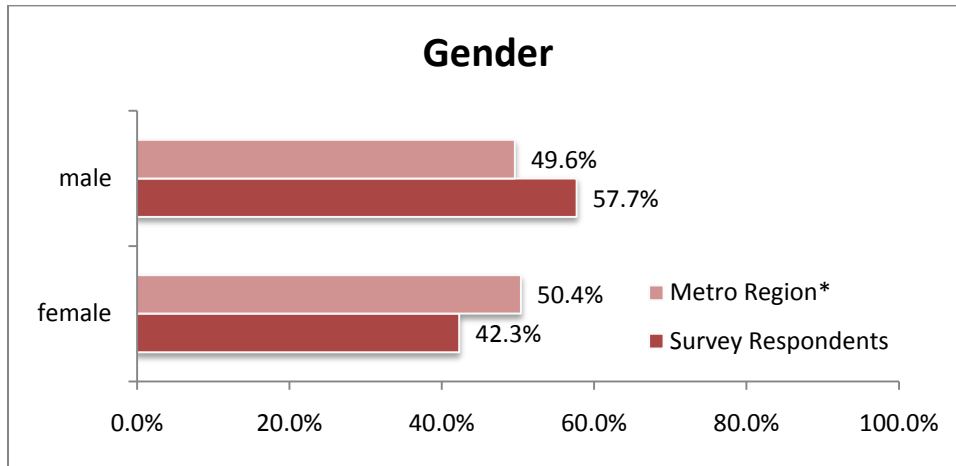
“Let's develop a tax and economic environment conducive to adding jobs but do it within our existing footprint. As for housing, why build more when we have so much lying fallow?”

“Grow up not out to minimize transportation costs and create livable communities where work, shopping, entertainment and outdoor fresh air park environment can be available without using a car.”

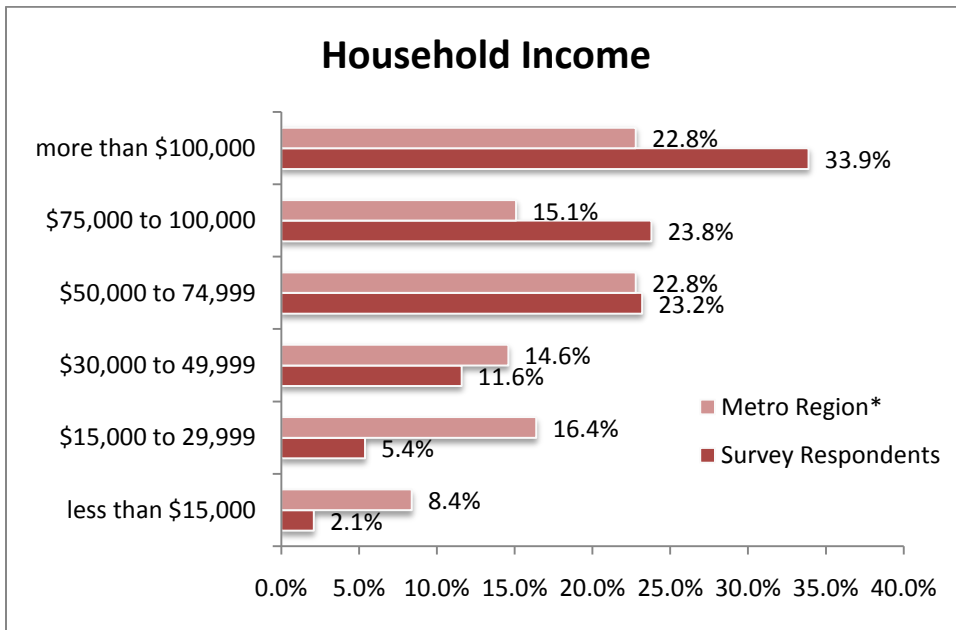
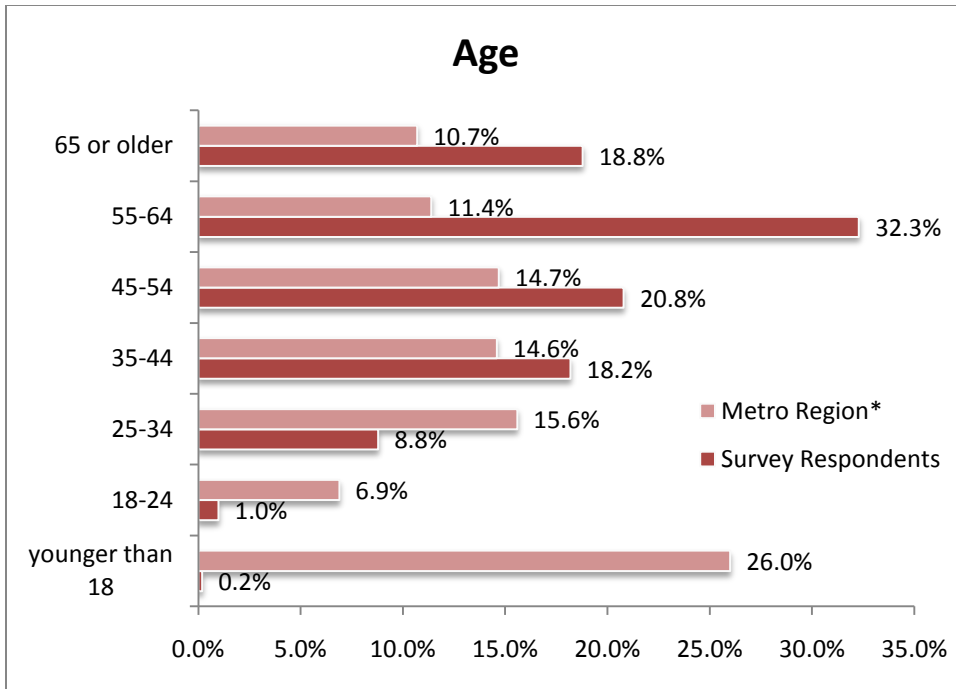
“Listen more to property owners and families who want the definition of livability expanded past convenience, density, public transportation to room to play, sun that gets into the yard, privacy from neighbors, gardens, etc.”



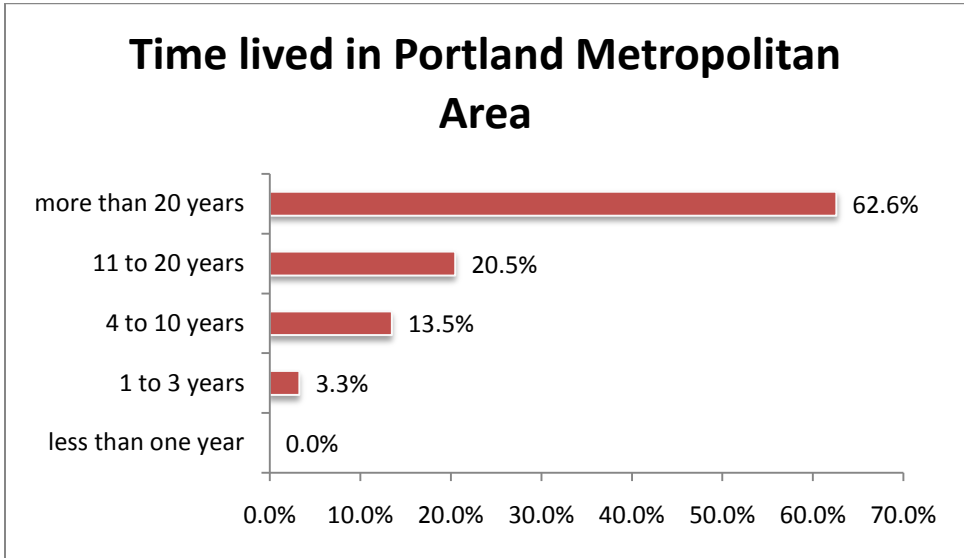
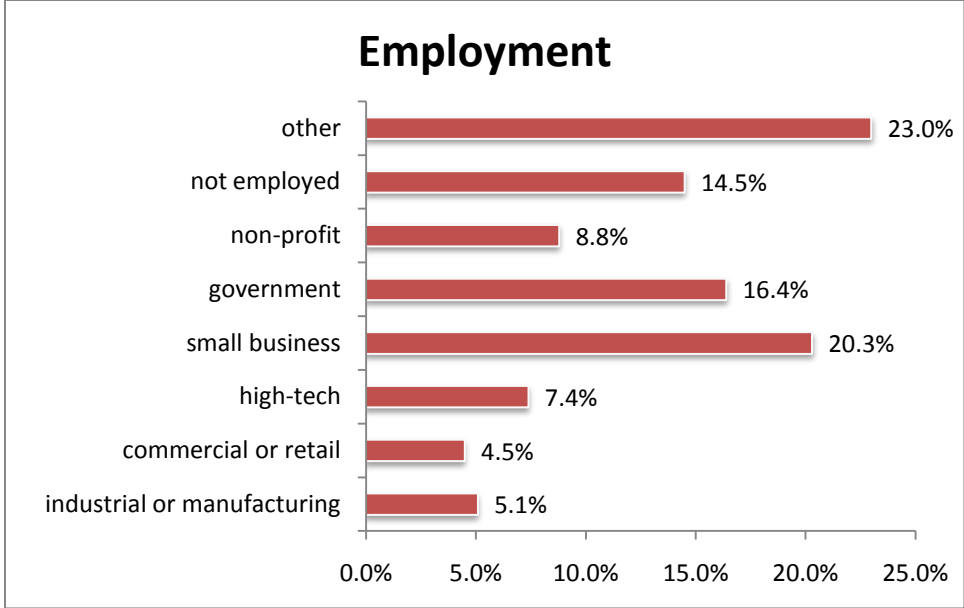
SECTION 3. SURVEY RESPONDENT DEMOGRAPHICS

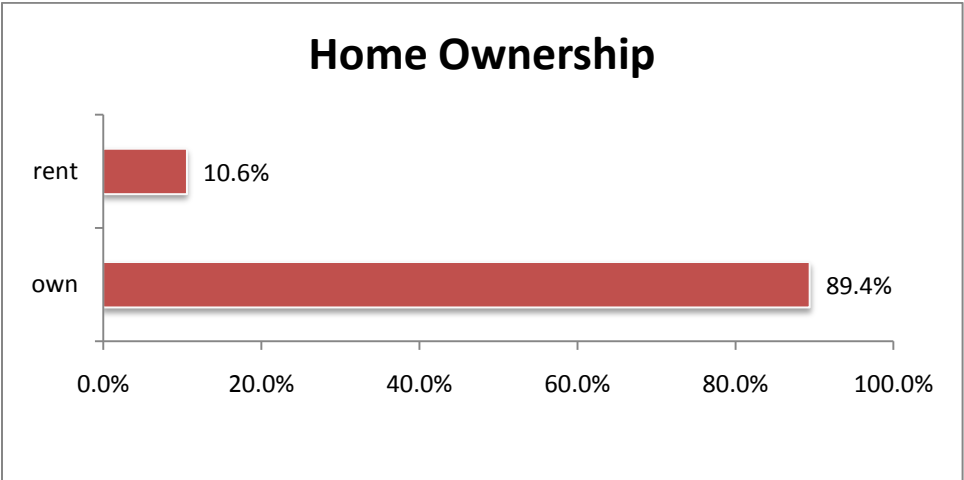
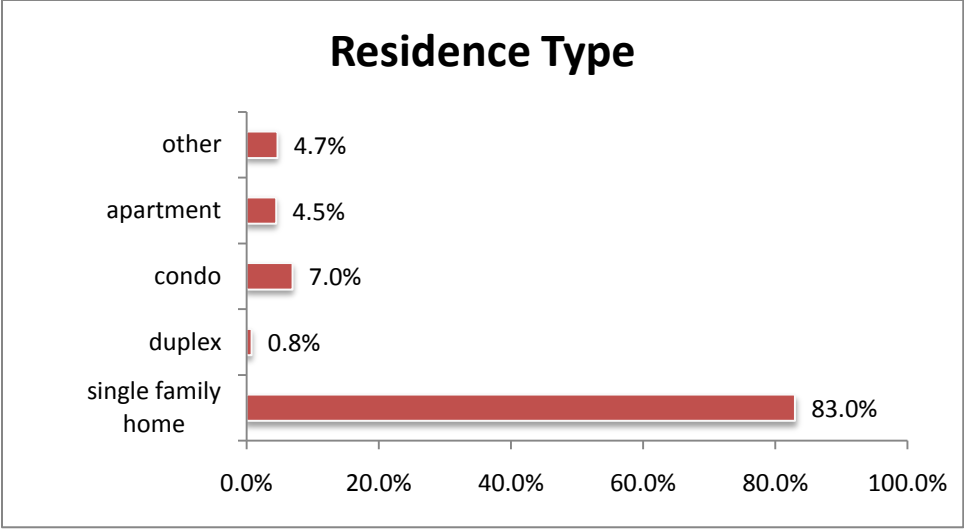


*Metro Region statistics source: ESRI



*Metro Region statistics source: ESRI





Area of residence

Community	# of Respondents
Aloha	11
Banks	2
Beavercreek	4
Beaverton	25
Bethany	8
Brightwood	1
Bull Mountain	1
Cedar Hills	2
Cedar Mill	3
Clackamas	5
Clackamas Co.	10
Clark Co.	1
Cornelius	4
Damascus	3
Fairview	1
Forest Grove	22
Gaston	1
Gladstone	1
Gresham	8
Happy Valley	3
Helvetia	3
Hillsboro	41

Community	# of Respondents
King city	2
Lake Oswego	16
Marion County	1
Milwaukie	3
Multnomah Co.	12
North of Cornelius	1
Oak Grove	4
Oregon City	3
Portland	171
Rivergrove	1
Rock Creek	2
Sandy	1
Scholls	1
Sherwood	10
Tigard	13
Troutdale	1
Tualatin	8
Washington	3
Washington Co.	43
West Linn	10
West Slope	1
Wilsonville	8

APPENDIX A

Survey comments

What public investments are most needed in your neighborhood? Enter numbers from the list above and/or add additional suggestions. Limit your answers to five.

Response Count

580

answered question **580**

skipped question **32**

- | | |
|---------------------------------------|--|
| 1. Affordable Housing | 13. Natural areas |
| 2. Bike & pedestrian trails and paths | 14. Neighborhood parks |
| 3. Buses, light rail, streetcar lines | 15. Parking structures |
| 4. Community centers | 16. Pipes and systems for delivering drinking water |
| 5. Community gardens | 17. Public plazas |
| 6. Cultural centers | 18. Roads and bridges |
| 7. Electric vehicle charging stations | 19. School facilities |
| 8. Energy efficient buildings | 20. Sewer pipes and treatment facilities for removing wastewater |
| 9. Fire and police stations | 21. Sidewalks |
| 10. Libraries | 22. Special infrastructure for industrial & other employment development |
| 11. Local energy sources | 23. Stormwater drains, pipes and treatment facilities |
| 12. Mixed-use commercial/residential | |

Comment #	Response Date	Response Text
1	Sep 13, 2010 8:50 PM	The most beautiful people in the community are still languishing on the streets, especially in my community--Buckman/Uplift neighborhoods.
2	Sep 13, 2010 8:53 PM	6 8 11 12 19 22
3	Sep 14, 2010 12:04 AM	131410519
4	Sep 14, 2010 1:12 PM	19, 2, 3
5	Sep 14, 2010 5:23 PM	2) Bike and pedestrian trails and paths 3) Buses, light rail, streetcar lines 18) Roads and bridges 4) Community centers 15) Parking structures
6	Sep 14, 2010 5:24 PM	2) Bike and pedestrian trails is paramount for West Linn's historic Willamette neighborhood in the city's western quadrant. We need better transportation management to protect the neighborhood and commercial enterprises from being deluged by traffic off I-205. Any additional growth along the Borland corridor would be a disaster to this quaint, historic commercial and residential district.
7	Sep 14, 2010 5:51 PM	1, 3, 4, 15, 17

8 Sep 14, 2010 8:30 PM

21) Sidewalks, I live in southwest Portland and we don't have one single major arterial that meets the City of Portland street standard with complete sidewalks on the streets. These arterials carry lots of regional traffic through our communities and need to be safe to walk on and safe to bicycle on as well as carry regional traffic.

16) Pipes and systems delivering drinking water. This infrastructure asset is very much in need of reinvestment to protect our investment.

23) Stormwater management - very much needed to meet the water quality requirements and to address the street improvement cost; often stormwater management is more than the cost of putting in the road improvement.

Emergency Preparedness - this region is not well prepared to deal with a major disaster and more needs to be invested to better prepare Metro residents

8) Energy efficient buildings - both new and remodeled private and public building

Management of our Natural areas to address the invasive plant species that are compromising these lands

9 Sep 14, 2010 9:36 PM

21) Sidewalks, I live in southwest Portland and we don't have one single major arterial that meets the City of Portland street standard with complete sidewalks on the streets. These arterials carry lots or regional traffic through our communities and need to be safe to walk on and safe to bicycle on as well as carry regional traffic.

16) Pipes and systems delivering drinking water. This infrastructure asset is very much in need of reinvestment to protect our investment.

23) Stormwater management - very much needed to meet the water quality requirements and to address the street improvement cost; often stormwater management is more than the cost of putting in the road improvement.

Emergency Preparedness - this region is not well prepared to deal with a major disaster and more needs to be invested to better prepare Metro residents

8) Energy efficient buildings - both new and remodeled private and public building

Management of our Natural areas to address the invasive plant species that are compromising these lands

10 Sep 14, 2010 10:23 PM

Neighborhood: Grant Park. 1. prefer alternatives to storm water removal, perhaps rain gardens or detention ponds, to recharge aquifer instead of treatment & disposal of storm water. 2. Local energy sources - maybe solar panels on large roofs. 3. better access to light rail - more park & ride lots near rail stations, or more street car routes. 4. bury electrical lines underground to save maintenance costs, ensure uninterrupted power during ice storms, eliminate unsightly tree hacking. 5. affordable housing - encourage ADU's

11 Sep 14, 2010 10:50 PM

1. Bury power lines. 2. Provide ways to recharge aquifer with storm water rather than removing it. 3. Encourage housing density. 4. Encourage urban farming. 5. Encourage tree growth.

12 Sep 14, 2010 11:15 PM

1) & 2) & 7) & 8++ & 13) & 22) in West Linn

There has been an unrecognized paradigm shift in housing which needs solutions and progressive vision. Zoning needs addressing within the existing UGB to address increasing densities along transit routes and allowing multiple units within single family units and underwater or foreclosed properties.

13 Sep 14, 2010 11:15 PM	2	
	18	
	19	
	22	
	20	
14 Sep 14, 2010 11:35 PM	In West Linn, many of our "natural" park areas are covered with ball fields, which is a concern to many.	
	1,3,4,5,7,11,17and updating Of 23 are all real needs.	
15 Sep 14, 2010 11:47 PM		11/20/2010
16 Sep 15, 2010 2:45 AM	2	
	3	
	15	
	12	
	14	
17 Sep 15, 2010 5:13 AM	Roads and bridge Special infrastructure for industrial and other employment development Electric vehicle charging stations Pipes and systems for delivering drinking water Buses, light rail, streetcar lines	
18 Sep 15, 2010 5:27 AM	keep Stafford undesignated or rural	
19 Sep 15, 2010 4:36 PM		16111417
20 Sep 15, 2010 7:43 PM		13418
21 Sep 16, 2010 2:54 AM		1222
22 Sep 16, 2010 2:44 PM	22, 10, 11, 18 19, 1, 12	
23 Sep 16, 2010 6:23 PM	5, 11, 1, 12, 21	
24 Sep 16, 2010 8:35 PM	1, 2, 3, 5, 12, 13, 17. We need more trees and tree canopy, pleasant places to walk.	
25 Sep 16, 2010 10:03 PM		01/12/2022
26 Sep 16, 2010 10:23 PM	19	
	1	
	20	
	18	
	13	
27 Sep 16, 2010 10:47 PM	1	
	14	
	3	
	18	
	19	
28 Sep 16, 2010 11:38 PM	7 2 3 11 12	
29 Sep 17, 2010 5:42 PM	2, 3, 7, 11, 13	

30 Sep 17, 2010 5:55 PM	Fire and police, roads and bridges, stormwater drains, , sewer pipes and treatment facilities, pipes and systems for delivering drinking water, affordable housing
31 Sep 17, 2010 6:10 PM	2, 13, 16, 18, 20, 22, 23
32 Sep 17, 2010 6:40 PM	We need to retrofit streets and storm drains to break the street-to-stream connection. We need projects like Portland's Grey-to-Green out in Washington County. Stormwater runoff is the #1 source of water pollution and they and the storm sewer system erodes our neighborhood creeks with accelerated runoff each time it rains. We need to reduce effective impervious area.
33 Sep 17, 2010 7:12 PM	2, 3, 4, and 5
34 Sep 17, 2010 7:24 PM	In order of importance: Buses, light rail, streetcar lines Bike and pedestrian trails and paths Roads and bridges School facilities Mixed-use commercial/residential buildings
35 Sep 17, 2010 8:22 PM	2 7 11 13 14
36 Sep 17, 2010 8:22 PM	3, 12, 17, 21, and daylighting/restoration of urban streams -- Fanno and Sylvan Creeks
37 Sep 17, 2010 8:27 PM	More natural resources protection, i.e. comprehensive tree code; Green building and environmentally responsible development REQUIREMENTS, not "resources" or "incentives" but REQUIREMENTS; More funding for schools
38 Sep 17, 2010 8:46 PM	8,16,18,20,23 I chose the items relating to necessities for everyone. Our infrastructure needs to be inspected, repaired or upgraded before we look at the other items that we can live without for now. We need to prevent any possible disasters because of weak infrastructure now. Costs will only continue to rise. Energy efficiency can help keep future costs down. To me it's just common sense.
39 Sep 17, 2010 8:49 PM	Affordable housing but without hurting other property values. Expanding the urban growth boundary will further decimate the value of existing urban properties. Housing can be made affordable numerous ways, e.g. using the community land trust model, European style compactness, energy efficiency, special loan programs & rent control.
40 Sep 17, 2010 8:58 PM	101419
41 Sep 17, 2010 9:10 PM	12/03/2013
42 Sep 17, 2010 9:23 PM	12313142120

43 Sep 17, 2010 10:45 PM	my neighborhood doesn't need a **** thing and I'm not willing to pay any more for supposed services that very few actually benefit from. You are destroying the nature of our region. You are destroying our air quality and our drinking water quality. When you build roads in watersheds, the watersheds become polluted with transportation leakages. Look at your jewel project, Kellogg Creek. All the storm water outlets are filled with oil residue. Clackamas River drinking water will become polluted with the urbanization that has been forced into the watershed. Polluted drinking water will become the bane of civilization.....even if the public doesn't know about it. Why aren't we taxing gas to compensate for the health impacts caused by polluting our drinking water and contributing so significantly to our health debilitation? It took years to get MTBE out of gas. How many cancers will appear because unknown petroleum byproducts contaminate our air and drinking water?	
44 Sep 17, 2010 10:49 PM	Infrastructure is indeed important as well as it's upkeep, but we need to remember there are a greater number of seniors requiring housing. As a resident in a manufactured home community, we DO own our own homes and will continue to do so until our money runs out. IF steps are taken to prevent out of state land owners from striping us of our homes, we can continue to be a support to our communities. If NOT, the counties will have to find a way to house these misplaced people. Not everyone has relatives who can care for them. We cannot turn them out on the streets.	
45 Sep 17, 2010 11:47 PM	1.,19,23,18,6	
46 Sep 18, 2010 12:42 AM	3, 18, 2, 21, 17	
47 Sep 18, 2010 1:13 AM	1	
	3	
	19	
	11	
	22	
48 Sep 18, 2010 1:24 AM	Don't expand the urban growth boundary! Density is the only way to save our flora and fauna, which do not have any other option to live. Increase community gardens and maintain natural areas -- with no development. Chopping them into pieces kills them.	
49 Sep 18, 2010 1:58 AM		21
50 Sep 18, 2010 2:48 AM	Jobs that provide living wages. Repair and upgrades for existing housing and schools. Programs that instill pride of community. Tools/programs for enforcing city codes (e.g. for unkept properties).	
51 Sep 18, 2010 3:36 AM	14, 3, 21, 11, 2	
52 Sep 18, 2010 2:32 PM	13, 1, 18,	
53 Sep 18, 2010 3:15 PM	1, 5, 8, 13	
54 Sep 18, 2010 3:18 PM	Just FYI. This question is unclear--what's the scope that you are interested in? Is it at the city or even regional level, as is first discussed, or is it at my neighborhood level? Having said that, I will assume you really mean a bigger scope, so, for cities, I believe first, purchase open space (#13, 2, 14, 17), second school facilities (#17), and third sustainable stormwater management (#23?)	
55 Sep 18, 2010 4:36 PM		51118137
56 Sep 18, 2010 9:45 PM	12, 4, 6,1, 7,8, 3, 1, 11, 17, 18,21, 22,16,23,	
57 Sep 18, 2010 10:09 PM	2, 8, 11, 13, 21	
58 Sep 18, 2010 10:15 PM	21 17 2 1 5	
59 Sep 19, 2010 12:13 AM	3, 8, 11, 12, 22	
60 Sep 19, 2010 2:23 AM	energy efficient building and local energy sources and schools	

61 Sep 19, 2010 3:11 PM	More schools to reduce very large class sizes (especially at the HS level) as the populations grows tremendously in this area.
	More roads & road improvements to accomodate the population growth
	Finally, parks & natural areas need to remain a priority to balance the development taking place
62 Sep 20, 2010 4:49 AM	1,2,5 Spend more money replanting our parks and our city as our tree canopy ages.
63 Sep 20, 2010 4:14 PM	none
64 Sep 20, 2010 6:12 PM	02/21/2003
65 Sep 20, 2010 9:08 PM	02/18/2010
66 Sep 20, 2010 10:05 PM	2 6 22 13 14
67 Sep 20, 2010 10:06 PM	19 (a grade school in every inner city neighborhood), 18 (especally maintenance & repair) 4, 5, 1 (not property increasing taxes and utility fees to keep housing affordable)
68 Sep 20, 2010 11:50 PM	2, 13, 19, 4, 1
69 Sep 21, 2010 12:24 AM	211912118
70 Sep 21, 2010 1:25 AM	21,12, 3
71 Sep 21, 2010 3:34 AM	18
	19
	22
	6
	11
	7
72 Sep 21, 2010 3:58 AM	9, 18, 11 - I'd like to see more done with keeping existing neighborhoods - just that - a neighborhood. The growth of the last decade has brought pockets of neighborhoods and roads that cannot accomodate the increase in population, therefore many people are using neighborhoods roads as their "main streets" making neighborhoods less desirable and safe for our kids.

73 Sep 21, 2010 6:27 AM	2, 3, 13, 20, 23	
		It is non-sensical to group all of these things and ask people to pick just 5. Different jurisdictions collect money for different purposes. Clean Water Services can't spend their funds on affordable housing or public transit. TVF&R can't spend their funds on natural areas. Schools don't compete directly with stormwater facilities for funding, at least in the Tualatin Basin.
		First we need to figure out how to maintain the most important infrastructure we currently have (things we can't afford to allow to deteriorate). Then we need to figure out how to support transportation options and affordable housing in mixed use centers, while also ensuring that we preserve natural areas and create parks and trails to serve those centers.
74 Sep 21, 2010 2:48 PM	13. natural areas, 5. community gardens, 9. police stations, 8, energy efficient buildings	
75 Sep 21, 2010 3:27 PM	2, 3, 21, 11, 12	
76 Sep 21, 2010 3:31 PM		19233
77 Sep 21, 2010 4:36 PM	Jobs, releasing restrictions on businesses, roads including lane expansion, agri-tourism.	
78 Sep 21, 2010 4:46 PM	1, 12, Businesses that provide jobs.	
79 Sep 21, 2010 4:58 PM	Homes with sufficient land around them for families to grow gardens, watch their children play in their own yards, and have privacy from neighbors.	
80 Sep 21, 2010 5:01 PM		23101321
81 Sep 21, 2010 5:08 PM		23131417
82 Sep 21, 2010 5:17 PM		313.17
83 Sep 21, 2010 5:19 PM	13, 2, 8, 11 & Low Impact Development	
84 Sep 21, 2010 5:31 PM		23131420
85 Sep 21, 2010 5:36 PM	Natural areas and the pristine environment that is called The Stafford Area. Please do not allow this area to house 16,000 people. Please reverse your decision on the urban designation of Stafford. It is a mistake that you need to correct. Over 200 people signed petitions to voice their concerns and they were not properly recorded by your staff.	
86 Sep 21, 2010 5:55 PM	16, 20, 2,13	
87 Sep 21, 2010 6:39 PM		18
88 Sep 21, 2010 6:55 PM	community gardens with farmers markets; more local bioswales; repaving with porous pavement, better emphasis on stormwater techniques	
89 Sep 21, 2010 7:24 PM	3, 8, 10, 12, 13,	
90 Sep 21, 2010 8:17 PM		02/13/2023
91 Sep 21, 2010 8:31 PM	Natural areas, stormwater drains, etc., energy efficient bldgs., local energy sources, bike and pedestrian trails and paths	
92 Sep 21, 2010 8:52 PM	7, 8, 11, 14, 18	
93 Sep 21, 2010 9:09 PM		11822176
94 Sep 21, 2010 9:55 PM	8, 7, 1, 11, 19	
		I would say that where I live in Mt. Tabor there is adequate bus lines, however an increase in service through the city 'after hours' is key. I meet lots of workers who rely on this and they are the ones who clean up when everyone is gone and if they miss the last bus to Gresham because of employment issues, they are stuck. I also think it would limit issues of driving while intoxicated if we had late night public transportation like other major cities enjoy.

95 Sep 21, 2010 10:05 PM	<ol style="list-style-type: none"> 1. Community gardens. 2. Roads, street light timing or some other method to increase efficiency. 3. More events at local parks or better publicized, i.e. a more complete event calender online. I never saw National Night Out listed on the Shute Park calendar, I may have missed it, but all I saw were the concert series. 	
96 Sep 21, 2010 10:27 PM	<p>13</p> <p>14</p> <p>8</p> <p>11</p> <p>5</p>	
97 Sep 21, 2010 10:28 PM	<p>Roads and bridges</p> <p>Special infrastructure for industrial and other employment development</p> <p>School Facilities</p> <p>lower density for residential</p>	
98 Sep 21, 2010 10:35 PM		18
99 Sep 21, 2010 11:12 PM	<p>Affordable housing</p> <p>Bike and pedestrian trails and paths</p> <p>Energy efficient buildings</p> <p>Local energy sources: solar power, geothermal</p> <p>Energy efficient buildings</p>	
100 Sep 21, 2010 11:21 PM	<p>2</p> <p>13</p> <p>21</p> <p>23</p>	
101 Sep 21, 2010 11:34 PM		08/12/2022
102 Sep 22, 2010 2:49 AM	1, 13, 3, 2, 4	
103 Sep 22, 2010 3:13 AM	<ol style="list-style-type: none"> 1. Mass transit, especially light rail. 2. Affordable housing, with development in ecologically appropriate places. 3. School facilities. 4. Energy efficient buildings. 	
104 Sep 22, 2010 3:22 AM	<p>Commercial revitalization; redevelopment; jobs; incorporation (city formation); stable school funding</p>	

105 Sep 22, 2010 2:54 PM	School facilities neighborhood parks & natural areas Community center LIGHT RAIL down 99W
106 Sep 22, 2010 3:03 PM	Developers will take care of housing and schools. The governmental agencies should first concentrate on neighborhood parks and natural areas for people to use as density increases to allow for a calming that is essential to human needs. Follow would be maintaining existing roads and bridges.
107 Sep 22, 2010 3:05 PM	Comprehensive Traffic Planning i.e., how the roads and bridges are used. This type of planning also includes bicycle and pedestrian use as a components. School facilities Stormwater drains, pipes, and treatment facilities
108 Sep 22, 2010 3:09 PM	Numbers 3, 2, 9, 8, 21
109 Sep 22, 2010 3:48 PM	3, 23, 20, 13, Planning that contributes to a more 'village' like model with core areas, serviced by better public transportation. Good planning cases would be Banks, North Plains before they sprawl out. Also re-making downtown Hillsboro into a hub; many blighted and underused city blocks there. We should have more retail, grocery, using anchor stores (Safeway or other; Target or other, for example). Am liking the effects of the theater remodel and how it's drawing people back to the core of Hillsboro for evening events. Need more of it.
110 Sep 22, 2010 4:28 PM	19, 18, 22, 12, 11
111 Sep 22, 2010 4:31 PM	2,3,8,13,23 Public investments should concentrate spending within existing UGB rather than expansion areas
112 Sep 22, 2010 7:49 PM	4, 1, 13, 16, 9
113 Sep 22, 2010 8:02 PM	19 13 18 8
114 Sep 22, 2010 8:48 PM	In my neighborhood: Improvements needed to bike and pedestrian facilities along roadways; need better bus service; road improvements.
115 Sep 22, 2010 9:30 PM	08/12/2013
116 Sep 22, 2010 11:42 PM	21, 2, and a new library. Bus service has been reduced and should be restored and expanded.
117 Sep 23, 2010 3:10 AM	03/12/2019
118 Sep 23, 2010 3:41 AM	14, 19, 22

119 Sep 23, 2010 3:44 AM	2	
	3	
	13	
	21	
	14	
120 Sep 23, 2010 8:16 AM	Extend 125th to provide connectivity to Hall Blvd. in South Beaverton.	
	Extend commuter rail to Salem for it to actually be practical and relieve congestion on I-5.	
	More affordable housing (single family dwellings).	
121 Sep 23, 2010 2:12 PM		181922
122 Sep 23, 2010 4:11 PM		02/03/2019
123 Sep 23, 2010 5:26 PM	1 8 11 22	
124 Sep 23, 2010 6:58 PM		313152311
125 Sep 23, 2010 7:04 PM	13, 8, 5, 18, 22	
126 Sep 23, 2010 7:12 PM	14, 4, 19, 22, 18	
127 Sep 23, 2010 7:20 PM	1, 3, 4, 14, 21,	
128 Sep 23, 2010 7:21 PM	13, 1, 21, 12, 2	
129 Sep 23, 2010 7:22 PM	11	
	10	
	20	
	18	
	3	
130 Sep 23, 2010 7:23 PM	I live in the North Tabor/Montavilla neighborhood. While this area has seen a bit of a renaissance as of late, there are still many issues facing that area.	
	For one, 82nd Ave. continues to be an extremely inhospitable place for pedestrians. The Green Line should have been placed down this "Avenue of Roses."	
	If the Montavilla Stark strip is to blossom, traffic calming, street trees, and a more holistic approach to planning needs to occur.	
	<u>All areas of Portland need to focus more on these livability, pedestrian-focused issues.</u>	

131 Sep 23, 2010 7:25 PM	3) Buses, light rail, streetcar lines	
	10) Libraries	
	19) School facilities	
	2) Bike and pedestrian trails and paths	
	4) Community centers	
132 Sep 23, 2010 7:25 PM		1231822
133 Sep 23, 2010 7:26 PM	12, 19, 1, 3, 14.	
134 Sep 23, 2010 7:26 PM		231013
135 Sep 23, 2010 7:27 PM	1, 12, 8, 3, 11	
136 Sep 23, 2010 7:36 PM	2, 3, 13,14,21	
137 Sep 23, 2010 7:46 PM	6, 11, 13, 18, 19	
138 Sep 23, 2010 7:52 PM	1) Public transit	
	2) Bike and pedestrian trails	
	3) Local energy sources.	
139 Sep 23, 2010 7:53 PM		2320147
140 Sep 23, 2010 8:00 PM		2314
141 Sep 23, 2010 8:23 PM	1, 5, 8, 11, 21	
142 Sep 23, 2010 8:23 PM	23, 2, 11, 14,	
143 Sep 23, 2010 8:24 PM	14, housing for down-sizing seniors, 12, 8, 3	
144 Sep 23, 2010 8:38 PM		36131417
145 Sep 23, 2010 8:43 PM	1	
	3	
	8	
	18	
	20	
146 Sep 23, 2010 8:43 PM		45714182122
147 Sep 23, 2010 8:45 PM	1, 3, 8, 11, 14	
148 Sep 23, 2010 8:47 PM	23	
	3	
	18	
149 Sep 23, 2010 8:56 PM	also -- retrofitting existing facilities to resist natural hazards (earthquakes, floods, etc)	
	1. More affordable units for the ever-increasing unemployed and foreclosed.	
	2. Community gardens so that all communities have access to nutritious foods.	
	3. 11 - Greater push for renewable commercial energy sources in urban areas.	
	4. 19 - School facilities - the US has fallen way behind in the quality of our education and the facilities our kids go to for learning.	
	5. Continue to limit urban sprawl through strict land-use control.	

150 Sep 23, 2010 9:03 PM	In my neighborhood specifically? 3, 14, 6,
151 Sep 23, 2010 9:19 PM	1. Creative solutions to affordable housing (inexpensive/limited finished units, sweat equity, etc) 2. Significant investment in pedestrian and bicycle infrastructure 3. Diversify the use of community schools (community centers, artist space, business incubators) - help them remain vibrant and the source of public pride
152 Sep 23, 2010 9:26 PM	18,19,3.1.10
153 Sep 23, 2010 9:43 PM	1, 3, 2, 14, 11
154 Sep 23, 2010 9:57 PM	311
155 Sep 23, 2010 10:35 PM	1-Affordable Housing 2-infrastructure for employment development-small biz or economic development support...JOBS! 3-Schools and higher ed programs 4-buses NOT lightrail 5-Neighborhood centers and parks
156 Sep 23, 2010 10:42 PM	Remove the dam on Kellogg Creek at the confluence with the Willamette River in Milwaukie. From above: 4) 14) 17) 21)
157 Sep 23, 2010 10:55 PM	19,20,22, & 23
158 Sep 23, 2010 10:57 PM	19, 20, 22, 23
159 Sep 23, 2010 10:58 PM	19, 16 ,23, 20, 10
160 Sep 23, 2010 11:07 PM	3 9 10 11 23
161 Sep 23, 2010 11:12 PM	#11, plus please avoid taking farmland for houses and development.
162 Sep 23, 2010 11:40 PM	10, 9 and 18
163 Sep 23, 2010 11:51 PM	10, 9 and 18
164 Sep 24, 2010 12:04 AM	Investments Metro should NOT be involved in: 9, 10, 12, 16, 18, 19, 20, 21, 22, 23. These are things that should be paid for by system development charges (SDCs) or private development. We need to expand the application of SDCs to cover things like schools, police, fire, and libraries. Metro should be involved in providing planning and possibly investment for most of the other things listed: 1, 2, 3, 4, 5, 6, 7, 8, 11, 13, 14, 15, and 17.
165 Sep 24, 2010 12:18 AM	Maintain farm lands Clean water system Libraries Energy-efficient buildings Local energy sources

166 Sep 24, 2010 12:21 AM	#18 Please fix the Sellwood Bridge.	
	#3 Streetcar to Lake Oswego is needed to ease congestion especially during the commute.	
	##4 & 10 could be combined. Neither are available in John's Landing area. Multnomah & Sellwood accessible only by car.	
	#2 incorporate into the new Sellwood Bridge - can't easily get to East Portland from John's Landing area. Current route across the bridge is scary!	
167 Sep 24, 2010 12:37 AM	1, 4, 13, 14, 12	
	Good existing location for community center, pocket park, cottage industry sites, SE Woodward (Portland), between SE 35th and 36th. Old Waverly Children's Home. Please take a look!	
168 Sep 24, 2010 1:15 AM	Creation of safe bicycle paths set aside from car arteries. And, segregating bicycle paths existing along car roads by combining sidewalk and bike path with a tree and flower barrier between path and autos	
169 Sep 24, 2010 1:23 AM	1, 2, 3, 17	
170 Sep 24, 2010 1:53 AM	18, 9, 16, 22, 23	
171 Sep 24, 2010 2:36 AM		271315
172 Sep 24, 2010 2:41 AM	2, 14, 19, 16, 10	
173 Sep 24, 2010 3:04 AM	1) Education	
	2) Public transportation esp. bike infrastructure	
	3) Sustainable food access	
	4) Public gathering spaces	
	5) Multi-family/high-density housing	
174 Sep 24, 2010 3:24 AM		1351314
175 Sep 24, 2010 3:50 AM		23131819
176 Sep 24, 2010 4:34 AM		23121917
177 Sep 24, 2010 4:35 AM	High quality urban environment with greenery and views connecting residents with the landscape.	
	Distinct, walking scaled neighborhoods, town centers, main streets, and regional centers, with an intentional mixture of housing, employment, services, and commercial within a 20 minute walk, 10 minute cycling. Each with a distinctive character.	
	Freeze in city freeway development in favor of boulevards and street network and transit.	

178 Sep 24, 2010 2:49 PM	1	
	2	
	14	
	17	
179 Sep 24, 2010 3:37 PM	1,7,18,22,9 and 19. Please note these are not in a priority listing. Jobs, jobs, jobs...it is about the economy. But, those jobs must be living wage jobs. Too many people are not just unemployed, but there are too many people who are underemployed. Homelessness needs to be addressed especially at the child level. We have a huge number of children who live in unstable housing which impacts them through out their lives especially in having a consistent education. Another issue that my constituents have high on their list is transportation, infrasturture, and the ability to get both employees and good to their destination.	
180 Sep 24, 2010 4:31 PM	fining those with dilapidated housing - dragging down property values.	
	jobs	
	education	
	Oregon as an emerging green tech economic cluster	
	Preserving all remaining natural areas - no build	
181 Sep 24, 2010 4:49 PM		03/02/2006
182 Sep 24, 2010 5:08 PM	3. Safe, efficient public transportation, is essential for a healthy economy and environment. Public transportation helps keep wealth at home; get people to/from employment, school, medical, etc. INCLUDE regional and interstate transportation for people and freight	
	19/10 Education, libraries essential for intelligent decision-making for healthy, prosperous future	
	14/13/17 greater reliance on 3 allows more space for people, less space wasted for highway vehicles	
183 Sep 24, 2010 5:27 PM	8,11'13,14,19	
184 Sep 24, 2010 6:21 PM	#1 & #4 & #12	
	#6 & #19	
	#17	
185 Sep 24, 2010 7:43 PM	1, 6, 13, 17,	
186 Sep 24, 2010 7:49 PM	2, 3, 6, 12, 21	
187 Sep 24, 2010 8:02 PM		2211317
188 Sep 24, 2010 8:40 PM	2, 3, 12, 13, 21	
189 Sep 24, 2010 11:10 PM	12, 4, 21, 6	
	I live in the Parkrose neighborhood, and we have no walkable "neighborhood center," unlike the diverse small business strips you find in Alberta, Montevilla, Hawthorne, etc. The closest is along Sandy, but it's full of auto shops, dives and seedy motels. I've seen PDC signs in one of the buildings but no interesting businesses have moved in.	
190 Sep 25, 2010 5:39 AM	18, nothing else	

191 Sep 25, 2010 8:52 AM	3. There used to be 3 bus routes nearby that I could walk to, which especially came in handy during snow storms when many bus routes were closed. Now there is only ONE! Max or street car on NE Fremont to downtown would be a dream.
	14. Alameda neighborhood has no park.
	19. Portland's schools look like facilities from a cold war Eastern European country. They are a disgrace.
192 Sep 25, 2010 3:40 PM	11, 13, 5, 19, 8
193 Sep 25, 2010 4:32 PM	1-3-16-22-23
194 Sep 25, 2010 6:39 PM	2), 13), 18)
195 Sep 25, 2010 9:33 PM	Local energy sources/energy efficient bldgs; infrastructure upgrades & repairs; natural areas
196 Sep 25, 2010 10:29 PM	1, 2, 3, 8, 13
197 Sep 26, 2010 12:21 AM	19, 5, 11, 1, 13
198 Sep 26, 2010 2:52 AM	14, 18 I would like to add 1 (affordable housing) in my neighborhood but the land is too expensive and desirable here so I feel "affordable" housing needs to go somewhere else. While some of the items in your list are "nice" in this economy we need to be very practical and not too "green and environmental" when not cost effective.
199 Sep 26, 2010 3:32 AM	2,12,13.14.18 have the road system to handle the increased population for the future before development occurs. save trees in all 3 counties
200 Sep 26, 2010 3:47 AM	3, 8, 11, 13, 19
201 Sep 26, 2010 8:44 PM	3 19 10 6 18
202 Sep 26, 2010 8:57 PM	21 -- sidewalks 13 -- natural areas 23 -- stormwater drains, pipes and treatment facilities 7--electric vehicle charging stations Other -- restoring & preserving our urban forests, particularly in the urban unincorporated areas
203 Sep 26, 2010 9:24 PM	For the new City of Damascus: 16, 18, 20, 23, & 13.
204 Sep 26, 2010 9:51 PM	14, 2

205 Sep 27, 2010 12:20 AM	2) Bike and pedestrian trails 5) Community gardens 8) Energy efficient buildings 11) Local energy sources 13) Natural areas
206 Sep 27, 2010 1:22 AM	Libraries - we need one in the Concordia area between 33rd and 42nd. Local energy - keep reducing the city's carbon footprint, and helping residents access discount programs, etc. Sewer pipes and treatments - seems to me I've read that this system is very very stressed. it's not sexy but it is a needed basic infrastructure. Roads yes, but what is needed as we are growing is mostly just traffic calming, planting etc around NE portland to slow traffic on NE 33rd. Cultural centers for more decentralized, neighborhood-based performance arts.
207 Sep 27, 2010 1:48 AM	2, 8, 13, 3,
208 Sep 27, 2010 2:12 AM	19, 14,15,22,18
209 Sep 27, 2010 4:21 AM	1. interconnecting bike and pedestrian paths, paved 2. protected natural areas
210 Sep 27, 2010 6:02 AM	11 8 18 19 23
211 Sep 27, 2010 3:12 PM	18, 20 Most of all we need a healthy business environment to restore return on investment in a number of local business buildings. Continuing to fund "public investments" in our area is costly and not a burden needed at this time.
212 Sep 27, 2010 4:52 PM	18, 16, 20, 22, 23
213 Sep 27, 2010 4:53 PM	5) 10) 21) 11) 3)
214 Sep 27, 2010 4:57 PM	2, 3, 12, 13, 21
215 Sep 27, 2010 4:58 PM	18131922
216 Sep 27, 2010 5:16 PM	10 - libraries, 18 - roads and bridges, 22 - infrastructure for ind and employment development, 8 - energy efficient buildings, 3- light rail, buses, streetcars

217 Sep 27, 2010 5:16 PM	help acquire land in town centers in unincorporated areas for urban public plazas. Support groups trying to provide community activities.	
	support efforts to retrofit existing car-centric suburbs with active travel options	
	work with trimet & counties to increase public transit in outlying areas	
218 Sep 27, 2010 5:24 PM		11314212
219 Sep 27, 2010 5:40 PM	1, 3, 16, 18	
220 Sep 27, 2010 6:21 PM	3, 19, 1, 2, 11, 22	
221 Sep 27, 2010 6:21 PM	3, 12, 19 (school facility renovation/rebuilding), 14, and sports fields (all-weather soccer, football, lacrosse, etc).	
222 Sep 27, 2010 6:21 PM	16) Pipes and systems for delivering drinking water 18) Roads and bridges 19) School facilities 20) Sewer pipes and treatment facilities for removing wastewater 21) Sidewalks 23) Stormwater drains, pipes, and treatment facilities	
223 Sep 27, 2010 6:22 PM	Are you serious? #16, 18, 20, 21, 22, and 23. Explain to us why you have these listed LAST or nearly so? We do NOT need #2!	
224 Sep 27, 2010 6:22 PM		23192112
225 Sep 27, 2010 6:22 PM	3, 11, 18, 20, 22,	
226 Sep 27, 2010 6:24 PM	1, 13, 20, 23, 18	
227 Sep 27, 2010 6:25 PM	1, 9, 18, 22	
228 Sep 27, 2010 6:25 PM		01/08/2011
229 Sep 27, 2010 6:26 PM	21) Sidewalks 2) Bike and pedestrian trails and path 3) Bus service - more than new light rail or street car	
230 Sep 27, 2010 6:27 PM	school facilities affordable housing local energy sources: solar power, geothermal roads and bridges natural areas	
231 Sep 27, 2010 6:27 PM	#3, without light rail and street cars.9, 12, 13, 18	
232 Sep 27, 2010 6:27 PM	NUMBER 1! Roads and bridges, no more bus, light rail, or bicycle crap.	
233 Sep 27, 2010 6:29 PM		910131620

234 Sep 27, 2010 6:29 PM	18	
	16	
	20	
	23	
235 Sep 27, 2010 6:30 PM	Public transit, access to amenities (food, libraries, parks) and school facilities are my highest priorities. Next would be using natural resources as infrastructure - site planning to make efficient use of existing natural resource and create=ing new "green infrastructure." For example, rights-of-ways can be used for transportation, stormwater, tree canopy and wildlife connectivity. Another example, restored riparian corridors can enhance property value by providing visual buffers, employee recreation, etc. Maintaining and enhanceing green infrastructure reduces costs for storm drains/pipes, building heat and cooling, etc.	
236 Sep 27, 2010 6:31 PM	10, 13, 14, 17, 21	
237 Sep 27, 2010 6:32 PM	2, 3, 5, 14	
238 Sep 27, 2010 6:35 PM		02/13/2009
239 Sep 27, 2010 6:39 PM	1, 3, 18, 21, 22	
240 Sep 27, 2010 6:41 PM	13, 14, 5, 8, 11	
241 Sep 27, 2010 6:45 PM	2) Bike and pedestrian trails and paths (and bike lanes)	
	21) Sidewalks	
	18) Keep roads and bridges maintained and safe	
	19) School Facilities	
	14) Neighborhood Parks	
242 Sep 27, 2010 6:45 PM	Good heavens! This is like asking, What is most important in your life? and seeing how 50,000 people answer. How useful is that info?? Ask me if a specific bike trail is more important than a specific fire station, and I'll be able to tell you.	
243 Sep 27, 2010 6:48 PM	Roads and Bridges; parks and natural areas; public safety; other basic infrastructure (sewer, water, roads, etc.)	
	Government should specifically get out of non-core functions like affordable housing.	
244 Sep 27, 2010 6:57 PM	13, 17, 5, 4, 3, 1, 14	
245 Sep 27, 2010 7:05 PM	1, 12, 18, 19, 21	
246 Sep 27, 2010 7:07 PM	3 improve local bus in Lake Oswego to connect with light rail/streetcar. 9, 18, 21	
247 Sep 27, 2010 7:13 PM	1, 17, 19, 21, 3	
248 Sep 27, 2010 7:22 PM	1, 2, 13, 18	
249 Sep 27, 2010 7:22 PM		1914
250 Sep 27, 2010 7:23 PM	capacity adding for drinking water, sewer, road for growth not just maintenance. We need to spur jobs and growth	
251 Sep 27, 2010 7:28 PM		112182023
252 Sep 27, 2010 7:29 PM	1, 3,10, 18, 23	

253 Sep 27, 2010 7:31 PM	Schools! Smaller class sizes, art, music, PE. Safe, clean buildings.	
	Sellwood Bridge replacement	
	Bicycle boulevards - safe bike routes with kids	
	Better bus frequency	
	Westmoreland Park restoration	
254 Sep 27, 2010 7:45 PM	3 5 18 21 14	
255 Sep 27, 2010 7:46 PM	3, 4, 5, 13, 18	
256 Sep 27, 2010 7:47 PM	natural areas	
	pipes and systems for delivering drinking water	
	sewer pipes and treatment facilities	
	neighborhood parks	
257 Sep 27, 2010 7:51 PM		317141821
258 Sep 27, 2010 7:56 PM	11, 13, 14, 16, 18	
259 Sep 27, 2010 7:59 PM	1, 3, 12, 21, 11	
260 Sep 27, 2010 8:01 PM	21, 18,14	
261 Sep 27, 2010 8:02 PM	2. 5. 6. 13. 14.	
262 Sep 27, 2010 8:08 PM	21,3,2,23,15 - Make them relevant to the SW West Hills conditions, and think viable commercial uses not necessary mixed use.	
263 Sep 27, 2010 8:13 PM		02/13/2021
264 Sep 27, 2010 8:14 PM	1) Utilities: water, sewer, storm	
	2) Bike and pedestrian trails and paths	
	21) Sidewalks	
265 Sep 27, 2010 8:15 PM	Considering the depth and breadth of poverty and lack of infrastructure in the Neighborhood (Powellhurst-Gilbert, Portland), nearly all are needed. Most important would be: mixed use development, transportation (buses, light rail, and streetcar), support for employment, sidewalks, parks, library, and school facilities.	
266 Sep 27, 2010 8:15 PM	Public Plazas	
267 Sep 27, 2010 8:19 PM	Would like to see the old pipes upgraded and combined with an effort to add sidewalks and bike lanes. The suburbs were designed around cars and need to change to allow other safe ways to get around.	
268 Sep 27, 2010 8:19 PM	16, 18, 20, 22	
269 Sep 27, 2010 8:19 PM	1, 2, 11, 21, 12	
270 Sep 27, 2010 8:20 PM	18 (Sellwood Bridge)	
271 Sep 27, 2010 8:21 PM	18, 19, 20, 22, 14	
272 Sep 27, 2010 8:21 PM	2, 3, 21, 13, 16	
273 Sep 27, 2010 8:23 PM	2,3,7,13,10. I selected these five because they are areas where only a government, especially a regional government, can effectively make a real difference. The other topics are often being handled by developers, nonprofits, and entrepreneurs.	
274 Sep 27, 2010 8:24 PM	1) Affordable housing	
	2) Bike and pedestrian trails and paths	
	9) police stations	
	15) Parking structures	

275 Sep 27, 2010 8:25 PM	2, 3, 13, 14, 21	
276 Sep 27, 2010 8:26 PM		412141819
277 Sep 27, 2010 8:27 PM	1, 22, 21, 12, 3	
278 Sep 27, 2010 8:31 PM		1231921
279 Sep 27, 2010 8:32 PM	1/2/3/14/21	
280 Sep 27, 2010 8:33 PM	2, 7, 10, 11, 21	
281 Sep 27, 2010 8:35 PM	Bike and pedestrian trails - sidewalks are fine, but I'd feel better with solid designated lanes. Community gardens are needed along with education about waste and recycling. I'd love to see local energy options and those integrated into the buildings.	
282 Sep 27, 2010 8:36 PM	1) Libraries 2) Sewer pipes and treatment facilities for removing wastewater 3) Stormwater drains, pipes, and treatment facilities 4) Buses, light rail. 5) Sidewalks	
283 Sep 27, 2010 8:42 PM		13181921
284 Sep 27, 2010 8:46 PM	12 22 19 9 7	
	No more BIKE paths. Money is scarce and should be spent on areas of need rather than enjoyment. For instance, it would be nice to see the lawns mowed at our schools again rather than community gardens until the economy gets better.	
285 Sep 27, 2010 8:46 PM	3 12 15 18	
286 Sep 27, 2010 8:48 PM	Roads, sewers, employment development are usually worthwhile. Generally we do NOT need more of very much. Less spending on public investment. Particularly NO MORE spending on bike lanes, bike trails, bike paths etc. Get the bikes off the roads. Public money should not be spent on hobbies for the few,	
287 Sep 27, 2010 8:48 PM	18, 20, 14, 13, and 1 (while keeping the character of the neighborhood!!)	
288 Sep 27, 2010 8:58 PM		1822121316
289 Sep 27, 2010 9:00 PM	4, 14, 18, 21	
290 Sep 27, 2010 9:05 PM		2131464
291 Sep 27, 2010 9:08 PM	Roads and bridges Affordable housing Public school facilities Special infrastructure for industrial / employment development Sewer pipes and treatment facilities	
292 Sep 27, 2010 9:13 PM		141391822

293 Sep 27, 2010 9:14 PM	18	
	13	
	2	
294 Sep 27, 2010 9:17 PM	14, 2, 3, 21, 5	
295 Sep 27, 2010 9:24 PM	Public safety programs to effectively eliminate gangs and crime from our cities	
	complete key roads to current urban standards	
296 Sep 27, 2010 9:35 PM	14, 8, 2, 13, 5	
297 Sep 27, 2010 9:36 PM	2, 14, 4, 3	
298 Sep 27, 2010 9:37 PM	Affordable housing	
	Mixed use commercial/residential bldgs	
	Natural areas	
	Consolidated and improved school facilities K-12.	
299 Sep 27, 2010 9:38 PM		151319
300 Sep 27, 2010 9:44 PM	none of the above	
301 Sep 27, 2010 9:46 PM	My neighborhood is bounded by Barnes Road, Miller Rd., Cornell Rd. and Cedar Hills Blvd. Leahy Road runs through it.	
	1) A good all weather walking and bike path directly across the ravine south of 90th and up the slope directly to the Sunset Transit center would significantly increase the availability of MAX to lots of people who believe in using it but find it difficult and too far now. An easement along the St. Vincent Hospital/Peterkort office building properties would not have to be very wide or costly.	
	2) Sidewalks along one side of the entire length of Leahy Road would increase safety for pedestrians and children walking to / from West Tualatin View School and Oregon School of Art and Craft.	
	3) Preservation of Natural Areas and Corridors for wildlife in and passing through our neighborhood. A great diversity of birds and mammals need habitat and safe access to water, provided by the streams that intersect our land. Acquire some of the more sensitive heavily forested large parcels which now are targets for infill. Large trees are a sound buffer from Hwy 26 and 217 noise, and keep our air fresh and cool. Two or three of these adjoining parcels would be a fantastic Park amenity, smaller but similar in character to Forest Park, with hiking paths.	
	4) The Peterkort Property at the intersection of Cedar Hills Boulevard and Barnes Road / Hwy 26 would be a great location for a Community Center / Auditorium / Performing Arts complex. Very close to the Sunset Transit center, so shuttle buses could run for special events. Close to the 26/217 interchange, for access by vehicle. Evening and weekend events would not be in conflict with commute traffic. Views to the West / Coast Range and sunsets could be exploited. Use it for open air concerts, smaller convention facilities, exhibit space, etc. This could also be a viable location to lease space for Community College classes, High School graduations, and to allow various	
302 Sep 27, 2010 9:52 PM	3, 7 18, 8, 2	
303 Sep 27, 2010 10:06 PM		31221
304 Sep 27, 2010 10:12 PM		151319

305 Sep 27, 2010 10:14 PM	Community centers Buses Sidewalks Roads and bridges neighborhood parks
306 Sep 27, 2010 10:20 PM	2 3 14 7 13
307 Sep 27, 2010 10:20 PM	22 22 22 22
308 Sep 27, 2010 10:20 PM	Sidewalks Natural Areas Pipes and systems for delivering drinking water
309 Sep 27, 2010 10:25 PM	#9 is the only one to do. We do not have enough police to cover the crime needs in this city. We don't open jails but we have low income housing that is tax abated and not generating revenue so we have a tax base to do anything with. Safety should always be first. All other issues are not a priority. Look at the news, there is a shooting nearly every night. What does it take to get through to you ppl.
310 Sep 27, 2010 10:30 PM	Sewer pipes and facilities Affordable housing Road maintenance (not new roads!)
311 Sep 27, 2010 10:33 PM	14, 1, 17, 4
312 Sep 27, 2010 10:34 PM	We are in unincorporated Washington County. We prefer to stay rural. We prefer that money is spent on projects inside the UGB, especially the core downtowns. None of the above apply to us.
313 Sep 27, 2010 10:49 PM	01/21/2003
314 Sep 27, 2010 10:50 PM	1618192022
315 Sep 27, 2010 11:00 PM	3; 11; 19; 8; urban agriculture

316 Sep 27, 2010 11:06 PM	6	
	15	
	12	
	17	
	18	
317 Sep 27, 2010 11:08 PM		111817196
318 Sep 27, 2010 11:11 PM		581117
319 Sep 27, 2010 11:12 PM		11/08/2010
320 Sep 27, 2010 11:33 PM	14, 18 22	
321 Sep 27, 2010 11:36 PM	All these ideas are good, but you haven't adressed the problem of non-village expansion within the urban boundary. Before thinking about expanding the boundary into rural areas, please, take care within the boundary first.	
	Respectfully yours,	
	Minerva Nolte	
	Laffalot Farm,LLC	
	Beaverton, Or 97007	
322 Sep 27, 2010 11:39 PM	13, 14, 8, 6, 3, 2, 4, 17, 23, 1	
323 Sep 27, 2010 11:44 PM	22	
	3	
	2	
	21	
324 Sep 27, 2010 11:50 PM	roads and bridges, community gardens	
325 Sep 27, 2010 11:57 PM	2, 3, 5, 8	
326 Sep 27, 2010 11:59 PM	The only improvement we need is fewer people. A lot fewer people as in less than five percent of the current metro population. People are a plague on the environment. A significant reduction of the human population will ameliorate almost every environmental and social problem we have. Hence, your job should be making it costly and dangerous to live here.	
327 Sep 28, 2010 12:11 AM	18, 13, 16	
328 Sep 28, 2010 12:27 AM	2	
	8	
	12	
	16	
	7	

329 Sep 28, 2010 12:32 AM	Local government it wearing me out. We have urban/rural not done very well, groundwater for no real reason, tree ordinances that are not tree ordinances, farmland that is easily sacrificed for potential jobs, sustainability that makes believe it knows what future generations needs will be, max trains that run empty, bicyclists who insist on the road and get killed, etc. etc. where will it end. When will you folks think about what makes sense rather than just throwing ideas on the wall and keep asking us what we think, when all the while you just do what you want.
330 Sep 28, 2010 12:43 AM	Public safety is first with police and fire, schools second, passive neighborhood parks third...NOT ALL BALL FIELDS,libraries fourth, community gardens fifth, roads sixth, walkability seventh, NO MORE STREETCARS PLEASE MORE EXPRESS BUSES, city governments need to walk the talk of sustainability and sensitive land management instead of having draconian measures forced onto residents- Lake Oswego does NOT need these land confiscating rules.
331 Sep 28, 2010 12:57 AM	Stream Protection 13 14 18
332 Sep 28, 2010 1:11 AM	21, 2, 16, 23
333 Sep 28, 2010 1:20 AM	3 18 19 11 21
334 Sep 28, 2010 1:34 AM	3 18 19 21 11
335 Sep 28, 2010 2:04 AM	9) and 18) let all the other stuff go and save our tax dollars!
336 Sep 28, 2010 2:34 AM	Roads, sewers, employment development
337 Sep 28, 2010 2:41 AM	2, 10, 14, 16, 18, 19, 20, 23
338 Sep 28, 2010 2:58 AM	Roads and auto travel enhancements. Employment enhancements. No more investment in bike lanes, bike paths or bike anything. Wasted money on hobbyists for the most part. Makes no more sense to ride a bicycle on roads with cars than it does to pipe exhaust fumes into a gym. Stupid at all levels and grossly unsafe for all.
339 Sep 28, 2010 3:12 AM	22, 23
340 Sep 28, 2010 3:23 AM	School programs and staffing - If we are the "greatest place", we should have the best schools. 3); 1); 19); 2)
341 Sep 28, 2010 3:33 AM	18, 11, 3, 8, 7
342 Sep 28, 2010 3:44 AM	1-2-21-
343 Sep 28, 2010 4:06 AM	5, 4, 3, 12, 11
344 Sep 28, 2010 4:12 AM	1.Affordable Housing, 18.Roads and bridges, 19.school facilities, 21.sidewalks, 3.buses, light rail, streetcar lines
345 Sep 28, 2010 4:13 AM	5781113
346 Sep 28, 2010 4:27 AM	Natural area
347 Sep 28, 2010 4:30 AM	1, 23, 11, 22, 13 - Infrastructure, both natural and engineered are critical for our success and resilience as the economy and climate change.
348 Sep 28, 2010 4:31 AM	12, 3, 19, 20

349 Sep 28, 2010 4:39 AM

The unincorporated areas have a much more serious problem here because the county operates under rules (taxation, appropriations) appropriate for rural areas but our unincorporated urban areas are in many places in need of more urban-planning thinking than some cities. Here are a few areas I think are in serious need of some help:

21) sidewalks. Just look at the number of auto-pedestrian deaths in recent years. This is a very serious public safety problem in the unincorporated urban areas and the counties don't seem to have the resources or desire to deal with it.

2) bike and ped trails. We are trying to provide more active transportation options, but many areas are lacking options or connectivity. A regional, not just local, view on this is necessary.

18) Roads and bridges. Bridges in particular. I worry about what has happened in Minnesota and the reports of problems with our own bridges in need of repair (i.e. Sellwood). It's just a matter of time that we have a serious accident... is it really an accident if we know which bridges are in need of serious repair.

13) Natural areas. Builds community and brings nature into our lives. It's only going to get harder and harder to acquire new land over time as density increases due to regional policies (which I agree with).

350 Sep 28, 2010 4:48 AM

2

3

5

13

17

351 Sep 28, 2010 4:54 AM	1) Changing urban farming practices so people are allowed to raise livestock as long as its done in a sustainable, earth friendly way.
	2) Encouraging community supported permaculture (rather than agriculture)
	3) A creation of a ZERO waste policy where all waste either becomes a source of energy or recycled into building materials while simultaneously funding research into more ways in which this can happen.
	4) Invest funding into research of regulated adaptive development. This is a concept first brought to light by molecular biologist Joel de Rosnay which - if put into practice - would go beyond sustainability and allow three things to happen. First, it would account "for development as for a living organism, which develops in all directions at one time. Adaptive means that this development will adapt to its environment not to be in contradiction with the ecosystem in which the developing systems is. Thirdly, regulated is the role of ecocitizens, each one being responsible of this harmonious development.
	5) Invest in the formation of a sustainability, or rather regulated adaptive development research database (similar to those for academic research such as JSTOR and Elsevier) website which integrates all the sciences and specifically focuses on the concept listed
352 Sep 28, 2010 5:05 AM	Preservation of existing agricultural/forest areas.
353 Sep 28, 2010 5:17 AM	9 16 18 20 23
354 Sep 28, 2010 5:39 AM	Money is tight. Property values have gone down. As a result property taxes revenue will go down. People are hurting! Money should go to infrastructure---not
	luxuries.
	Energy efficient buildings
	Sewer pipes and treatment facilities for removing wastewater
	Stormwater drains, pipes, and treatment facilities
355 Sep 28, 2010 6:32 AM	22, 18, 2, 3,10

356 Sep 28, 2010 7:00 AM	Affordable housing, Bike and pedestrian trails and paths, less expensive public transit, Energy efficient buildings, Sidewalks, Natural areas, Libraries, Incentives for Rainwater Harvesting	
357 Sep 28, 2010 7:24 AM	2,3,5,8,11,13,19,23. Education!!!	
358 Sep 28, 2010 7:38 AM	13, 11, 2, 7, 5	
359 Sep 28, 2010 8:02 AM		01/21/2010
360 Sep 28, 2010 11:19 AM		16182023
361 Sep 28, 2010 12:41 PM	2, 10, 19, 18, 7	
362 Sep 28, 2010 1:23 PM		4521311
363 Sep 28, 2010 1:54 PM	2, 12, 21, 23, 7	
364 Sep 28, 2010 1:58 PM	How about funding infrastructure for the Pleasant Valley area. Don't do anything new until you fund the decisions already made	
365 Sep 28, 2010 2:35 PM	Sidewalks. Neighborhood parks.	
366 Sep 28, 2010 2:57 PM		131421
367 Sep 28, 2010 3:03 PM		04/05/2014
368 Sep 28, 2010 3:06 PM	3, 16, 18, 19, 20	
369 Sep 28, 2010 3:11 PM	Bike and pedestrian trails, natural areas,	
370 Sep 28, 2010 3:17 PM	11 8 3 22	
371 Sep 28, 2010 3:30 PM	13 14 5 4 7	
372 Sep 28, 2010 3:33 PM	Maintain neighborhoods, neighborhood parks and natural areas. We have FAR TOO MUCH housing for this area and the schools are feeling the impact, as well as our pocketbooks. We should be focusing on taking care of what we do have and serving the citizens who have lived in this area, rather than building and building to bring more people, only to not adequately take care of them too!	
373 Sep 28, 2010 3:52 PM	20, 23, 21, 18,	
374 Sep 28, 2010 3:59 PM	1, 3, 21,18, 17	
375 Sep 28, 2010 4:02 PM	1, 5, 13, 14, 8	
376 Sep 28, 2010 4:04 PM		13
377 Sep 28, 2010 4:19 PM	13, 2, 1, 17, 12	

378 Sep 28, 2010 4:28 PM	<p>Economic Development (investment to spur business growth & facilities/activities that draw communities together);</p> <p>Investment in increasing range of transportation alternatives - add sidewalks where none exist, add & increase safety of bike & ped trails, add parking structures near light rail stations, etc.;</p> <p>Investment to maintain and expand school programs and libraries;</p> <p>Investment to increase accesibility of local energy sources; and</p> <p>Investment to increase local manufacturing and local food growing.</p>
379 Sep 28, 2010 4:41 PM	<p>We don't need ANY public investments North of Sunset Hwy. Helvetia needs to remain rural including 8b as part of "smart planning" ie. there needs to be rural lands reserved as urban barriers promoting the health and well being etc. etc. of the people who live there!</p>
380 Sep 28, 2010 4:53 PM	<p>Neighborhood parks & Natural areas. Rock creek runs through the Orenco Woods Golf Course, still vacant. It would amazing for Metro to invest in this greenspace, preserve it from development, and turn it into a demonstration project as a pesticide free golf course. Preserving open space, recreation opportunities, and saving the watershed.</p>
381 Sep 28, 2010 4:56 PM	11/18/2010
382 Sep 28, 2010 5:05 PM	<p>We are living in the Pleasant Valley Urban Renewal area of Gresham Oregon. I believe that this area needs to be completed before starting any other area. We are unable to sell our properties because of the pending urban renewal activities that have been pushed back to 2014 if not longer. We had to become incorporated to begin the Urban Renewal process which we had no control over. Now we pay higher taxes and receive no additional benefits. The value of our property has dropped because of the urban renewal plans, and we are now sitting on property no one wants to develop or purchase because of the uncertainty of the Urban Renewal plans. PLEASE FINISH WHAT YOU HAVE STRATED BEFORE MOVING ONTO ANYTHING ELSE.</p> <p>Gary and Jean Braden</p> <p>18711 SE Giese Rd</p> <p>Gresham, OR 97080</p>
383 Sep 28, 2010 5:05 PM	Rural road shoulders for peds, bikes, etc; 8 -- energy efficient
384 Sep 28, 2010 5:10 PM	28131418
385 Sep 28, 2010 5:16 PM	<p>bike trails and paths</p> <p>mixed-use commercial/residential buildings</p> <p>sidewalks</p>
386 Sep 28, 2010 5:20 PM	4, 14, 18, 21, 12
387 Sep 28, 2010 5:25 PM	16, 18, 20, 22, 23, 10
388 Sep 28, 2010 5:35 PM	20, 22, 18, 14, 15

389 Sep 28, 2010 5:38 PM	21) Sidewalks 3)streetcar lines 6) Cultural centers (museums, theaters, etc) 17) Public plazas (with fountains, benches, etc.) 22) Special infrastructure for industrial and other employment development	
390 Sep 28, 2010 5:38 PM	Natural Areas Buses, light rail, street car lines Bike and Pedestrian trails and paths Neighborhood Parks Mixed-used commercial/residential buildings	
391 Sep 28, 2010 5:43 PM	13 14 3 6 10	
392 Sep 28, 2010 5:43 PM	1, 19, 4, 11, 19	
393 Sep 28, 2010 5:57 PM	1. affordable housing 22. special infrastructure for industrial and employment 14. neighborhood parks 19. School facilities	
394 Sep 28, 2010 5:57 PM		13
395 Sep 28, 2010 6:00 PM	13, 14, 11, 2, 5	
396 Sep 28, 2010 6:11 PM	18; 20; 19; 21;	
397 Sep 28, 2010 6:24 PM	For Helvatia 13	
398 Sep 28, 2010 6:30 PM	9, 16, 18, 20, 23	
399 Sep 28, 2010 6:34 PM		27131822
400 Sep 28, 2010 6:47 PM	The public investments most needed are: affordable housing and economic development for local businesses---including increased transportation access and public safety.	
401 Sep 28, 2010 6:53 PM	4, 1, 3, 11, 16,	
402 Sep 28, 2010 6:57 PM	2, 3, 11, 13	
403 Sep 28, 2010 7:04 PM	1,2,5,6,7,11,13,14,17,19 securing and preserving farmland	
404 Sep 28, 2010 7:36 PM		2321118

405 Sep 28, 2010 7:56 PM	1	
	7	
	22	
	8	
	12	
406 Sep 28, 2010 8:22 PM	22, 1, 16, 23,	I don't want urban density to push people to take residence in areas outside Metro, taxing rural resources and creating longer, less efficient commutes
407 Sep 28, 2010 8:22 PM		Preservation of local neighborhood character. Natural areas, walking paths. Preserve single-family, small single-story homes for seniors and young families.
408 Sep 28, 2010 8:28 PM		2346101114
409 Sep 28, 2010 9:44 PM		Density and infill! I live out in the sprawling edge of Washington County here in Bethany, and we can't afford more acres of the general chaos that low density sprawl causes. There are some fantastic opportunities for infill in Beaverton and Hillsboro that desperately need to be addressed. By making our neighborhoods at a higher density and providing the obligatory transit and active transportation facilities necessary, many of the rest of these issues will take care of themselves thanks to the savings in cost-effectiveness. I'm obviously not suggesting we shouldn't prioritize things like education and parks, but rather that its easier to fund them efficiently in a denser metropolitan region.
410 Sep 28, 2010 10:04 PM	3, 2, 1, 6, 17	
411 Sep 28, 2010 10:11 PM	18 16 23 10 12	
412 Sep 28, 2010 10:11 PM	1, 2, 12, 18 and 22.	
		Many of these items are related to each other: #2 directly relates to 21 and strongly to 14 and 17.
		3 relates to 7, 15, 18.
		Wash Co has funding and momentum for good public safety and fire protection (9) and drinking water (16), sewer (20) and surface water treatment (23).
413 Sep 28, 2010 10:46 PM		2319105
414 Sep 28, 2010 11:07 PM		Bike and pedestrian trails and paths are what makes Portland special. Continuing investment in those and community gardens would be excellent grass-roots moves toward sustainability on a local level.
415 Sep 28, 2010 11:15 PM	18, 22, 12, 9	
416 Sep 28, 2010 11:23 PM		02/06/2011
417 Sep 28, 2010 11:25 PM		131811
418 Sep 28, 2010 11:35 PM	18, 19, 22, 1, 8	
419 Sep 28, 2010 11:46 PM	1, 8, 10, 17,11	
420 Sep 29, 2010 12:20 AM	2, Bike/ped facilities. 3, Transit facilities. 21, Sidewalks. 1, AFFORDABLE housing. 5, Community gardens	
421 Sep 29, 2010 1:15 AM	18, 14, 9, 20, 22	
422 Sep 29, 2010 1:39 AM	14, 19, 10, 4	

423 Sep 29, 2010 2:47 AM	I am not in the UGB, but it is close by. Most of these issues are city issues and the cities nearby seem to be paying attention to good things like 1),5), 13), 7) and the usual infrastructure stuff., so I will not comment. However, 2) is a concern of mine. All of the trimet buslines are across the freeway. please deveolp safe ways for pedestrians amd bicyclists to get across the freeway and use public transportation (without having to drive to it). Note that sharing the freeway bridges with trucks and industrial pollution is not safe or healthy. Could we have some pedestrian/ bicycle bridges or underpasses that are motorized vehicle free? When there are sereval lanes of traffic, the vehicle transmissions are a killer. Has anybody ever checked the deicible level near the freeway?	
	I am also about 20 miles from downtown, and it would be nice if there were art and cultural facilities locally. The lack of Public transporation late a night or on the weekend makes attending a downtown concert almost impossible.	
424 Sep 29, 2010 2:58 AM	Protection of existing farm land and natural resources	
425 Sep 29, 2010 3:22 AM		199211013
426 Sep 29, 2010 4:18 AM	9 -- Funding system needs improvement 19 -- we need to take proper care of our students 18 -- we need to be able to get to where we need to be I am sick of all the feel-good issues that come at the expense of the basics!	
427 Sep 29, 2010 4:26 AM	1, 2, 4, 6, 12	
428 Sep 29, 2010 5:04 AM	Sewage overflows into river Teachers - school operating funding 18 Mental health treatment / housing	
429 Sep 29, 2010 5:09 AM	7, 1, 13, 20, 23	
430 Sep 29, 2010 5:21 AM		711132023
431 Sep 29, 2010 5:26 AM	NONE! We live and work the land. We are farmers and don't want prime farm land to be paved ove. Please grow in areas where foundational agricultural lands will NOT be lost forever.	
432 Sep 29, 2010 1:42 PM	Investments should be prioritized based on an assessment of what will provide the greatest public benefits.	
433 Sep 29, 2010 1:49 PM	1, 2, 9, 10, 11, 16, 18, 19, 20, 23	
434 Sep 29, 2010 2:15 PM	I definately think our basic infrastructure should be maintained and improved where necessary. 20,23,18,19	
435 Sep 29, 2010 2:54 PM	4, 17, 15, 12, 15	
436 Sep 29, 2010 3:26 PM	18, 22, 1, 19, 11	
437 Sep 29, 2010 3:34 PM	5, 8, 13 (maintained and protected), 21, 2(need additional trail or traffic lane for bikes through John's landing area. The willamette greenway path is too narrow for both bikes and pedestrians.)	
438 Sep 29, 2010 3:57 PM	16, 18, 20, 22, 23	
439 Sep 29, 2010 4:00 PM	1), 14), 18), 21), 22)	
440 Sep 29, 2010 4:14 PM	1, 8, 12, 14,	

441 Sep 29, 2010 4:23 PM	<ol style="list-style-type: none"> 1. Affordable housing 2. Fire and police stations 3. Water conveyance; storm water and sewer treatment (these should not be segregated) 4. Roads and bridges 5. School facilities
442 Sep 29, 2010 4:28 PM	18, 2, 8, 13, 11 and local EcDev programs to help grow indigenous businesses (economic gardening)
443 Sep 29, 2010 4:53 PM	<p>18)Road Maintenance! Bridge Maintenance!</p> <p>Not so much NEW construction, but concentrating on what is already there, making it safe and smooth!</p> <p>10)</p> <p>9)</p> <p>With emphasis on LOCAL control and decision making. No more REGIONAL funds spent on Portland!</p>
444 Sep 29, 2010 4:55 PM	1, 18, 20, 23, 19
445 Sep 29, 2010 5:06 PM	Infrastructure to support traditional housing. This includes adequate streets, sewer and water, and schools.
446 Sep 29, 2010 5:27 PM	5, 9, 13, 14, 22
447 Sep 29, 2010 5:52 PM	Jobs ,20,22,16,18
448 Sep 29, 2010 6:03 PM	<ol style="list-style-type: none"> 1. Large tracts of land available to attract large employers. 2. Large lot (1 to 2 acre) single family residential land. This is key to attracting business, as if the business owner/senior executive has limited luxury housing options, they will not bring their business here. 3. Ample housing choices: we NEED to have 6,000 to 12,000 sq ft lots as housing for the employees with families. Not everyone wants to live in a condo or on a small lot. If we have more land available, there would be less need for government to subsidize housing as the market would be able to provide for such if the land supply were not so constrained.
449 Sep 29, 2010 6:11 PM	22182
450 Sep 29, 2010 6:15 PM	22, 18, 1, 23, 20
451 Sep 29, 2010 8:09 PM	<p>Include traditional housing options for families raising children</p> <p>2, 5, 4, 6, 7</p>

452 Sep 29, 2010 8:40 PM	(1) mixed use commercial/residential
	(2) energy efficient buildings + attention to *soundproofing*
	(3) real, dedicated bike/skate lanes
	(4) Newly designated "urban" reserves should primarily serve the purpose of accommodating possible special infrastructure for industrial/employment development. It should not serve quick fix suburbanization of farmland.
	(*) Hillsboro: too many semi-vacant lots, too many one-story, sloppily built, cinderblock constructions; too much wasted, semi-derelict space that's neither here nor there. Instead of sprawling out, redevelop. Downtown area still pathetically dead for a city with a population that's supposedly ~100 000.
	(**) Preserve high quality farmland: for its sake and the sake of urban dwellers.
453 Sep 29, 2010 8:41 PM	21, 18, 2, 13
454 Sep 29, 2010 8:41 PM	1, 4, 16, 20, 22
455 Sep 29, 2010 9:00 PM	1, 12, 9, 15, 18.
	We need space to live, work, travel and feel safe...without being on top of each other!
456 Sep 29, 2010 10:55 PM	19, 18, 11, 1
457 Sep 29, 2010 11:19 PM	15, 20, 23, 09, 10.
458 Sep 29, 2010 11:21 PM	1. Creating tax base (not among choices offered) to pay for everything else listed, including
	2. Roads and bridges
	3. Affordable housing
	4. Sewer pipes and treatment facilities
	5. Special infrastructure for employment development
459 Sep 29, 2010 11:23 PM	2
	3
	12
	13
	21
460 Sep 30, 2010 12:28 AM	22
461 Sep 30, 2010 12:37 AM	2, 13, 14, 18, 17

462 Sep 30, 2010 12:44 AM	2) Bike and pedestrian facilities; 21) Sidewalks 5) Community gardens; 18) Roads & Bridges 23) Stormwater drains, pipes and treatment;
463 Sep 30, 2010 12:48 AM	2, 21, 8, 14, 18 Hillsboro is short on safe routes to school & work for pedestrians and cyclists.
464 Sep 30, 2010 12:59 AM	6, 8, 12, 13, 22
465 Sep 30, 2010 1:22 AM	20, 22, 23,14,12
466 Sep 30, 2010 1:34 AM	We need more supply of new homes in Portland. There are not enough neighborhoods to adequately supply the demand.
467 Sep 30, 2010 1:47 AM	23121318
468 Sep 30, 2010 1:51 AM	school facilities, preserving the farm lands for future food,
469 Sep 30, 2010 2:03 AM	In Hillsboro, our terrain is perfect for bicycling.... but many more bike lanes are needed! I'd love to see better use of alternative, renewable energies. Tall, mixed use, buildings in the core should be enabled -- which could help contain sprawl and provide better support to our burgeoning cultural centers! Assistance for small business would be great too -- some way to facilitate & develop business skills like navigating the rules/permitting processes, marketing & bookkeeping skills, etc.
470 Sep 30, 2010 2:04 AM	Roads, Employment Development!
471 Sep 30, 2010 2:23 AM	No expansion of the urban growth boundary - we can't afford it. Instead focus on improving what we already have: bike and pedestrian trails and paths public transport natural areas and neighborhood parks loc energy resources- wind, solar, gethermal
472 Sep 30, 2010 2:39 AM	Green streets, rain gardens, stormwater retrofits, street trees. NOT PIPES & DRAINS.
473 Sep 30, 2010 4:31 AM	1st #9 4th #19 2nd #18 3rd #22 The very last thing to waste money on is bikes on roads!
474 Sep 30, 2010 5:26 AM	Better roads to ease traffic congestion, improve safety.
	Housing that doesn't cost \$350 a foot to own
475 Sep 30, 2010 1:04 PM	3, 10, 14, 21, 22
476 Sep 30, 2010 1:10 PM	1.2341E+29

477 Sep 30, 2010 2:19 PM	Encourage boarding houses for homeless (not so-called "affordable housing" which "affords" wealth to developers), also Nos. 13, 3, 11, 8.	
478 Sep 30, 2010 2:44 PM	18, 22, 16	
479 Sep 30, 2010 2:55 PM		12181922
480 Sep 30, 2010 3:00 PM	<p>1) Affordable housing</p> <p>2) Fire and police stations</p> <p>3) Water conveyance; storm and sewer water treatments (different agencies, but infrastructure required for new development or higher density)</p> <p>4) Roads and bridges</p> <p>5) School facilities</p>	
481 Sep 30, 2010 3:22 PM		181721
482 Sep 30, 2010 3:46 PM	2, 14, 18, 21, 22	
483 Sep 30, 2010 4:05 PM	6,1,17, 4,8 keep the current infrastructure up to date	
484 Sep 30, 2010 4:07 PM	3, 19, 6	
485 Sep 30, 2010 4:29 PM	<p>We really need more flexible mass transit options</p> <p>Neighborhood: Wilson High School/Hillsdale</p> <p>Well served by tri-met bus, library, fire, with Multnomah Arts Center 1 mile away; Capitol Hwy. viaduct currently being upgraded.</p> <p>Need more sidewalks with accompanying stormwater/drainage upgrades.</p> <p>Also public plaza work in commercial center.</p> <p>Finally, continuing alternative energy/sustainability planning likely would be a good investment - relatively high percentage of households have adequate discretionary income to take advantage of tax credits and other public finance leveraging instruments.</p> <p>For the most part, though, this community is well served, and there are likely other communities that need public investment more</p>	
486 Sep 30, 2010 4:29 PM		2781112

487 Sep 30, 2010 4:32 PM	Infrastructure to allow for more industrial and commercial development is needed. This region relies on income tax, which is a function of employment. We do not have enough shovel ready land sites to attract employers to the region. I think existing roads and highways need to be maintained better. The money being poured into the region for bike lanes and more parks at the expense of basic road maintenance is frightening. Light rail is smart over the long term, but NW people are not going to give up their cars, and freight transport will never arrive by bike. We need expanded roads and roads that are well maintained to stay competitive as a region.	
488 Sep 30, 2010 4:33 PM	16 9 3 8 11	
489 Sep 30, 2010 4:34 PM		18
490 Sep 30, 2010 4:57 PM		162019181
491 Sep 30, 2010 4:59 PM	Infrastructure for employment development; roads and bridges; stormwater systems; drinking water systems; trail systems (connected)	
492 Sep 30, 2010 5:04 PM	Investments that support the local economy and allow residents to live in well-rounded communities close to their work. Of the list above, the following are my priorities : 1, 19, 18, 21, 2	
493 Sep 30, 2010 5:09 PM	I'm concerned about our government spending too much money on whatever. I really can't answer this question because I don't know the relative costs of each item.	
494 Sep 30, 2010 5:29 PM	18, 19, 9, 23, 21, 20,16	
495 Sep 30, 2010 5:31 PM	1, 4, 8, 7, 11, 14, 18, 19, 23	
496 Sep 30, 2010 5:42 PM	22, 3, 18, 19, 2	
497 Sep 30, 2010 5:43 PM		1851512
498 Sep 30, 2010 5:56 PM	4, 22, 14, 5	
499 Sep 30, 2010 6:08 PM	15.) 18.) 20.)	
500 Sep 30, 2010 6:12 PM		311182313
501 Sep 30, 2010 6:14 PM	"Neighborhood" is a mutable word. Considering the entire Metro region as my "neighborhood" (everything is connected to everything else) I would like to see a basic policy shift from growth as "more and bigger" to "serving and supporting people better." This means food security, health care (not health insurance) for all, meaningful work, secure affordable housing, clean water, nutritious food. Tools to achieve this might be more community gardens, better sewage and storm water handling, more affordable housing, more people/business mixed land use, less sprawl, better transportation - not auto centered. This is neither a comprehensive, nor prioritized list.	
502 Sep 30, 2010 6:29 PM	It doesn't matter, for instance, if you have a job but can't afford a home, or vice versa. 1, 19, 22. The quality of life depends on a JOB. This should always be #1 - after a job I would put housing and schools.	
503 Sep 30, 2010 6:39 PM	1, 8, 16, 18, 22 More than anything we need affordable housing, which is of course directly linked to family wage jobs. And, we need to reinvest in our aging and deficient infrastructure to support and sustain economic growth. Everything else is nice and desirable, but not essential.	
504 Sep 30, 2010 6:54 PM	5, 9, 10, 15, 23	
505 Sep 30, 2010 6:54 PM	8, 11, 13, 5, 2	
506 Sep 30, 2010 6:55 PM	Mixed use commercial, sidewalks,	
507 Sep 30, 2010 7:07 PM	9, 16, 18, 21, 23	

508 Sep 30, 2010 7:10 PM	9, 12, 14, 17, 23	
509 Sep 30, 2010 7:12 PM	9, 10, 18, 19	
510 Sep 30, 2010 7:13 PM	3, 15, 11, 22,	
511 Sep 30, 2010 7:14 PM		18
512 Sep 30, 2010 7:18 PM		09/18/2019
513 Sep 30, 2010 7:23 PM	13, 16, 18, 20, 23,	
514 Sep 30, 2010 7:39 PM	Affordable Homeownership - not subsidized housing	
	Economic Development - or at least investigate how your efforts effects (positively or negatively) regional economic develoment (i.e. jobs)	
515 Sep 30, 2010 7:45 PM	Important basics to infrastructure would be fire & police services, water and sewer services, employment development(item 22), roads, and libraries. Affordable housing is very important, but the best way to provide that is to stop making building such a costly affair! Permits and fees are costing unreasonable amounts. We need less beauracratic oversight, not more.	
516 Sep 30, 2010 8:02 PM	1, 2, 3, 18, 22	
517 Sep 30, 2010 8:05 PM	11,1,6,13	
	In regard to the sewer lines. I think if there are party lines that work they should not be required to separate. That is an unfair burden to place on people during a resession. In regard to bike lanes, please stop putting them on major roads!! No one likes to ride on busy roads, put them a block off. If you are going to put in the concrete "bullets" in the roads please put trees in them. It decreases heat gain in the summer.	
	In regard to energy why not focus on doing it like Germany is... along the roads using wind or solar. Maybe try giving out light bulbs instead of having so much money all the time on TV etc "educating" people. Go door to door and hand them out with the same budget	
	Lets support the buslines more. It takes a whole lot less resources to have buslines and they sure have declined since the focus has been on the max lines	
518 Sep 30, 2010 8:23 PM		1318
519 Sep 30, 2010 8:27 PM		223
520 Sep 30, 2010 8:31 PM	7, 9, 11, 16, 23	
521 Sep 30, 2010 8:48 PM		1818
522 Sep 30, 2010 9:31 PM	7	
	8	
	2	
	10	
	5	
523 Sep 30, 2010 9:33 PM	21, 11, 8, 5, 2	
524 Sep 30, 2010 9:35 PM		1719
525 Sep 30, 2010 9:38 PM	1. Schools	
	2. Headquarter Hotel and significant investment in the Convention center area.	
	3. Long term protection of our water supply.	

526 Sep 30, 2010 9:47 PM	1	
	2	
	3	
	8	
	18	
527 Sep 30, 2010 10:14 PM	The economy has taken care of affordable housing - now we need jobs!	
	22, 18, 16	
	We have enough natural areas	
528 Sep 30, 2010 10:44 PM	18, 1, 22,14,12	
529 Sep 30, 2010 10:56 PM	2, 21, 8, 17	
530 Sep 30, 2010 11:11 PM		1
531 Sep 30, 2010 11:13 PM	21, 22	
532 Sep 30, 2010 11:24 PM	#5, #7, #11, #13, #14, #19, #21	
533 Oct 1, 2010 12:05 AM		1241113
534 Oct 1, 2010 12:10 AM		31118
535 Oct 1, 2010 12:51 AM	We should not be spending money on bike paths or any thing that is not essential. We are at a time where we cannot afford more debt, so tighten the belt please.	
536 Oct 1, 2010 12:57 AM	Roads, bridges! They have been neglected too long. #'s 1, 4,5,7,8,10,11,12,13,14,15,17,21, are all nice to have items but money, if there is any, should be spend on needs not nice to have items!	
537 Oct 1, 2010 12:59 AM		13
538 Oct 1, 2010 1:11 AM	1, 10, 21, 23, 4	
539 Oct 1, 2010 3:40 AM		13213511
540 Oct 1, 2010 3:52 AM	12, 11, 8,	
	preservation of current infrastructure and historic neighborhoods.	
541 Oct 1, 2010 4:22 AM	Community Gardens	
	Community Beekeeping and/or encouragement for Backyard Beekeeping (this could easily be integrated into community gardens)	
	Local Energy Sources	
	Natural Areas	
	Bike and Pedestrian Trails and Paths	
542 Oct 1, 2010 5:12 AM		1218222320
543 Oct 1, 2010 5:40 AM	bike paths, electric vehicle charging stations, energy efficient buildings, solar/geothermal power, community gardens.	
544 Oct 1, 2010 6:22 AM	22, 14, 19, 12, 21	
545 Oct 1, 2010 12:30 PM		11912
546 Oct 1, 2010 2:13 PM		12111921
547 Oct 1, 2010 2:49 PM		92119314124
548 Oct 1, 2010 3:28 PM	1, 12, 18, 21, 8	
549 Oct 1, 2010 3:33 PM		1910818
550 Oct 1, 2010 3:36 PM	#9 #18 #19 #21 #22 #3 #1	
551 Oct 1, 2010 3:36 PM	more employment, lower taxes	

552 Oct 1, 2010 4:04 PM	2. work with the City of Portland to provide safe bike trails. Complete the Springwater Cooridor trail.	
	3. support the Light Rail expansions	
	12. work to develop infill properties in commercial zones with retail and affordable housing.	
	14. Upgrade Blue Lake Park and stop the negative cash flow . . .	
	18. FIX THE POTHOLES	
553 Oct 1, 2010 4:07 PM		1451119
554 Oct 1, 2010 4:20 PM	#22	
	#18	
	#3	
555 Oct 1, 2010 4:23 PM	1, 4, 6, 17, 19	
556 Oct 1, 2010 4:39 PM	2, 5, 14, 11,8	
557 Oct 1, 2010 5:14 PM	1, 3, 9, 10, 19	
558 Oct 1, 2010 5:29 PM	18	
	19	
559 Oct 1, 2010 5:47 PM	14, 2, 3, 10, 13	
560 Oct 1, 2010 6:07 PM	Streets and sidewalk improvements,	
	School facilities in the David Douglas District	
561 Oct 1, 2010 6:09 PM	3, 21, 14, 10, 2	
562 Oct 1, 2010 6:14 PM	Aloha is my neighborhood:	
	2) Bike & Ped - especially safe paths along bus routes	
	4) Community Center	
	6) Cultural center/public plaza	
	Town center - More consolidated business/commercial area that looks good	
563 Oct 1, 2010 6:57 PM	2)Bike & Pedestrian trails & paths	
	7)Energy efficient buildings	
	13)Natural Areas	
	14)Neighborhood parks	
	21)Sidewalks	
564 Oct 1, 2010 7:08 PM	19, 9, 10, 3, 16	
565 Oct 1, 2010 7:55 PM	In Order;	
	18, 22,19,23,20	

566 Oct 1, 2010 8:31 PM	13) Natural Areas 3) Public Transportation - more light rail please 2) Bike and pedestrian trails	
567 Oct 1, 2010 8:33 PM	11) Local energy sources: solar power, geothermal 19) School facilities	
568 Oct 1, 2010 8:47 PM	18, 4, 9, 11, 19	
569 Oct 1, 2010 8:51 PM	13; 18; 22	
570 Oct 1, 2010 8:55 PM	1) Affordable housing 21) Sidewalks 2) Bike and pedestrian trails and paths 3) Buses, light rail, streetcar lines 20) Sewer pipes and treatment facilities for removing wastewater All should be distributed based on equity and there should be a way to measure the accountability of how the funds will get distributed and allocated; projects should occur in places with the most need.	
571 Oct 1, 2010 9:39 PM		123117
572 Oct 1, 2010 9:53 PM	16); 20); 23); 21); we are in the urban growth, pleasant valley, annexed to city, no services, but really higher taxes. what gives?	
573 Oct 1, 2010 10:23 PM		03/04/2017
574 Oct 1, 2010 10:45 PM	1, 19, 10, 11, 5	
575 Oct 1, 2010 10:46 PM	6, 17, 11, 14, 2	
576 Oct 1, 2010 10:47 PM	governance representation at the planning table safe walking and biking routes public transit community centers	
577 Oct 1, 2010 11:23 PM	2) Bike and pedestrian trails and paths 3) Buses, light rail, streetcar lines 21) Sidewalks 14) Neighborhood parks 5) Community gardens 12) Mixed-use commercial/residential buildings 11) Local energy sources: solar power, geothermal 19) School facilities	
578 Oct 2, 2010 12:07 AM		01/03/2021

579 Oct 2, 2010 1:44 AM	13, 14, 2,5 and 21.
580 Oct 2, 2010 1:17 PM	2, 13, 21, protect natural areas-do NOT expand Urban Growth Boundry.

What else should officials think about when making decisions to maintain and improve our existing communities?

Response Count

325

answered question 325

skipped question 287

Comment #	Response Date	Response Text
1	Sep 13, 2010 9:00 PM	Make people first. Everything about human beings. We tend to forget that. Human beings first. We are well--things are well in the community. People first.
2	Sep 14, 2010 12:08 AM	Sustainable available housing exists - no more extension of urban growth boundard, especially in farm areas such as Stafford.
3	Sep 14, 2010 5:36 PM	Cost vs. benefit analysis of cost of infrastructure vs. benefit of development. If infrastructure cannot be put into place that will serve the development and the surrounding area is degraded by lack of needed infrastructure then the said development should not occur.
4	Sep 14, 2010 6:02 PM	There shouldn't not be any future construction without solving the current traffic and unsustainable roads & sidewalks.
5	Sep 14, 2010 6:05 PM	Providing viable transportation options and considering the cost of infrastructure to existing communities should be the highest priorities. For instance, near West Linn, no UGB expansion should transpire without solving the chokehold of traffic off I-205 pouring into residential neighborhoods.
6	Sep 14, 2010 10:02 PM	Whether a doughnut hole effect is occurring in the Metro region. By "doughnut hole effect" I mean whether the inner Portland neighborhoods are not improved to a regional standard and are left in their same condition as newly added communities are built to the appropriate standard with Regional dollars. Southwest Portland and outer southeast Portland should not be left with unimproved, unsafe and unwalkable streets when new suburban communities are being built to today's standards. Don't continue to perpetuate the doughnut hole effect through this Community Investment Strategy.
7	Sep 14, 2010 10:39 PM	Maximize the potential of existing infrastructure before building new. Make costs of new infrastructure (roads, utilities) and supporting amenities (schools, etc.) the developer's cost, so taxpayers do not support "affordable" housing built far away from the CBD which actually increases the homeowner's living costs.
8	Sep 14, 2010 10:59 PM	Pave all city streets. Maintain existing infrastructure instead of extending infrastructure and contributing to sprawl.
9	Sep 14, 2010 11:20 PM	economic development (more land, cheaper land, better incentives for business), freight transport and commerce (more roads, wider roads). a prosperous community is a thriving community.
10	Sep 14, 2010 11:23 PM	Clear concise and enforceable state and local codes that protect all riparian areas, wetlands, and steep terrain. Sustaianable practices and zero carbon based approaches need to be legislated and incentives given.
11	Sep 14, 2010 11:46 PM	Have (low-cost) loans available for upgrading existing homes and business areas to be more livable and energy efficient.
12	Sep 15, 2010 3:08 AM	I don't think the urban growth boundary should be expanded, period. The argument that builders need existing agricultural land to build on, so that the resulting housing is affordable, is bogus. They want to build on that land because it's easy, and without a realistic disclosure of the true communal cost, American suckers fall for it. "Affordable" housing doesn't have to be a suburban development on prior farmland.
13	Sep 15, 2010 5:20 AM	Reversing urban designation of Stafford
14	Sep 15, 2010 5:28 AM	keep stafford undesignated or rural
15	Sep 15, 2010 4:42 PM	who can live there? and will it help the community in a way we want it to.

16 Sep 16, 2010 3:22 AM	Do not put farms by small parcels...this has created great conflict, especially in Chehalem Mtn area. Rural lands must be more flexible as many small 20 acre farms are surrounded by 2 to 4 acre parcels of new homes complaining about the farming. IF our area has changed, then we should be able to at least CONFORM to what the area has already become. Options given to us have been, "leave your land vacant so people won't complain" Now that type of thinking is why we have the tough economics we have now. What is wrong with splitting in half, or less, to be able to farm more friendly and irrigate, create a stronger county tax base, and limit conflict we impose on these small farmers stuck in this Metro Rural designation.....Have we not learned that the ONE SIZE THINKING just does not work?
17 Sep 16, 2010 8:48 PM	"Expand the urban growth boundary in places that strengthen existing downtowns, main streets or employment areas." That is absolutely ridiculous. Expanding the UGB will not strengthen existing downtowns, main streets or employment areas because it will sap limited infrastructure dollars needed to invest in these areas which already have plenty of land and potential to redevelop.
18 Sep 16, 2010 10:57 PM	All of these are important, one of the difficult discussions regards "demand for new development" if it is for jobs. For instance large lot industrial areas demand is perceived by employment sectors stronger than it is by agricultural supporters. Designating an appropriate amount is somewhat of a guessing game. I would ask that officials base decisions less on the rhetoric of opposing industries (any "bricks based industry" vs the ag industry for instance) and more on long-term economic impacts.
19 Sep 16, 2010 11:43 PM	increasing residential density over present levels in each type of community -- be Portland or Troutdale -- will make new infrastructure cost less
20 Sep 17, 2010 5:52 PM	strengthen small farms
21 Sep 17, 2010 6:14 PM	Officials shouldn't make these decisions..the market should
22 Sep 17, 2010 6:22 PM	Put the limited funds into necessary repairs and maintenance of our communities to help sustain them now, not sacrificing our current communities for some favored ideas coming from decision makers who are not in touch with their communities.
23 Sep 17, 2010 6:48 PM	Officials should think of the impact on our streams, wetlands and rivers of increasing impervious area.
24 Sep 17, 2010 8:30 PM	Protecting natural resources, green spaces, trees, watersheds, reducing greenhouse-gas footprints, reducing reasons for people to drive cars.
25 Sep 17, 2010 8:46 PM	Don't build strip malls or office buildings unless more than 75% of the structure has firm lease agreements ahead of time. These structures are cropping up all over and are sitting mostly empty.
26 Sep 17, 2010 9:16 PM	make them as pedestrian/bike friendly as possible
27 Sep 17, 2010 11:03 PM	Self sustaining areas have been considered by our CPO (4K) group. Keeping folks in closer working areas to the homesites would save many dollars for the transportation issues that will come with increases in population.
28 Sep 17, 2010 11:05 PM	Think about how the development will effect the environment.....our air quality, our drinking water quality, our quality of life. Why do we have to keep building and developing in this region? Why can't people develop out in eastern Oregon, out in the desolate, treeless desert environment you all so cherish? Why do we continue to cut down all our western forests and natural areas for development? Why do we keep making plans to contaminate our drinking waters. All your costly plans will not protect drinking water quality. You know it. We know it. Who do you think you are fooling?
29 Sep 17, 2010 11:55 PM	Cost
30 Sep 18, 2010 12:50 AM	Consider the affect of additional cars on the existing communities. North Bethany cars will irrevocably change...probably break apart...the existing Bethany community. Tragic.

31 Sep 18, 2010 1:37 AM	RE: Comment two above, government to serve the area, incorporated areas brought into the UGB suffer from lack of planning and community based facilities: ex. Bull Mountain-no schools, no parks, little connectivity, etc. The demand does not need to be there, but a framework for dealing with the anticipated demand should be.
32 Sep 18, 2010 1:59 AM	You place strict requirements on property owners, but when you guys take over all the restrictions go away. It is amazing how that works.
33 Sep 18, 2010 3:52 AM	Development beyond current urban boundaries should pay for its own infrastructure costs
34 Sep 18, 2010 2:37 PM	there should be adequate planning for future infrastructure needs before any work is done
35 Sep 18, 2010 3:36 PM	I know it's difficult, but we need to think about, frankly, everything when considering improving our existing communities. We can't just look at one aspect, eg transportation or house, but all aspects of the community must be considered. So, in a few words, officials need to consider all aspects, they need to think holistically. Also, climate change must be factored into all decisions concerning the UGB and current developed areas.
36 Sep 18, 2010 10:29 PM	Effect on existing residents: developers should pay for infrastructure. We don't need speculative development. The 25-yr supply is ridiculous.
37 Sep 19, 2010 12:19 AM	Even older communities benefit from growth on the edge. We don't want the region as a whole to stagnate just because we won't add on the edge. Helping existing communities should focus on maximizing their potential based on their underutilized assets.
38 Sep 19, 2010 2:32 AM	preserving rural areas
39 Sep 20, 2010 4:56 AM	Development should be vertical, not horizontal. We do not need huge paved industrial parks eating up valuable farmland that can never be replaced!!! This is happening far too often.
40 Sep 20, 2010 4:20 PM	create less government
41 Sep 20, 2010 6:22 PM	Stop growth before it overwhelms local areas.
42 Sep 20, 2010 9:19 PM	only grow close to your High Capacity Transit Plan
43 Sep 20, 2010 10:13 PM	make the roads wide enough to handle what they build!!!! i.e. Tualatin Sherwood Hgwy fiasco
44 Sep 20, 2010 10:36 PM	Bicycle infrastructure needs to be paid for by bicyclists only including license and registration fees and bicycle tolls such as on the CRC. Continuing to construct costly rail transit is unsustainable. Transit fares need to better reflect the cost of providing the service (capital costs plus the approximately operational costs of \$8.00 per ride instead of just 25 percent of the operating costs). Motorists must no longer be fleeced as an ATM to fund alternative modes of transport. There also needs to be a road tax on the electricity used by electric cars.
45 Sep 21, 2010 3:50 AM	Matching business needs to the area
46 Sep 21, 2010 6:44 AM	We should only expand the UGB when we have demonstrated that new development can afford to pay for all of the infrastructure required to support the development, and only after demonstrating that infrastructure investments in UGB expansion areas will yield more homes and more new jobs than infrastructure investments inside the UGB.
	Housing and transportation affordability needs to be viewed against some absolute income standard. Homes in Dunthorpe might show up with high home and transportation costs, but people who choose to live there can afford those costs.
47 Sep 21, 2010 2:53 PM	Making more efficient use of existing land resources within the boundary
48 Sep 21, 2010 3:32 PM	Grow up not out. Eat the view!
49 Sep 21, 2010 3:37 PM	Cost efficiency
50 Sep 21, 2010 4:43 PM	Letting people use their land the way they want.

51 Sep 21, 2010 5:08 PM	We need a balance of kinds of housing. Too much low cost housing translates to depressed areas in short future ahead.
52 Sep 21, 2010 5:12 PM	Make them livable for persons/families, eg sidewalks, bus service, funded schools, libraries, etc.
53 Sep 21, 2010 5:30 PM	Maintain and revamp our existing communities without taking more critical habitat to develop. Protect our wetlands & natural areas that make this region a healthy, sustainable place for people to live with nature.
54 Sep 21, 2010 5:43 PM	Metro should not expand the Urban Growth Boundary. This should be an option and it is not listed above.
55 Sep 21, 2010 6:11 PM	Ensure the already developed areas have the amenities citizens need to maintain a certain standard of living, such as bicycle/pedestrian pathways, adequate infrastructure, and adequate parks/open space. Too often people move to other areas for these types of amenities.
56 Sep 21, 2010 7:07 PM	use of greenspace---regard for green infrastructure in general
57 Sep 21, 2010 8:56 PM	What is already there that needs to be improved? Why do we only think of new & not re-use? We should re-vitalize downtowns & warehousing/industrial areas before expanding outward. Build a strong downtown (multiple ones -- i.e. Hillsboro, Beaverton, Forest Grove, etc. etc.) to pull people into a village concept, not sprawling growth.
58 Sep 21, 2010 9:17 PM	Jobs, Jobs, Jobs..... some homes with real back yards.
59 Sep 21, 2010 10:04 PM	Infrastructure Infrastructure Infrastructure
60 Sep 21, 2010 10:32 PM	Let the market drive the demand the direction for housing
61 Sep 21, 2010 10:36 PM	Use the existing resources. We have empty lots downtown, and empty buildings all over. Create wildlife corridors, pollen highways. There's room for all of us.
62 Sep 21, 2010 11:13 PM	Accessibility to parks, community centers and other services should be important to the decision making process around the UGB.
	Environmental impact, where can the growth boundary be extended with the least environmental impact while still meeting the human needs.
	How will Trimet (public transit) play a part?
63 Sep 21, 2010 11:53 PM	Counties are already cashed strapped. I live in an un-incorporated area and services have been cut to the point that it is hurting the safety and livability of my neighborhood
64 Sep 22, 2010 3:39 AM	Are transportation connections to/from the area sufficient to accommodate projected growth?
	Are significant infrastructure investments needed? If so, how will they be paid for?
	Are there other alternatives, such as building up (as in vertically) in the nearby area?
	Is it necessary for the good of the area, or will developers be the primary beneficiaries?
65 Sep 22, 2010 3:03 PM	Consider that effect those decisions make on existing homeowners that may be on fixed incomes and can ill afford the increases in taxes.
66 Sep 22, 2010 3:13 PM	Metro isn't an economic development agency so I'm inclined to think considering "affordability of housing" isn't its job. Metro should be working closely with local county and city governments to be certain that the Metro's planning doesn't duplicate or go in opposition to the priorities of the city or county bodies.

67 Sep 22, 2010 3:17 PM	How development impacts our natural infrastructure... water infiltration into permeable soils, erosion, water quality, CO2 filtration through trees and soil content.
	How people get around. We drive 8 miles to the "local" high school. A round trip costs us \$8.00 and about 40 minutes drive time. With two students attending and active in activities, that's usually two trips daily. We live in unincorporated WASHCo so we have no voice. We moved here with infants so we were naive about the school system. When you consider affordable housing in relation to work commute, please also consider it in relation to high schools. It's financial discrimination when a student can't participate in activities (and the real activities start in HS) because of commute costs or time (some parents aren't available to drive). Doesn't anyone there have children?
68 Sep 22, 2010 3:59 PM	Good questions that go to the heart of the matter of re-investing in core urban areas, increasing density there, and public trans.
69 Sep 22, 2010 8:53 PM	Expanding the UGB only in areas where infrastructure exists or will be easily and cost effectively expanded (unlike in the North Bethany area)
70 Sep 22, 2010 9:40 PM	No more cul de sacs! Need a gridwork of streets that give more options to get from here to there (esp. re. urbanized Washington County). Sidewalks!! (in those places where they don't exist)
71 Sep 22, 2010 11:50 PM	Make sure there is infrastructure in place for supporting new communities. Do not destabilize existing communities when accommodating growth. Provide for active forms of transportation.
72 Sep 23, 2010 3:48 AM	Less money and regulations micro-managing all aspects of land-use and development. Set broad policies and then get out of the way. Less paper planning and more actual building.
73 Sep 23, 2010 3:53 AM	More tree and natural area preservation, even on private property Encourage more density Subdivisions should be mixed use in a grid street network. No more cul-de-sacs please! Tree lined streets with trees along the edge of the street then the sidewalk, not the other way around, for pedestrians benefit. Property owners will figure out that they need to maintain it, so that excuse is not a very good one.
74 Sep 23, 2010 8:49 AM	Continuous urban boundary expansion does NOT avoid urban sprawl; it only slows it while slowly but surely gobbling up irreplaceable, valuable farmlands. Policy makers should stop encouraging population growth by continuously expanding urban boundaries. Set permanent boundaries and then hold firm to those lines.
75 Sep 23, 2010 7:05 PM	Farm land soil quality & nearby forest/habitat impact.
76 Sep 23, 2010 7:15 PM	Not everyone wants to live in dense vertical housing
77 Sep 23, 2010 7:30 PM	Road safety, quality of life of affected residents, congestion
78 Sep 23, 2010 7:30 PM	We moved from a city of 250,000. There was no planning, no urban growth boundaries, and no planning. Rapid growth sucked up farm lands and agricultural areas-then came the recession. There are entire fields of empty houses that occupy land that could have been used for farms. California is seeing the same thing. The movement away from cities has left empty subdivisions and a few who must commute 40 miles and can't sell their houses, which are underwater.
79 Sep 23, 2010 7:31 PM	Density, infill, walkability. We have growing examples of these neighborhoods around the area, why expand the urban growth boundary further to create more sprawl?
80 Sep 23, 2010 7:39 PM	Schools and funding. The quality and sustainability of new areas. Mandatory sidewalks.

81 Sep 23, 2010 7:58 PM	Keeping residential areas strong adjacent to existing downtowns, main streets or employment areas.
82 Sep 23, 2010 8:32 PM	Enhancing them as real communities of people, which means not just roads and housing and shopping centers but also places where people will get to know and work with each other.
83 Sep 23, 2010 8:48 PM	What will increased density do to the quality of life and existing resources / infrastructure in the established community?
84 Sep 23, 2010 8:48 PM	Allow lots of room for gardening and self sufficiency, less zoning.
85 Sep 23, 2010 9:00 PM	restructuring government for greater efficiency restructuring the tax system at all levels of gov't develop land use patterns that allow people to live in close proximity to their employment
86 Sep 23, 2010 9:05 PM	Access for low income communities to affordable grocery stores for healthier food. Planned urban communities can build in the community store concept which offers neighborhoods practical solutions to groceries without taking a bus.
87 Sep 23, 2010 9:06 PM	Extension of the boundaries should only happen when all existing areas for development are fully utilized. "No" quality farm land should ever be included, only land with no other viable use. Promote in-fill to the extent possible. Consider developing older areas which are under utilized such as some industrial property which is mostly vacant.
88 Sep 23, 2010 9:34 PM	money to pay for what we want
89 Sep 23, 2010 10:40 PM	Looking long term and short term, looking at sustainability from more than just an environmental focus, making sure not to compromise current goals for budget reasons, setting realistic goals.
90 Sep 23, 2010 10:53 PM	By "consider the affordability of housing", I want that to mean that affordable housing WILL BE included and maintained or built. During the construction, tree canopy will be preserved or replaced. Natural areas and parks will be included.
91 Sep 23, 2010 11:14 PM	Impact on adjacent communities. Example: Arbor Homes wants to build a huge development in the Bethany area of Washington County. They expect existing homeowners to foot a big part of the bill for the huge increase in load on the infrastructure.
92 Sep 23, 2010 11:16 PM	use existing land inside the UGB for delvelopment before taking any additional farmland or open spaces.
93 Sep 23, 2010 11:46 PM	How to keep up withthe in frastructure needs- not new but repairing the existing ones
94 Sep 24, 2010 12:27 AM	We need to place a higher priority on maintaining farm lands and not pave over the rich, fertile soil that feeds our families.
95 Sep 24, 2010 12:28 AM	Impact on existing rural areas. I am much concerned about the loss of farm land.
96 Sep 24, 2010 3:32 AM	quality of life e.g., resources for kids & teens to integrate them into society instead of gangs
97 Sep 24, 2010 3:36 AM	They should consider the potential for existing areas to be reconfigured or redeveloped to incorporate more housing, and how zoning potentially hurts the potential for communities to walkable/mixed use. They should also consider the cultural components of an area that make it a destination and an attractive place to live for ALL age groups.

98 Sep 24, 2010 4:19 AM	I spent today traveling around the suburbs of Beaverton and Hillsboro. I live and work in central Portland. From my daily experiences and from travels such as today, I can confidently state that our region has more than adequate room within the existing UGB to accommodate decades of growth at even very high rates. Portland and the region is currently the second least dense metropolitan region on the west coast, only exceeded in wasteful land use by the San Diego metropolitan area by my calculations. We also know that Portland and the region, by virtue of small blocks, wide roads and extensive parking lots has a disproportionately high ratio of land area dedicated to paved surfaces compared to land used for buildings, and open spaces. There is absolutely no reason to expand the UGB for any use, or growth projection, until the land within is utilized in a more efficient and integrated manner.
99 Sep 24, 2010 4:59 AM	Using green space to define neighborhoods and selected transportation corridors. Except in older areas of the region, this has not been done well and most often not done. Provide a ghost street layout that considers connectivity, walking scale, transit, and can be adapted to a variety of uses. Currently we design for arterials and wait for developers to propose local streets.
100 Sep 24, 2010 4:20 PM	The living situations that individuals would prefer.
101 Sep 24, 2010 4:32 PM	Metro needs to consider the differences in the needs and personalities of urban communities vs rural communities. While expanding the Durham area may look good, but in reality the area of Western Washington County is outpacing any other area in the Portland Metro sector. Western Washington County needs infrastructure, land for business development, and the support from Metro to meet the transportation and affordable housing needs to support growth. Economic brain storming on how to meet the changing needs of our communities other than just property tax increases. We also need a sustainable income source to support our police and fire as our communities continue to grow.
102 Sep 24, 2010 4:52 PM	They should keep in mind the availability of transportation options to the residents of the communities
103 Sep 24, 2010 5:32 PM	Improving accessibility through public transportation within the boundaries
104 Sep 24, 2010 6:26 PM	Can the communities afford the improvements without further taxation?
105 Sep 24, 2010 8:12 PM	Expansion of the urban growth boundary for large industrial sites throughout the region to maintain regional competitiveness.
106 Sep 24, 2010 8:19 PM	Look within - what areas could be revitalized, rebuilt, re-visioned versus expanding the growth boundary. Expanding is the easy solution, but not the best solution.
107 Sep 24, 2010 8:48 PM	They should not grow the UGB at all. They should focus only on developing existing areas into denser, mixed-use communities that are MUCH less car dependent.
108 Sep 25, 2010 5:47 AM	Let the free market decide!!!!
109 Sep 25, 2010 9:24 AM	HIRE AN OREGONIAN before a Washingtonian. Employers should hire the people who LIVE HERE. That will strengthen our existing communities. No wonder our unemployment rate is so high and Oregonians are struggling to survive. They can't even get a job in their own community. That is wrong.
110 Sep 25, 2010 3:53 PM	I think we need to consider retracting the urban growth boundary and removing Damascus. For the foreseeable future, we will not be able to afford expanding infrastructure when we can't handle maintenance on what we have.
111 Sep 25, 2010 4:37 PM	Create more safe walkable areas
112 Sep 26, 2010 12:26 AM	Improve what's already within the boundary before expanding it.

113 Sep 26, 2010 3:11 AM	I think the specific local community should have more say (not metro always dictating). Its complicated you may think your decision is best but than it will not always work out for everyone. For instance what Cornelius needs doesn't fit Lake Oswego.
114 Sep 26, 2010 3:51 AM	Built apartments over business and leave breathing spaces between houses. Don't crowd houses together and preserve trees, natural areas. The population will not come with poor schools and no jobs.
115 Sep 26, 2010 3:52 AM	Need to incorporate green spaces in the urban environment, consisting of more forest and farm reserves.
116 Sep 26, 2010 9:35 PM	Areas added to the UGB should be done as complete neighborhoods, districts (i.e. employment centers) or whole towns. Natural boundaries should be used to create long term edges.
117 Sep 26, 2010 9:55 PM	The impact of taking productive agricultural land out of production.
118 Sep 27, 2010 12:30 AM	Making developers pay the real costs of extending "city" services
119 Sep 27, 2010 1:34 AM	Need to stop the Clark County sprawl and strongly disincentivize these people from driving all these miles to jobs in Portland.
	I think we need rapid transit. The streetcar seems like a colossal waste of money - I can walk faster than the streetcar. I mean really, do you mean it to be a tourist attraction only, like a trolley? Give me a break. We need real regional train and other rapid transit connections.
120 Sep 27, 2010 4:43 AM	How to increase density and improve services in areas already within the UGB, instead of developing new areas that don't have any services. Money spent to develop new areas is money that cannot be used to improve services where they are needed in existing developments.
121 Sep 27, 2010 6:10 AM	How it affects safety and the environment nearby.
122 Sep 27, 2010 3:21 PM	Freedom of individuals to make decisions regarding their property without ever-increasing restrictions.
123 Sep 27, 2010 5:05 PM	Don't just take the easy way out of always expanding the UGB when a local area squawks.
124 Sep 27, 2010 5:22 PM	Listen as much to the people who live here as you do to the development community. Everlasting growth may not be an imperative.
125 Sep 27, 2010 5:24 PM	Not all investments have to go for the most impact. Some smaller amounts can still have a significant impact on other areas. Don't always favor the most well-off areas.
126 Sep 27, 2010 5:27 PM	whether or not redevelopment opportunities within the UGB have been fully addressed
127 Sep 27, 2010 5:59 PM	Tree cover (replacement if necessary) and preservation of natural areas
128 Sep 27, 2010 6:25 PM	build on existing lots and improve existing neighborhoods for new growth before building on agricultural land or wildlife areas.
129 Sep 27, 2010 6:25 PM	Rethink the Mt. Hood Freeway! Its time to get it back on track!
130 Sep 27, 2010 6:30 PM	The cost of service should not be placed upon the existing rate/tax payer. Development needs to pay its way.
131 Sep 27, 2010 6:31 PM	Need to prioritize infrastructure for job creation but also affordable housing. Increase requirements for the following before adding land to UGB: good transportation between homes and jobs, energy efficient buildings (private and public), local recreation and retail needs met for new neighborhoods.
132 Sep 27, 2010 6:31 PM	Where employment development is best served and accessible and makes sense from a business perspective.
133 Sep 27, 2010 6:34 PM	before adding any more, develop the 20,000 plus arces you already have. And keep the 1000 Frioends of Oregon out of the process.
134 Sep 27, 2010 6:35 PM	Replace and strengthen our aging infrastructure before making new speculative investments, especially in "light" rail which is a heavy drain on transportation dollars. Per passenger mile, buses are MUCH more efficient; we need more express buses, and less "light" rail.

135 Sep 27, 2010 6:40 PM	Redevelop existing industrial and large commercial parcels in lieu of annexing empty, undeveloped land.
136 Sep 27, 2010 6:41 PM	Consider leaving prime farmland alone - we have lost a great deal of it to growth while losing our ability to sustain our local economy in a healthy, constructive way.
137 Sep 27, 2010 6:42 PM	Job access/proximity
138 Sep 27, 2010 6:44 PM	Existing communities are changing and, for the most part, occurring regardless of individual feelings. Perhaps the better message to send to the public is "this is what you will have to live with" rather than paint a rosy picture of an idealized storybook version of planner speak.
139 Sep 27, 2010 6:46 PM	While the intent of keeping urban areas urban and rural areas rural is important, it is also important to acknowledge that parks, open spaces and natural resources are part of the urban environment as well. The overall health of the Metro area cannot be maintained and improved if urban areas pave over or pipe all natura resources. In some situations it would be better for the environment to expanded the UGB to bring some rural areas into a city with the purpose of preserving the last remnants of riparian corridors and open spaces within the city.
140 Sep 27, 2010 6:57 PM	They should look at transportation and other infrastructure and make sure that any development in a community will not have a significant impact on such transportation or other infrastructure and should make sure there is good bicycle infrastructure in place as well.
141 Sep 27, 2010 7:16 PM	at least listen to the public and if not in agreement, explain reasoning in a language that doesn't take a lawyer to interperate.
142 Sep 27, 2010 7:24 PM	Stop pushing density into existng neighborhoods
143 Sep 27, 2010 7:26 PM	all of the people should pay equally for the benefits rec'd
144 Sep 27, 2010 7:41 PM	Infrastructure (roads, buildings, should always come before new projects.
145 Sep 27, 2010 7:47 PM	think about the jobs and future jobs that are creating when we dont limit supply.
146 Sep 27, 2010 7:55 PM	Don't keep expanding the UGB just for the sake of expanding the UGB. There needs to be better preservation of existing agricultural areas rather than paving over them.
147 Sep 27, 2010 7:56 PM	Protect valuable farm land, restrict expanding into farming areas, and focus on in-fill and redevelopment of empty big box buildings (i.e. Hwy 99 N. through Milwaukie/Gladstone)
148 Sep 27, 2010 8:03 PM	Provide enough space for single family detached home development keeping in mind access to mass transportation options and affordability
149 Sep 27, 2010 8:14 PM	Where can the area infill instead of expanding the urban growth boundary?
150 Sep 27, 2010 8:21 PM	Officials should be analysing the need for development of an area, providing the public to be heard and the most important, instead of only listen to other government areas, take a look on the reality of the Portland Metro Area and see how the poverty is taking over the area, instead of all the development in mind, strenght the economy should be more important, with actions that would make easier for people that lives in the area, instead of create urban sprawls all over the place, as it has been happening.
151 Sep 27, 2010 8:22 PM	The sustainability of their existing infrastructure gray and green.
152 Sep 27, 2010 8:22 PM	Is the expansion area big enough to be well planned or is it a "politically acceptable" small area that is too small to incorporate into the City in a meaningful way.
153 Sep 27, 2010 8:28 PM	Focus growth along major transportation corridors in existing municipalities first before expanding the UGB.
154 Sep 27, 2010 8:29 PM	Refurbishment, rebuilding, rezoning, and taller buildings should be considered before expanding the urban growth boundary.
155 Sep 27, 2010 8:31 PM	market choice - one size does not fit all
156 Sep 27, 2010 8:31 PM	Metro should not expand the urban growth boundary at all.
157 Sep 27, 2010 8:35 PM	If areas are to be brought into the UGB, then they are by definition designated to become urban. If you're in an urban area, then you should have an urban form of government, like a city. It makes no sense to make areas urban, and then let their residents pretend they don't have to pay the taxes to support that.

158 Sep 27, 2010 8:37 PM	provide bike and pedestrian paths into downtown. Make it easier to walk or bike to main street.
159 Sep 27, 2010 8:44 PM	improve police protection, especially enforcement of all traffic laws
160 Sep 27, 2010 8:48 PM	A government to serve an area might not be an existing city. It could be a new one or a community service district.
161 Sep 27, 2010 8:54 PM	Making good use of existing infrastructure Preserving viable farmland
162 Sep 27, 2010 8:54 PM	Please keep the character of each neighborhood; don't make them all cookie-cutter infill.
163 Sep 27, 2010 9:10 PM	We need to pay for growth as part the planning process. Use long term bonds for new development infrastructure to pay the costs for the growth.
164 Sep 27, 2010 9:11 PM	Public officials should enable the choices of the public, not decide for them.
165 Sep 27, 2010 9:24 PM	I believe that counties outside of Multnomah should be treated separately. I believe infill is just keeping taxpayers money in Multnomah county.
166 Sep 27, 2010 9:27 PM	Aesthetics (livability) should be the primary driver of regulatory interference with the land and development market. We don't need central economic planning for market issues like housing affordability.
167 Sep 27, 2010 9:28 PM	First priorities should be given to improve or maintaine what we have in place. We are becoming more populated within the urban growth boundry and our infrastructure can not handle it. Fix and maintain roads, police, fire, schools, housing, sewer and water.
168 Sep 27, 2010 9:36 PM	Population will continue to expand. Auto traffic is stressful (even if not driving in it) and that stress greatly affects the overall livability and vitality of an area. A continued focus on alternatives alongside smart road planning and expansion will greatly reduce the impact of the expanding population of the area.
169 Sep 27, 2010 9:44 PM	Consider balance of employment and housing so that long commutes are not created. Consider maintaining sites for different kinds of employment - i.e., not necessarily moving employment/industry toward margins of area unless balanced by housing.
170 Sep 27, 2010 9:44 PM	Strongly agree to expand UGB in employment areas.
171 Sep 27, 2010 9:49 PM	Bring jobs closer to home, reduce the comute
172 Sep 27, 2010 9:50 PM	Establishment of new "villages & communities" that vote to incorporate & form such under state regulations.
173 Sep 27, 2010 10:13 PM	Bring work closer to home. Cut the commute
174 Sep 27, 2010 10:22 PM	Improve existing transit by offering more frequent service before building new rail lines. Improve safety, curb gang violence, improve sidewalks, pave roads that are not paved yet have houses on them, add stop signs to 4 way intersections in populated areas, improve sidewalk curb-cuts/ access for mobility challenged people.
175 Sep 27, 2010 10:45 PM	Infrastructure and Roads must be in place or required prior to development so that our traffic is not at a standstill and areas are not isolated as one-way in and out islands. Think about a major fire; how would you evacuate? Bethany and points north of Hwy 26 are endangered by this "not my problem" attitude between government and developers. Also, Public Parks should be a priority, along with wildlife corridors / bike & hiking paths to give us places to recreate and exercise near our homes, without driving. Oak Hills is a good example, still viable after all these years.
176 Sep 27, 2010 10:48 PM	Again, safety first. I agree with Gov Tom McCall. Go home. There are no jobs here nad we can't afford anything by safety first. There are no jobs here because illegals are being hired.
177 Sep 27, 2010 11:01 PM	Expansion of the UGB without effective/adequate public transportation isn't a good policy. Reliance on the auto in the expanded UGB probably won't be sustainable in the long term, all thing considered.
178 Sep 27, 2010 11:16 PM	Increasing density

179 Sep 27, 2010 11:20 PM	Having "in close" agricultural lands, such as Sauvie Island, Western Washington County, and the north Willamette Valley, will be crucial to urban viability in the post fossil fuel age... which will get here sooner than we think.
180 Sep 27, 2010 11:23 PM	bring existing neighborhood infrastructure to acceptable standards before in adding new lands and infrastructure needs
181 Sep 27, 2010 11:30 PM	We need housing for families with yards for children to play in. I do not want my grandchildren to have to grow up in a high rise with nothing but concrete, or alternatively have to move to Washington.
182 Sep 27, 2010 11:53 PM	I would strongly agree with the first question, except this concept does not work for Forest Grove. We are isolated small community that cannot develop a town center to compete with the draw of Hillsboro or Portland.
183 Sep 28, 2010 12:26 AM	COMMENT.REMOVED.due.to.inappropriate.content.
184 Sep 28, 2010 12:45 AM	The last question is push poll!!
185 Sep 28, 2010 12:49 AM	ask the local residents...communicate
186 Sep 28, 2010 1:05 AM	Cost of new development to existing residents. Have the developers pay the full cost of new development.
187 Sep 28, 2010 1:30 AM	Stop rubber stamping requests for building variances re: setbacks, height, etc.
188 Sep 28, 2010 2:14 AM	Expand the urban growth boundary, stop building all those hideous square box condos every where.
	Go back to Rose City Transit, it was much more efficient!
189 Sep 28, 2010 2:42 AM	Government should react to the needs of the private sector. Government should NOT try to decide what should happen.
190 Sep 28, 2010 3:05 AM	Government should not be deciding. They should enabling private sector success. When government decides it will usually be wrong because they are not close enough to reality.
191 Sep 28, 2010 3:41 AM	The first part of the question is unfairly worded - I could have listed strongly disagree because I don't want any expansion of the UGB.
192 Sep 28, 2010 4:05 AM	Make sure there are representatives on the boards who are not real estate and commercial real estate people.
193 Sep 28, 2010 4:21 AM	We need to keep our communities livable by having places for people to gather for meetings and social events. We have lost many meeting spaces.
194 Sep 28, 2010 4:36 AM	Growth of the UGB must be combined with solid governance - we do not need more capital and governance uncertainty in the system. Transportation and land use are joined, so should affordability and access in those policy choices.
195 Sep 28, 2010 4:53 AM	the wishes of current residence of surrounding area
196 Sep 28, 2010 5:12 AM	Before any areas are annexed into the UGB, citizens in that area should be permitted to vote on the issue - and government abide by the will of the affected people.
197 Sep 28, 2010 5:49 AM	Can we afford it at this time?
	or
	Should decisions be delayed until we have a stronger economy?
198 Sep 28, 2010 5:51 AM	::SEE LAST COMMENT BOX:: Also, consider all the empty buildings, just sitting there and falling apart. Some of these places could be converted into community supported permaculture gardens where people can grow food which supply families and local restaurants. Other, larger areas can be converted into natural areas or areas for students and professionals to conduct scientific research or open air markets for artists and craftspeople. Also, encourage more federal subsidies of local, organic and / permaculture farms

199 Sep 28, 2010 7:06 AM	I do not see any reason why the urban boundary should be expanded. With more efficient and more compact living spaces, there's plenty of room within the existing boundary for everyone in Portland
200 Sep 28, 2010 7:31 AM	Preserve rural lands, and promote close in urban growth, urban redevelopment.
201 Sep 28, 2010 7:55 AM	Officials should consider preserving and/or restoring wetlands and forests for local and migrating wildlife and people to use and enjoy.
202 Sep 28, 2010 8:12 AM	Before modifying the UGB, officials should consider the fact that there is a large amount of underused or blighted property already within the UGB. What a waste, and what an slap in the face to local communities, it would be to forget these properties in the mad dash to destroy the UGB.
203 Sep 28, 2010 1:33 PM	how to keep their personal wants out of the picture and practice good government
204 Sep 28, 2010 2:03 PM	Any expansion to the urban growth boundary beyond the city center puts added pressure on local gov't to build and maintain infrastructure. Instead, we should invest in the existing urban centers to diversify the housing and employment opportunities so that we have a truly local, walkable, livable community. The UGB was originally created to contain sprawl, so why does it keep expanding?
205 Sep 28, 2010 2:07 PM	Don't do anything unless funding is in place. Otherwise it is a pipe dream.
206 Sep 28, 2010 2:41 PM	When making policy and investment decisions, officials should strongly consider how the change in transportation will impact crime.
207 Sep 28, 2010 2:58 PM	Preserve farmland close in to city consumers
208 Sep 28, 2010 3:07 PM	preserving green space
209 Sep 28, 2010 3:10 PM	Avoid productive farmland. Washington County agricultural is essential the local economy and health. The further out you build the more traffic problems we will all have. Promote eating local foods to build the local economy. Encourage urban renewal. We don't always have to develop new land to get what we are looking for.
210 Sep 28, 2010 3:16 PM	High density housing and mass transit.
211 Sep 28, 2010 3:33 PM	maintain a mix of old and new houses with open space
212 Sep 28, 2010 3:42 PM	One should think of the overall impact, not only what these changes will do for the future, but what impact will these changes have on what already exists. While we can't be blind to the realities of urban growth, it should not come at the price of reduced quality of life for those who are already there.
213 Sep 28, 2010 3:46 PM	Metro should be looking first to the underdeveloped existing infrastructure (ie: outer east side, north PDX) before moving the urban growth boundaries. There is sufficient residential inventory for the next 5 years, and growth boundary decisions should only come when the demand is present and prudent decision making prevails. Let's keep with the tenets of the growth boundary and focus our energies toward community building and revitalization while keeping absolutely as much open space as is possible.
214 Sep 28, 2010 4:07 PM	revitalizing existing communities
215 Sep 28, 2010 4:22 PM	Protecting natural areas and encouraging active transportation.
216 Sep 28, 2010 4:50 PM	Within the built environment natural areas can be as small as a mature tree or larger if it's an area with quality habitat. Do continue to use Drive Less Save More and other tools to promote active transportation. Pedestrian scale development really does support our regions livability more than auto-centric development. goals of the subject community; preserving what makes the community great and enhancing opportunities

217 Sep 28, 2010 4:50 PM	Bring 8b back into the rural reserves--it makes NO sense to put it into the urban growth pattern. The proposed properties North of Sunset yet East of Glencoe Rd. and West of Bethany--need to be kept in the rural reserves for numerous reasons--besides--I believe its a federal law NOT to build over sacred native american burial grounds and other archaeological sites--make sure Metro doesn't puit the taxpayers into lawsuits by developing over these sacred lands!
218 Sep 28, 2010 5:21 PM	Foodshed needs of the region; economy may shrink housing needs and make more vacant homes; consider how the region needs to look if we can't drive fossil-fuel-powered vehicles -- compact neighborhoods with integrated services
219 Sep 28, 2010 5:33 PM	That there are still open spaces, that we don't become an urban hellhole with no vistas or trees
220 Sep 28, 2010 5:41 PM	The impact of development and expansion on the local enviroment (especially sensative areas like wetlands and waterways).
221 Sep 28, 2010 5:42 PM	Livability as it pertains to density, affordability and walkability. Also provide for different housing choices, not just mid- to hi-rise living.
222 Sep 28, 2010 5:48 PM	Geographic and Ethnic Social Equity - make sure that our region is developing in a way that does not create population pockets where there is more burden and less benefit associated with affordable housing costs.
	Make sure that the existing Regional and Town Centers provide access to a full range of amenities and a good jobs/housing balance before moving on to designating new places outside of the UGB.
223 Sep 28, 2010 5:49 PM	Metro must act to limit population growth as much as it can, and must NOT expand the Urban Growth Boundary.
224 Sep 28, 2010 6:01 PM	Consider if the area is natural habitat for animals and if so, not to build in that area.
225 Sep 28, 2010 6:21 PM	Economic development, jobs and willingness of a city or county and property owners to plan the area in a timely manner.
226 Sep 28, 2010 6:37 PM	Please hold the line where ever possible to slow urban expansion. In other words, keep urban areas urban, while including green spaces; but, prevent unrestricted pockets of mass development in the rural areas.
227 Sep 28, 2010 6:41 PM	Metro should only expand the Urban Growth Boundary (UGB) into Urban Reserve areas after infill areas within city limits are developed and areas within the existing UGB are master planned and/or developed.
228 Sep 28, 2010 7:13 PM	We need to go up with our building instead of out. Our cities need to be denser so we keep open space open.
229 Sep 28, 2010 7:16 PM	Strongly consider the community gathering places within 1/4 mile of homes, and community recreation within 1-2 miles from homes. Require economic plan for creating jobs close to neighborhoods. Require large employers to have neighborhood shuttle services.
230 Sep 28, 2010 8:04 PM	A balance of housing & employment. People should live close to where they work.
231 Sep 28, 2010 8:27 PM	Expanding the urban growth boudary should be done by vote of the population affected
232 Sep 28, 2010 8:36 PM	Metro should evaluate the validity of cities' claims to have plans and structures to support an expansion. Take a look at Oregon City, for example. Most of their projections are fanciful, if not down right lies.
233 Sep 28, 2010 10:18 PM	Retrofitting existing suburban areas to create more appealing and usable urban landscapes. More than just "in-fill".
234 Sep 28, 2010 10:27 PM	Public safety; fire, police and medical
235 Sep 28, 2010 10:51 PM	Duh, local farm land.
236 Sep 28, 2010 11:11 PM	Why not maintain the existing boundary and continue to work with zoning for higher-density urban living given the fact that there is still plenty of space within the current boundary in which to expand?

237 Sep 28, 2010 11:27 PM	Infrastructure already provided to rural areas. Proximity to town, and accessibility to roads and freeways.
238 Sep 28, 2010 11:57 PM	Development of neighborhoods should involve a design to enhance the community interaction from the beginning. Not just a bunch of house marching to the horizon. Build up and around the community core.
239 Sep 29, 2010 12:38 AM	Travel times and transportation options. Car-centric development is short-sighted and self-defeating.
240 Sep 29, 2010 3:27 AM	The number of people the area can support
241 Sep 29, 2010 5:15 AM	Regarding the second one above, county government or adjacent city govt is fine, property owners can pay to get sewer, water, etc. to the land to serve a needed development, e.g Intel, Solar World, etc. Might not pencil out for speculative residential development, too bad for them....
242 Sep 29, 2010 5:35 AM	residential building is dense, I think commercial and business building need to be held to an even DENSER code. Build UP NOT out. Please save some land for parks for kids, not business parks!!
243 Sep 29, 2010 1:54 PM	Focus on making existing urban areas as efficient and affordable and usable as possible before expanding.
244 Sep 29, 2010 2:00 PM	I don't think enough effort has been made to develop reliable information and evaluation tools to determine the impacts of investment decisions. The region has overbuilt its residential (especially condos) and retail spaces which reduces the value of these investments. Smart growth must be based in part in market conditions not just data models.
245 Sep 29, 2010 3:00 PM	urban growth boundaries should only expand where adjoining cities agree
246 Sep 29, 2010 3:29 PM	families still want yards. Not everyone wants to live in small lot or multi-family housing.
247 Sep 29, 2010 3:42 PM	Keep mass transit on major traffic corridors and not in residential areas, especially the willamette trolley tracks that run through the Dunthrope and Johns Landing areas. Mass transit belongs in major traffic corridors such as Macadam, not in our backyards.
248 Sep 29, 2010 4:03 PM	Cost effectiveness of water, sewer and transportation improvements needed to serve the area.
249 Sep 29, 2010 4:19 PM	Negative impact on local economy by not expanding the UGB
250 Sep 29, 2010 4:38 PM	The maintenance of green areas and corridors interlacing the developed areas.
251 Sep 29, 2010 5:02 PM	Leadership of the region should consider criteria that attracts diverse, large and small employers. Many corporations require campus-like facilities that do not conform to downtown environments. Land for these facilities - and the housing, schools, and local governance - must be made available. I would prefer a leadership that is focused on creating new economic centers and synergy between the old and the new. Forcing business development to occur only within the existing centers limits our ability to attract new business, new residents, and create jobs.
252 Sep 29, 2010 5:23 PM	More government is not necessary for either employment or housing. A method of financing infrastructure for both employment and housing, without adding layers of administrative costs, would be most useful.
253 Sep 29, 2010 6:12 PM	CREATE JOBS
254 Sep 29, 2010 6:13 PM	Government should get out of the way of free markets. This great social engineering experiment limits all types of housing, drive prices of land up, increases the cost of development and it is a fact that building vertical in the core centers costs more per sq ft than building in the suburbs IF we had enough land supply.

255 Sep 29, 2010 6:19 PM	<p>Developers need to pay for their development. That is the only criteria that makes sense. New UGB expansions should FIRST have buy in from property owners in the effected areas. And it needs to be a Majority consensus!</p> <p>Just because a city thinks an area would look good on their city roster, does not mean that they should automatically get to have it. And just because an area is added to the UGB, it should never be slated for annexation unless and until the folks affected want it!</p>
256 Sep 29, 2010 6:24 PM	what impact the decision will have on creating a stronger job base
257 Sep 29, 2010 8:49 PM	Existing communities need Community Centers to build social networks.
258 Sep 29, 2010 9:08 PM	Resist suburbanization and outdated sprawling growth models. Models that result in weakened city centers, the destruction of farmland, and the replacement of it all (city and countryside) with a bland, sterile environment (and, more often than not, foster a sadly "American" unhealthy and wasteful lifestyle).
259 Sep 29, 2010 9:09 PM	The effect on energy consumption in the region.
260 Sep 29, 2010 9:18 PM	The UGB should be expanded when ideas, demand and creativity come together, not just when a government is first in place...America and this state didn't grow that way...freedom of choice and supply/demand determined growth and preference. Government should not force feed land decisions to its people.
261 Sep 29, 2010 11:13 PM	Officials should think about ALL of the ramifications of improvements in a community. And include interested parties in planning. For instance, how will street improvements or changes affect schools?
262 Sep 29, 2010 11:31 PM	We sorely need to promote more active forms of transportation by creating safe and attractive places to walk and bike, developing the mix of essential destinations within appropriate distances of housing, for these forms of transportation, coupled with mass transit.
263 Sep 29, 2010 11:40 PM	Regarding Statement #1- Metro should only expand the UGB in places that strengthen existing communities,
264 Sep 30, 2010 12:33 AM	Market conditions. Free Enterprise
265 Sep 30, 2010 1:03 AM	Improve walkability & encourage pockets that can sustain some grocery & restaurant w/in walking distance. Strong emphasis on reducing car trips to school. Lots of neighborhood parks make small lot sizes more palatable, encouraging higher density.
266 Sep 30, 2010 1:06 AM	The potential impacts resulting from ignoring market demand or attempting to push people into undesirable housing locations.
	<p>People who work at Nike or Intel need affordable housing close to where they work !!</p> <p>Business growth will continue in the Sunset Corridor in spite of incentives that may be provided elsewhere !</p> <p>Commuting from Multnomah or Clackamas County is not an acceptable option.</p>
267 Sep 30, 2010 1:42 AM	Let people have a choice in their housing.
268 Sep 30, 2010 1:57 AM	Maintaining the agriculture area for food consumption of the state of OR. Having this area sustainable in the area of food is a high priority.
269 Sep 30, 2010 2:32 AM	We should not be thinking about expanding the UGB until we have maximized what we already have. The NOrth Bethany experience in WA county shows what a fiasco it is when there are not the adequate resources to expand the UGB, sewes, road etc, and now the developers are trying to get out of some of the infrastructure issues. yet in near-by bethany almost every other house is for sale
270 Sep 30, 2010 5:46 AM	How does expanding the UGB support existing downtowns, mainstreets or employment areas? This question seems contradictory
271 Sep 30, 2010 1:14 PM	Areas should have local representation, incorporation needs to be an option.

272 Sep 30, 2010 2:45 PM	Children should grow up being able to see the stars. Control outdoor lighting, public and private, mobile and stationary. Validate or discard the notion that outdoor lighting reduces crime. To my knowledge there's no evidence either way, although there's a curious correlation of increased location and brightness of outdoor lighting and crime over the last century, whether meaningful or coincidental.
273 Sep 30, 2010 3:25 PM	Suburban housing per square foot is less costly than downtown living due to land value. The offset of public transportation options in downtown (primarily only Portland) does not offset the difference in the cost of housing. More importantly, attracting business that seeks campus-like facilities requires large acreage and affordable housing that is close to the new facility. Shuttle services could be employed, but roads and bridges will still be needed.
274 Sep 30, 2010 3:33 PM	business drives the economy. think about being pro-business rather than pro-enviro. We need to save the salmon, but we can't do that when we're 47th in employment. We need jobs first and foremost.
275 Sep 30, 2010 3:57 PM	Making sure the transportation infrastructure is in place - the westside needs a better grid. Actually it needs a ring road with a bridge across the Columbia, which would take the burden off I-5 downtown.
276 Sep 30, 2010 4:13 PM	jobs, economic competitiveness
277 Sep 30, 2010 4:47 PM	Review existing land use laws that may be outdated relative to today's and tomorrow's lifestyles. E.g., restrictions to single family residences in established neighborhoods with houses built in eras when average household size was much larger.
	Community design should also consider transportation access as a key element of housing affordability -- living close to a main street or otherwise having easy access to a variety of services and transportation options reduces the need for a car, or second family car, increasing the amount a household can reasonably afford to spend on housing.
278 Sep 30, 2010 5:04 PM	The plain fact is that there are not enough shovel ready sites in areas that surround employment. The first question above is worded in a way that I dont know how to answer. Allowing land to come in around Intel does not benefit downtown, but it benefits the region, and employment. Companies want to locate near other companies that are in the same industries. With solar, healthcare and bio tech expanding on the west side with new plants, there is no way that you have enough land for a 20 year supply. What is the big deal if you open up more land than we need? The notion of protecting a few farmers that make no money and create no employment at the expense of new industry that will supply thousands of jobs is absurd. I agree with the first statement above in the sense that we should not be bringing in land in areas that have no proximity to other business. Damascus for example made no sense because there is limited existing employment there and not enough infrastructure to justify the new development there. The next solar plant that comes looking at Oregon, will not locate in Damascus. They will want to be near their competitor in Hillsboro. There should be 5-10 shovel ready, level, industrial sites for them to choose from at all times where there are no question marks about whether <u>development on that site can occur.</u>
279 Sep 30, 2010 5:22 PM	Focus on how a community or sub-region can be economically sustained
280 Sep 30, 2010 5:51 PM	Needs of adjacent city or governing body
281 Sep 30, 2010 5:58 PM	Public investment should support regional and sub-regional economic strategies that strengthen "existing" AND "future" employment areas. Special service districts AND cities are viable future service providers, not cities exclusively. Transportation, housing and existing/future employment decisions are connected, not simply housing and transportation.

282 Sep 30, 2010 6:25 PM	They should think about jobs that can be created.
283 Sep 30, 2010 6:26 PM	Attempt to work within existing roads, transportation options, schools, rather than looking to build new and more. In-fill first.
284 Sep 30, 2010 6:32 PM	JOBS! JOBS! JOBS!
285 Sep 30, 2010 6:49 PM	Same general response as previous. Housing is essential, and it must be affordable, as it relates to have jobs that produce family wages. All the frills we add, just run up the cost of housing, and more and more families are priced out of the market.
286 Sep 30, 2010 7:01 PM	Impact on taxes.
287 Sep 30, 2010 7:02 PM	It is critical that adequate infrastructure is available or will be made available to serve expansion areas. It is equally important that investment be made in existing infrastructure within areas already in the UGB to ensure it is adequate for continued growth within the UGB, is efficient, and safe.
288 Sep 30, 2010 7:09 PM	Crowding people creates new bigger problems - expand the UGB.
289 Sep 30, 2010 7:11 PM	Sustainability and how to effectively use resources already developed before growing into new areas. New development infrastructure costs should be fully covered by the developers, including adding public schools, and upgrading main transportation routes to handle additional traffic as well as building those immediately around the development.
290 Sep 30, 2010 7:15 PM	Expansion of the urban growth boundary should be avoided at all costs. When urban areas get larger, particularly as low-density development, increased costs for maintenance and services far outweigh the increases in income to responsible parties. In addition, expansion is in direct conflict with the one productive economic sector that has the greatest possibility for sustainability: agriculture.
291 Sep 30, 2010 8:10 PM	UGB's should be more gradual, especially at borders where subdivisions are next to large farms. The \$80k income rule limits property rights of those who want to split small acreages into smaller acreages. Not everyone want to build a neighborhood, but when the 3 acre parcel can't be broken up into 3 one acre parcels, property rights have been stolen by unnecessary government oversight.
292 Sep 30, 2010 8:23 PM	One consideration that should be made is about the small agg land. There is a growing movement in the country to have small "farms". Also NAR did a study in regards to the value of this land. They found that the land the closer to the city it is the more valuable it is. I think this is a trend that will increase as the population increases. Make room in the plan to preserve smaller agg land
293 Sep 30, 2010 8:41 PM	Government nor any else can predict the future behavior of people. Mostly we all take the best guess by staying in touch with many factors and the local communities. Governing bodies will only be able to watch and react as trends begin to emerge. We do not need governance prior to those needing government, and we do not need to over burden the people with taxes for what may or may not occur. It is a balancing act to be able to prepare for what may come and to be frugal enough to not waste resouces before they are required.
294 Sep 30, 2010 8:48 PM	Make sure there are freeways to support that community. The Happy Valley population are not paying for the infrastructure they are using to get across the Willamette River. Those of us living in SE Portland, living in Mult County are flipping the bill for the most part and that isn't how it should work. New developments should have to support their own or build their own infrastructure via adding it as fees & costs in their developments, housing etc.
295 Sep 30, 2010 9:43 PM	Every decision should be made only after asking the questions: Does this contribute to sprawl? Is there a developed region that could serve this purpose just as well if we reinvested there first?

296 Sep 30, 2010 9:45 PM	to help local employment and business competitiveness, they should endeavor to keep costs low for new and existing businesses
297 Sep 30, 2010 10:10 PM	Fairness when it comes to Urban and Rural preservation. The recent system to analyze future land use benefited those with lawyers and money (i.e. Peterkorts) Other farmers and ag land owners who who would like to see expansion, were not listened to the same way.
298 Sep 30, 2010 10:23 PM	If there is choice of land available, then there is a choice of housing styles. Right now the only choice you have in new construction is small lots, vertical housing. I have clients that want single level homes - no lot exists unless you can find an infill lot and those are getting used up as well.
299 Sep 30, 2010 10:48 PM	Put new expansion land and development near existing centers of employment like Hillsboro. Leverage off what is already there instead of trying to create a new town in the middle of nowhere (like Damascus).
300 Sep 30, 2010 11:04 PM	the cost of infrastructure, transportation. whether a density of housing exists and if not, the cost of congestion, GHG and time.
301 Oct 1, 2010 12:17 AM	When infill projects are submitted, they should blend with the existing neighborhood.
302 Oct 1, 2010 12:25 AM	underlying geological factors, such as landslide-prone areas and floodplains
303 Oct 1, 2010 1:14 AM	I think that one reason we have vital communities in Portland is because we have not allowed uncontrolled growth. People are investing in old neighborhoods, where I am not sure that would have happened otherwise if the investment opportunities seemed endless in developments
304 Oct 1, 2010 1:15 AM	Let the people decide. If they want a longer commute to work so their children can have fresh air and a swing set, so be it. If they want to live downtown and pay higher cost, so be it.
305 Oct 1, 2010 2:42 AM	Metro should consider public opinion in the communities, and listen to the community before making decisions. Then look at what makes sense in the habitat and environment, and what impact metro's decision will have on the environment, the current population and the best use for the land, and the people who will take the best care of the land. That may be farmers, home owners, or environmentally aware people who want to visit the area for it's beauty. Industry is for profit in most cases, and in communities that may cause a conflict. So ask the public and community members. I am not answering the above questions because they are more complicated to answer than indicating a Disagree -or - Agree.
306 Oct 1, 2010 3:45 AM	before expanding boundaries try to improve current areas already within the city
307 Oct 1, 2010 3:54 AM	Reduce the UGB. Growth costs taxpayers money. Make those who require expanded infrastructure pay for it, including SDC's for schools, and water resources.
308 Oct 1, 2010 5:22 AM	That Metro is an excessive government overlay that needs to be eliminated and save the taxpayers millions of dollars! Get government off our property rights and out of our taxpayer pockets! Metro needs to ccess from existance ASAP!
309 Oct 1, 2010 6:27 AM	No expansion of the urban growth boundary
310 Oct 1, 2010 12:51 PM	We need to create high-density housing which is near the growing job areas. The goal is to make it convenient for most workers to live close to their work minimizing the need for long commutes and ameliorating the issue that we cannot build enough roads. We desperately need to improve the effective education level of almost every worker to have a chance at being competitive with US. Because of the economic disaster, for the next couple of years, the region is going to have almost no spare funds to increase infrastructure. All public agencies are going to be busy doing layoffs and trying to recover from the loss of personnel.
311 Oct 1, 2010 2:18 PM	Rehabilitating older housing instead of building new housing; requiring new buildings to be energy efficient; providing incentives to individuals and businesses to make energy efficient improvements in older buildings/homes

312 Oct 1, 2010 4:46 PM	They should consider the need for Oregon and our region to develop and support traded sector employment, especially manufacturing, to put wages and skills into the hands of their electorate. Only with personal economic stability can Oregon grow its tax base and economy.
313 Oct 1, 2010 5:01 PM	I don't support expanding the urban growth boundary at all.
314 Oct 1, 2010 5:35 PM	schools
315 Oct 1, 2010 6:35 PM	We need to expand the boundary. High density creates more problems than it solves
316 Oct 1, 2010 6:59 PM	Metro needs to pay more attention to basic economics of supply and demand. The urban area should be expanded to meet potential market demand, regardless of other policy objectives. If an area needs more commercial/ industrial space, let them have it. Let the individual homeowners make their own decisions about housing and transportation - we already have plenty of options. Oregon is very affordable compared to other States, so Metro shouldn't be worrying about affordability. Also, it seems many of Metro's policies are pie-in-the-sky social engineering, trying to create false incentives for businesses & residents. Give it up and look to reality about what is happening regarding where businesses want to locate and where people want to live.
317 Oct 1, 2010 8:16 PM	Investment should be specifically targeted to those components that will have the greatest effect on job creation in the private sector. Have ample land to develop, and quality conventional infrastructure. Water, Power and Road capacity.
318 Oct 1, 2010 8:43 PM	Personally I feel the urban growth boundary should be kept as it is. Metro's job is not to pander to developers and their ilk; it's to see that the Portland area is kept livable and that means urban sprawl must be stopped.
319 Oct 1, 2010 8:56 PM	More focus on basic services such as streets, schools, infrastructure. Less focus on new developments, more on existing communities.
320 Oct 1, 2010 9:48 PM	Whenever new development is done the developer should have to put in pedestrian sidewalks at their expense.
321 Oct 1, 2010 10:46 PM	How to involve the largest number of people - meaning try to affect largest number
322 Oct 1, 2010 10:57 PM	Existing transportation systems and possible overburdening Proximity to employment centers (and mass transit access to those centers) Encouraging low impact/green development (on-site stormwater infiltration, smaller homes, less impervious area, solar access, tree grove/wetland/stream preservation)
323 Oct 1, 2010 11:06 PM	Question #3 above is poorly worded. Affordability of housing is important. Cost of transportation is just as important--but are you asking about the cost of transportation to the community or cost of transportation to the homeowner/renter? More emphasis should be placed to siting new employment in areas with access to transit and in siting new residential with access to transit to employment areas. Let's not do anymore North Bethanys and West Bull Mountains to provide housing for jobs in Hillsboro. If jobs are being put in Hillsboro, lets build more housing in Hillsboro. Better coordination needs to occur between the planning of UGB expansions with plans for road and or transit expansions.
324 Oct 1, 2010 11:36 PM	Impacts on health and reduction of disparities. Funding should be dedicated to areas that have greater disparities and lower levels of service and infrastructure.
325 Oct 2, 2010 1:25 PM	Basically I am against expanding the UGB. Urban dwellers need a connection to wildlife close to home. We already have too much urban sprawl, strip malls, and dependance on cars.

Is there anything you would like to add about creating jobs and attracting new employers?

Response Count
 270
answered question **270**
skipped question **342**

Comment #	Response Date	Response Text
1	Sep 13, 2010 9:00 PM	As we consider creating jobs--a clean environment must be considered. In other words--we must be clean. Don't pollute our environment.
2	Sep 14, 2010 12:08 AM	Leave residential communities alone -- no industrial development.
3	Sep 14, 2010 5:36 PM	Infill land should be considered if available and welcomed by neighbors. Developable ready land should be preserved somewhat like farm land is.
4	Sep 14, 2010 6:02 PM	Without roads to service the increased use, there should be no plans made to bring more congestion on roads.
5	Sep 14, 2010 6:05 PM	We need to support and keep the businesses we currently have before chasing after new ones. We need to provide favorable tax incentives, environments and to attract and keep employers and merchants. We need to hold down extraneous fees levied by city/county.
6	Sep 14, 2010 10:02 PM	Better regional employment coordination needs to occur. We should not be creating "have" and "have not" communities within the region as we all need to benefit from a strong stable economy. One method of addressing this would be to adopt "tax base sharing" like Minneapolis/St Paul Minnesota has.
7	Sep 14, 2010 10:39 PM	Portland may be better served with service and creative industries rather than manufacturing.
8	Sep 14, 2010 10:59 PM	Portland may be better at attracting creative and service jobs than manufacturing.
9	Sep 14, 2010 11:20 PM	reverse the decades-long policies in Oregon, Metro, Multnomah, Portland of being anti-business.
10	Sep 14, 2010 11:23 PM	Allow varying scales of manufacturing within the existing UGB. Metro should look at depressed housing markets that can be transformed into businesses and higher densities.
11	Sep 14, 2010 11:46 PM	What kind of incentives are we using? We have big companies who move in and are allowed to not pay Oregon taxes for years. This is hurting Oregon. Are there other kinds of incentives?
12	Sep 15, 2010 3:08 AM	There's some big parcels still abandoned with failed tech factories on them. They prove, I believe, that "if you build it, they will come" is Hollywood, not reality. A long term plan with manufacturing or business sectors makes sense. Such a plan would ideally include educational and recreational elements as well. Can they overlap or "borrow" from one another? To deal with reality, they probably should.
13	Sep 15, 2010 7:47 PM	The city should be open to new business and not discourage it.
14	Sep 16, 2010 3:22 AM	Let the rural growth have the schools and parks and bring the jobs to the towns! We need jobs!!! We are at the top of unemployment for the country...This is because we care more about open space than feeding our family or logical economics. Everyone in the country is not looking to build a Casino! This is crazy to lock up land just to 'look at' while limiting land in cities for jobs. In addition, regulations in rural must be loosened to allow a strong economic environment to bloom there, as all land is NOT suitable for farming anyway, nor is it the BEST use of it.

15 Sep 16, 2010 8:48 PM	We need to:
	(A) Not try attract big, parasitic businesses from afar looking for tax breaks by paving over rural lands.
	(B) Grow successful businesses of the future from within our existing urban areas by creating healthy and vibrant communities that attract or help raise our children as smart, talented people business people and community leaders.
	(C) Not develop a new plan, economic or otherwise and do more to implement our existing plans which are well-suited to do (B).
16 Sep 16, 2010 11:43 PM	smaller industrial lots are needed too, lots of R&D companies are land-intensive, just a good, green office building to put their banks of PCs
17 Sep 17, 2010 6:22 PM	Pay more attention to the small business owners, keeping taxes low and incentives high to help them survive and keep people employed.
18 Sep 17, 2010 6:48 PM	Think of creating jobs that restore the environment: clean energy, invasive species removal, effective impervious area reduction.
19 Sep 17, 2010 7:30 PM	Local governments should look at re-purposing land that is currently within the UGB but underused.
20 Sep 17, 2010 8:31 PM	We need to change how we think about growth and start thinking about equilibrium. Continued growth is NOT SUSTAINABLE and not necessary.
21 Sep 17, 2010 9:01 PM	Use economic gardening techniques that have been time tested and proven, for example, in Littleton Colorado
22 Sep 17, 2010 9:16 PM	On point 3, I think each case should be weighed on its merits - I don't think a blanket policy for development or not is reasonable, but I don't favor HUGE TAX BREAKS to lure industry/business.
23 Sep 17, 2010 11:03 PM	Why would schools be located in an industrial area ? Would it not be more beneficial to include these schools into the neighborhood environment ?
24 Sep 17, 2010 11:05 PM	Years ago, some idiot designated land adjacent to the Clackamas River and directly upstream from our drinking water intakes as industrial land. We now have a chemical/hazardous waste facility within 1/4 mile our our drinking water intakes. This is absolute stupidity. All lands within 1/4 mile of any drinking water resource should be designated as a natural area to protect water quality and animal and fish habitat. Your studies tell you 1/4 mile buffers along all water courses 'may' help protect water quality. In reality, that buffer should be at least a mile.
25 Sep 18, 2010 12:50 AM	Out of your control, but we need to be known as the best educated work force in the country.
26 Sep 18, 2010 1:37 AM	Invest in existing workers, provide employment for the current populations. Don't undercut the ability of current populations to find employment
27 Sep 18, 2010 2:37 PM	the jobs need to be for more than minimum wage.
28 Sep 18, 2010 3:36 PM	Although I favor enhancing the region's industrial sector, I believe current land use is inefficient and industry could be much more efficient in how they use their lands. Also, government has a role to play in ensuring the current supply of industrial land is used as efficiently as possible. Also, climate change must be considered when thinking about industrial land--transportation is one of the major generators of green house gas emissions.
29 Sep 18, 2010 10:14 PM	Leave more greenspaces.
30 Sep 18, 2010 10:29 PM	We need to redevelop land.And not to gentrify!

31 Sep 19, 2010 12:19 AM	Jobs help every community. People will be willing to commute long distances to get to their job. We need to be ready to attract companies from other cities that are competing with us for employers.
32 Sep 19, 2010 2:32 AM	I walk through the Pearl which was industrial land when I moved and here and wonder why we failed to preserve that and instead now insist that we pollute West Hayden Island
33 Sep 20, 2010 4:56 AM	We can attract jobs without eating up huge tracts of farmland.
34 Sep 20, 2010 4:20 PM	Less government, let the counties and cities do there job.
35 Sep 20, 2010 6:22 PM	Industrial development should be encouraged so that workers will live nearby so as to reduce commuting traffic.
	Workers also need green spaces during the workday to have a nice place for a break.
36 Sep 20, 2010 10:13 PM	widen main roads so people can get to their jobs and homes
37 Sep 20, 2010 10:36 PM	Make room for the private sector to grow but not paid for with tax dollars.
38 Sep 21, 2010 1:33 AM	In assessing inventory of large lot, development-ready sites: should not exclude sites that are developed or partially-developed; should not exclude brown fields that are scheduled for clean up, should not limit sites to those under single ownership.
39 Sep 21, 2010 4:05 AM	Good parks go around industrial areas - look at the Hillsboro library, that area is beautiful. As long as the industrial area isn't deemed toxic to our health, it's great to have business chip in to beautify the surroundings and be used by the public.
40 Sep 21, 2010 6:44 AM	We should more closely study the properties selected by companies that located here. Some (Solarworld) selected existing, empty facilities and probably would not have located on a greenfield. Other companies (Genentech) were persuaded to buy larger lots than they wanted by city officials, perhaps to show a need for large lots.
	Making land cheap and easily available does not guarantee creation of stable, high salary jobs. Our farmland is more valuable to the region than poor, arid lands in Texas -- we can't compete to price and availability.
	Investing in a high quality education system is a better long term investment -- companies care about both educated employees and also about good schools for the children of current employees.
41 Sep 21, 2010 2:53 PM	expanding the urban growth boundary should not be the go to solution. many development are built without infrastructure, such as bike lanes, transit, etc. which creates a wholly car dependent lifestyle, instead of giving people options
42 Sep 21, 2010 3:32 PM	Excellent schools and a clean attractive environment will attract people.
43 Sep 21, 2010 3:37 PM	The tax structure of Oregon makes created jobs and attracting new employers problematic.
44 Sep 21, 2010 5:08 PM	Has anyone ever considered the cost to the tax payers of so many governmental and agency levels of planning and consultants and studies? Besides the gridlock of time and authority, the cost must be staggering.
45 Sep 21, 2010 5:12 PM	What local govt does best is urban infrastructure. Provide good streets, pleasant neighborhoods, good schools, parks, etc. and both people and jobs will find a way to locate here.
46 Sep 21, 2010 5:20 PM	We shouldn't begin with the presupposition that we must always create new jobs and attract new employers. The urban growth boundary must never expand into replacing productive farm land. If we don't learn to expand up instead of out we will become like every other growth-driven metropolis.
47 Sep 21, 2010 5:30 PM	Go green! Let's lead the way for new sustainable businesses!

48 Sep 21, 2010 5:41 PM	We ought not begin with the presupposition that we must create more jobs and attract new employers. We ought to build up not out. The urban growth boundary must never expand into productive farmland.
49 Sep 21, 2010 5:43 PM	Oregon has always been a state which offers beauty and natural environments. This is why people moved here. It is the environmnet, not jobs, people, and cars that Metro should be working towards enhancing.
50 Sep 21, 2010 6:11 PM	I support the idea of maintaining an industrial land base; it's too easy to take industrial land (which generally costs less) and then converting it to some strip-mall use that isn't really industrial. We treat industrial zoning as a "throw away zone" that we convert to some more glamorous use to support developers dream concepts.
51 Sep 21, 2010 7:07 PM	more support for creative industries and small entrepreneurs...perhaps economic zoning
52 Sep 21, 2010 8:56 PM	We need to have liveable communities & low taxes to attract businesses. Big businesses aren't the only employers. Medium to small businesses need to be encouraged as well.
53 Sep 21, 2010 9:17 PM	We compete for employers globally. Give these new potential employers a good choice of properties.
54 Sep 21, 2010 10:04 PM	The 3rd question should be balanced by community need. Why would a school be placed in an industrial area? Does it support the families of the employees? Parks in the midst however should be key in industrial development. Fresh air and adequate time to recharge while on break is key to productivity.
55 Sep 21, 2010 10:36 PM	By helping existing companies to become more sustainable, and green, the companies increase employment opportunities. Create green jobs on all levels.
56 Sep 21, 2010 11:13 PM	I voted strongly disagree on the first one because I don't feel like we need to set aside "development-ready" land, I feel like we have plenty we can utilize that's already witin the UGB. We should be promoting infill opportunities for our residence and making sure that what industrial land is zoned is used to as efficiently as it can be. I don't want to see Washington County lose its farmland.
	To attract more and better employers you have to have the skilled talent to fill the jobs, which means we need to invest into our schools and not just math and science, but sports, music, drama and all the arts. We can't continue cut what is the foundation to our future.
57 Sep 22, 2010 3:39 AM	Considering the exodus of manufacturing and industrial jobs, and considering this is a trend not likely to be reversed, it might not be practical to reserve land for something that isn't going to come. And at what point is a decision made that the region can no longer add such land? Also, a facility such as a school would provide more, better paying jobs than another warehouse or similar project that employs few people and relies extensively on automation.
58 Sep 22, 2010 3:03 PM	There comes a time when good government needs to realize the needs of those they work for rather than those that lobby them. When does development become excessive and detrimental to the quality of life to those who are currently served?
59 Sep 22, 2010 3:13 PM	I didn't realize that economic development was the job of Metro. News to me! Metro can advise local (do you mean municipal?) governments, but as the saying goes, "You're not the boss of me!" I'm trying to say that Metro doesn't get to boss other governments around.
60 Sep 22, 2010 3:17 PM	It's important to have a diversity of living wage jobs! In the outlying areas. Be careful about having only one employer. Imagine if NIKE or INTEL moved away from Beaverton.

61 Sep 22, 2010 3:59 PM	I don't believe that subsidizing industry to locate in our rural lands is good policy. It displaces other industry, such as farming. Heavy industry is not compatible. Light industry may be. Should be located along highway 26 transportation corridor to preserve the rest of the Hillsboro/Forest Grove area amenities and quality of life (open space, biking, etc that attracts employees to high paying jobs here).
62 Sep 22, 2010 9:40 PM	Clean up brownfields and use them for industrial areas - this will no doubt have to be subsidized. A basic element for attracting new employers is having a workforce technically educated, and with post-high school education. Apprenticeships.
63 Sep 22, 2010 11:50 PM	Weigh the new growth against the quality of life for those residents already established. Bringing in new people is not always good.
64 Sep 23, 2010 3:48 AM	A boundary expansion that has the potential to stimulate job-growth is a smart trade-off with the minimal impacts of adding land that doesn't necessarily get used in the short term. There are plenty of sites along the edge of the UGB that could be urbanized without negatively affecting natural beauty or biodiversity or the agricultural economy.
65 Sep 23, 2010 3:53 AM	Attract green industries Attract tech industries Preserve farmland Preserve existing industries
66 Sep 23, 2010 8:49 AM	Insist that new incoming business utilize vacant existing commercial structures or at least rebuild, if necessary, on existing developed lots rather than build on undeveloped land which is wasteful and adds to urban sprawl even inside UGBs.
67 Sep 23, 2010 7:05 PM	Force change! People & business will continue the same path of outward growth unless forced to find solutions. Lets make them find solutions. It will promote investment, livability, country leading policy and protect our environment.
68 Sep 23, 2010 7:15 PM	Be very careful when placing well-intentioned restrictions on industrial land - let the market take the lead.
69 Sep 23, 2010 7:39 PM	It would be folly to set aside land for purposes that are not known. We don't know what the future holds for employment and types of potential employers in this area. I think that we need to have more experts and honest assessment of the future of economically viable businesses that would be attracted to this area. No more business development hubs w/o understanding how innovation happens.
70 Sep 23, 2010 7:58 PM	We cannot assume that the large-site industrial development pattern of the 20th century will prevail in the 21st century. We should be cautious about assumptions in this regard.
71 Sep 23, 2010 8:32 PM	Much of the growth in employment is fueled by small business, not the big ones.
72 Sep 23, 2010 8:47 PM	We need to put more emphasis on helping small businesses grow and somewhat less emphasis on attracting large corporations.
73 Sep 23, 2010 8:48 PM	Make sure any incentives offered to possible new employers are in line with potential benefits, and not at the expense of the existing citizens. No more BETC-like disasters !!!!!
74 Sep 23, 2010 8:48 PM	The market should dictate jobs. Government involvement is to be minimized.
75 Sep 23, 2010 9:00 PM	We need to be very careful about attracting large new employers. It is better to grow our local businesses and create new ones. We need to compete successfully with the larger corporations.
76 Sep 23, 2010 9:05 PM	Instead of developing multiple new sites for business, we should explore rehabing vacant buildings already located in business/industrial parks rather than building "out".

77 Sep 23, 2010 9:06 PM	Industrial areas need to be controlled by metro (not subject to local control) and severely limited to non-polluting industries which have the potential to create good high paying jobs. Location should be determined as to the type of industry and the best fit for that business; not for tax revenue to a local government.
78 Sep 23, 2010 10:40 PM	Don't compromise the UGB for short term job creation and big box retail.
79 Sep 23, 2010 10:53 PM	Given that we are facing peak oil, no more big box stores with huge parking lots. The planning needs to take into consideration that cars as we know them will be changing dramatically and very soon. Keep things local.
80 Sep 23, 2010 11:14 PM	The resources expended in each vocational program at PCC should be in close proportion to the current and anticipated number of jobs LOCALLY available in that vocation. Although we spend a lot of \$\$\$ on education, many employers view this area (somewhat correctly per my experience) as having a dearth of qualified candidates with adequate work habits.
81 Sep 24, 2010 12:17 AM	It is well-known that small and medium-size businesses are the best generators of new jobs. However, we always seem to squander our economic development dollars bribing large firms to move to the area. The main result of this approach is to deprive local governments of adequate tax revenues while creating a huge influx of new people who come looking for jobs with the big, new employer. Washington County is the poster child for this kind of foolish, growth-at-any-cost development. And what is the result? Washington County has suffered from huge growth problems but has just as much unemployment, or more, than other parts of the Metro area during economic downturns. We should be using our economic development dollars to support existing small and medium-size businesses, not attracting big new plants.
82 Sep 24, 2010 12:27 AM	We need to focus on creating jobs within the existing boundary ... jobs that create/support new energy efficiency; services within the boundary.
83 Sep 24, 2010 12:28 AM	Industrial, commercial and residential areas should not be mutually exclusive.
84 Sep 24, 2010 1:08 AM	No need for expanding the UGB until we've reinvested in the land inside the UGB that is under utilized or contaminated. Let's clean up our messes in the urban areas and turn that land into development-ready land. (e.g. McCoughlin, 82nd Ave, Beaverton-Hillsdale Highway, Barbur Blvd, Columbia Blvd)
85 Sep 24, 2010 1:18 AM	Portland and Oregon needs to look at setting growth limits; the quality of life in the Greater Portland area cannot be sustained indefinitely by allowing endless growth
86 Sep 24, 2010 3:32 AM	I do not believe that all jobs will come from large industrial type operations. We will need smaller businesses to meet the needs of a people sustainable with their environment.
87 Sep 24, 2010 3:36 AM	There are many vacant lots that have sat open for years as new land is considered on the fringe. That land should be made most readily available to employers and incentivized accordingly. Furthermore, there should be discussion with the companies about worker lifestyle/livability in connection to their intended development. For instance, Intel could have much more attractive and accessible campuses than they do now, utilizing less land and affording a more functional, traversible, and appealing landscape.
88 Sep 24, 2010 4:19 AM	This question embodies the fundamental problem inhibiting our region from truly transformative growth leading towards a sustainable relationship with the environment and its resources, and from creating truly vital and supportive communities. What is the problem? The problem is that the problem is phrased in terms of compartmentalized zoning and categorical thinking. We cannot continue to separate activities and behaviors, into simplistic "uses" cordoned off into distinct zoned areas. We must integrate even the most disparate of uses. For example, in Italy I have observed that small factories will often have the owner's house ON TOP, with the balance of the roof (not used for the house) becoming a terrace and garden. This factory will be integrated into the town. Farmland will be directly adjacent.

89 Sep 24, 2010 4:59 AM	To date our use of industrial land has been extremely wasteful. Many of these sites encourage one level structures with large and often excessive areas of parking. This has discouraged mixed use and access except by car. The infrastructure costs are substantial in terms of investment in roads and utilities.
90 Sep 24, 2010 4:20 PM	Flexibility is more important than large scale commitments.
91 Sep 24, 2010 4:32 PM	First, I am not an advocate for mega businesses coming into every community. I believe while this is a great dream the truth is when a mega business goes under or moves it creates a sucking sound through out the region. Second, not every community should or can support a mega business. Smaller communities should be looking to support the sub-economies of the mega business and providing opportunities for these smaller businesses to grow. Lastly, while we talk about employment being supported by small businesses these are generally not living wage jobs with benefits and once again our citizens are faced with underemployment and no health care. This places both the employee and the community under grave financial implications of providing more social services, because people can not support or provide for their own needs.
92 Sep 24, 2010 6:26 PM	Cluster development strategies. Work-Live-community
93 Sep 24, 2010 8:12 PM	Economic development planning should be done at the county or sub-regional level to recognize localized advantages and needs.
94 Sep 24, 2010 8:19 PM	I've heard that Portland is a difficult place to do business. Too much process, too many fees. We need to change that.
95 Sep 24, 2010 8:48 PM	All development needs to be within existing areas.
96 Sep 25, 2010 5:47 AM	Let the free market decide!!!!
97 Sep 25, 2010 9:24 AM	HIRE AN OREGONIAN FIRST. SIMPLE AS THAT.
98 Sep 25, 2010 3:53 PM	Let's follow Adidas example and re-develop along transit lines.
99 Sep 26, 2010 3:11 AM	not sure what good will do to try to create jobs when the roads can't handle it
100 Sep 26, 2010 3:51 AM	There are already how many vacant buildings and you want to build more? There should be some reserves for the future but not at the environmental cost.
101 Sep 26, 2010 3:52 AM	Support local emergent employers rather than trying to import employment.
102 Sep 26, 2010 9:35 PM	Government is not good at guessing the next new thing. But providing space for the next new thing to emerge is important. That space might be fairly small initially, but there has to be room to grow. Redevelopment of defunct mini malls might be a good place to incubate new businesses. Active land assembly of smaller, disused industrial parcels is also a good approach.
103 Sep 27, 2010 12:30 AM	Emphasize rehabilitation of brownfields and maximize use of under-utilized parcels already zoned Industrial, before adding a single acre to the UGB.
104 Sep 27, 2010 1:34 AM	Can you expand the urban growth boundary for a large industrial employer, but only if you can carefully prescribe a very limited supply of housing and transit around that employer? In a sense, yes, but not if someone working there is going to live another ten miles out further still.
105 Sep 27, 2010 4:43 AM	Job creation should not be a priority. Growth is not necessary for a successful community. Keep what we have and make what we have better. More employers and more workers will not necessarily increase revenues. We don't need more people here!
106 Sep 27, 2010 3:21 PM	Taxes at all levels are a drag on attracting investment.
107 Sep 27, 2010 5:05 PM	Look at past successful developments (like the redevelopment for Solarworld) as a template. There are many great sites already in the UGB.
108 Sep 27, 2010 5:22 PM	Efforts to encourage value-added products using our resources are better than exporting commodities.
	Teaching young people to farm and finding and making available good farmland will supply both jobs and better, more secure food supply.

109 Sep 27, 2010 5:24 PM	Metro lacks Goal 9 responsibilities
110 Sep 27, 2010 5:27 PM	explore converting underutilized lands within the UGB for industrial purposes
111 Sep 27, 2010 6:25 PM	Clean up existing polluted sites for re-use before building roads to new places.
112 Sep 27, 2010 6:30 PM	New jobs requires public/private partnerships. Oregon should compete in the market place, but not to the extent we give away the farm. Development is quite slow due to public process, so simplifying is a good goal.
113 Sep 27, 2010 6:31 PM	Need to provide tax incentives to attract businesses, but also market our "green" infrastructure (and improve on it - for example increase mass transit connections between suburbs) so we can attract businesses prepared to work (and be successful) in the near future that holds significant changes in how we work, commute, and live.
114 Sep 27, 2010 6:31 PM	It is important to solicit input from the business community in order to understand and accomodate what businesses and industry clusters need and not designate areas that are not feasible for development or unlikely to develop because it does not meet the needs of the marketplace regarding transportation access, land attributes and infrastructure.
115 Sep 27, 2010 6:32 PM	utilize urban brownfields, existing industrial sites before paving farmland
116 Sep 27, 2010 6:35 PM	Corporate welfare is a very expensive drain on our tax base, and is not sustainable.
117 Sep 27, 2010 6:41 PM	Utilize space already within the growth boundary for business/industrial growth and encourage growth from within our existing resources, not recruiting for employees from OUT of the state. If we don't have the right skill sets, then let's create a foundation to grow them within the area.
118 Sep 27, 2010 6:42 PM	The region should maintain a development-ready supply of large lot industrial land to attract new businesses, even if it means expanding the urban growth boundary. - No answer because the devil is in such details how much land, what are the criteria for selection, etc.
119 Sep 27, 2010 6:44 PM	Again, jobs and the job market is continuing to evolve. We need the leadership to accept that the evolution will continue and help deal with it rather than state that there is only one solution and officialdom has the answer. Attracting new type of jobs must go hand-in-hand with an educated workforce that will adapt and thrive.
120 Sep 27, 2010 6:46 PM	There is a balance to be reached between industrial lands and other uses. Large lots are necessary for growth, but not at the expense of other land uses that are also needed. A region-wide industrial development plan, which include SW Washington, would help optimize industrial development and other necessary land uses.
121 Sep 27, 2010 6:46 PM	Industry should be kept OUT of residential neighborhoods period.
122 Sep 27, 2010 6:57 PM	I don't have a problem with attracting employers but we shouldn't sacrifice parks and schools just to reserve land.
123 Sep 27, 2010 7:08 PM	Maintaining a development-ready supply of large lots makes sense, in theory, but could lead to a large amount of unused land. The region should focus on getting existing industrial lands, currently designated as brownfields, cleaned-up and ready for re-use. These are prime employment sites that don't need new infrastructure.
124 Sep 27, 2010 7:41 PM	It's hard to believe there are significant companies who are not establishing Portland sites just because of land availability.
125 Sep 27, 2010 7:47 PM	use them for whatever you want just make more available, theres not enough now!
126 Sep 27, 2010 7:55 PM	I'd like to see more being done with EXISTING land rather than continuing to rezone land, or bring it into the UGB, all on the hope that "maybe some day someone will use this land." There is so much more potential for immediate jobs and economic development by looking to infill and reusing existing land inside the UGB. Infrastructure and government and people needing jobs are already in these locations. I keep seeing empty buildings and lots inside the UGB that sometimes sit there for years--why not concentrate on repurposing these areas first?
127 Sep 27, 2010 8:22 PM	A strategic decision regarding employers demands re large lot versus smaller lot target markets, what kind bang can we get if we niche away from the competition for large lots

128 Sep 27, 2010 8:28 PM	The region should promote vertical manufacturing zones (VMZ). There is no reason to build out, when we can be a leader in building up.
129 Sep 27, 2010 8:29 PM	The plan needs to include ways to use existing empty industrial buildings, lots, etc. The plan should also include rezoning and prioritize other options above expanding the urban growth boundary.
130 Sep 27, 2010 8:31 PM	again, market choice; if viable development opportunities are not available then potential employers will quickly remove our region from the list of candidate sites and go elsewhere despite our high quality of life
131 Sep 27, 2010 8:31 PM	local governments should use the land for what they deem is most appropriate for their area.
132 Sep 27, 2010 8:31 PM	Metro should not expand the urban growth boundary at all.
133 Sep 27, 2010 8:35 PM	In Hillsboro, I have seen many large plots of land right around Tannasborne go unused for over a decade. I think the real issue is price, not availability, and we should only subsidize industry so much. And any existing large lots should not be used for "associated businesses", offices, warehouses, big box stores, etc. that put one-storey warehouse-type buidlings on large lots that should have been reserved for intensive industry. Hillsboro, and now Cornelius with the new Wal-Mart are examples of large lots of flat land near cities being hijacked for lower value uses.
134 Sep 27, 2010 8:42 PM	DO NOT CREATE JOBS AT THE EXPENSE OF LOSING FARMLAND AND the essential things that make our community worth living - local farms, dairies, markets, and local business. It is not WORTH ATTRACTING BUSINESS HERE if we cannot work with what we have. Support businesses on a local level and let them grow before worrying about attracting another Nike or Intel.
135 Sep 27, 2010 8:44 PM	Use available brown fields for industry. Attract non-industrial jobs that can be housed in multi-story buildings integrated into neighborhoods
136 Sep 27, 2010 8:54 PM	Don't starve or abuse existing industry in pursuit of attracting new employers.
137 Sep 27, 2010 9:10 PM	WE HAVE MANY AREAS THAT CAN BE REDEVELOPED. Vacant land and buildings are throughout our area.
138 Sep 27, 2010 9:11 PM	NO MORE PLANS. We spend a ridiculous amount of money on planning. The only thing for certain is that all plans will be wrong, it's only a question of degree.
	Employment comes to areas that want it. The proof of a business friendly environment comes from how existing businesses are treated. Our area still wants to dictate all terms for everything. Our collective negative attitude towards business has effected jobs more than the general economic downturn.
139 Sep 27, 2010 9:24 PM	I don't want to be misunderstood on these answers. I don't believe local governments should hold the lots but that landowners should be able to sell the land they own to whoever they want. The urban growth boundary should be expanded.
140 Sep 27, 2010 9:27 PM	Why are you planning for a pre-1980s economy?? Do you really think the cost and availability of land for factories is what is driving manufacturing to China and Sri Lanka? Why should we let manufacturing off the hook for efficient use of land?
141 Sep 27, 2010 9:28 PM	Offer tax breaks to companies, we lose so many businesses to outside our area or to Washington.
142 Sep 27, 2010 9:36 PM	Do not lose sight of the fact that most Americans are employed by small businesses. Promoting small business opportunities also creates a broader, more stable employment base.
143 Sep 27, 2010 9:44 PM	Don't make employees have to DRIVE to a park for their lunch break. Include that space as an ok land use within the industrial areas.
144 Sep 27, 2010 9:49 PM	On an average, new industry means bring in new people in excess of new jobs

145 Sep 27, 2010 9:50 PM	There exists a fair large supply of already build facilities that are unoccupied/utilized that could be retrofitted for the needs of new businesses/industries. Our economy continues to evolve in to less facility driven activity so the land needs to be reserved for food production, carbon-capture, CO2 exchange, nature ecosystem balance etc.
146 Sep 27, 2010 9:50 PM	Lower taxes and loosen regulations
147 Sep 27, 2010 10:13 PM	Almost every job we create will bring more than one person into the aria hense increasing unenployment
148 Sep 27, 2010 10:22 PM	Seems like there is land and buildings for industrial companies to move here - from what I hear it is the taxes that steer them away from moving to Oregon.
149 Sep 27, 2010 10:45 PM	1)Work to improve and stabilize once and for all, our School Funding both for K-12 and the University level. Explore and promote partnerships between School Districts and Government agencies to combine uses of mutual physical property assets and facilities to the advantage of both, year round. 2)Remember that our Region's beauty is our greatest asset. Always keep the environmental quality and protection and living amenities that make us who we are at the forefront of any economic wheeling and dealing. Well placed High rise development on low or flat areas is preferable to sprawl. Our city's surrounding hills should continue to look like hills, not covered with development and expensive high rise condos which are scabs on the vista for the whole region.
150 Sep 27, 2010 10:48 PM	As long as we sufficate new business with over taxation you'll get new business when hell freezes over. Over regulate and over tax will drive anyone away.
151 Sep 27, 2010 11:06 PM	In the past 30 years, Washington County has only had 3 employers who needed more than 50 acres: Intel, Genentech and Solar World. There are many facilities that are empty - we should be marketing to companies who want to be green and reuse facilities (like Solar World retrofitting the Komatsu building). Hillsboro and Washington County should have ordinances that require parking structures instead of paving over farmland for expansive parking lots. They tell us that requiring parking structures is too expensive and companies won't come here. Responsible companies would. Just because you have the land, doesn't mean that companies will relocate here (look at the inventory of available land that exists). THere are other issues at play that determine whether a company comes here. Land is not the only or the primary one..
152 Sep 27, 2010 11:20 PM	We need to get over the idea that we can go back to the consumerism economy of the 90's and 00's and move toward an economy based on sustainability. Petra Kelly was right... "If we don't do the impossible, we shall be faced with the unthinkable."
153 Sep 27, 2010 11:23 PM	don't overplan until the need of potential new businesses is known. Businesees will asscess for themselves where they want to locate and services they need. metro and other government jurisdictions shoul have a role as a facilitator to help them find what they need and simplify the process of becoming part of our communities
154 Sep 27, 2010 11:30 PM	We need to do everything we can to promote jobs - it should be METRO and the State's #1 priority.
155 Sep 27, 2010 11:45 PM	Our current model of doing large lot industrial development on previously vacant land is unsustainable in the long run. We must look at redevelopment, particularly in blighted areas and areas of low quality urban sprawl (strip malls, parking lots, etc.)
156 Sep 27, 2010 11:53 PM	Forest Grove is hardly part of the "regional economic development" and thus using this regional strategy will only increase Forest Grove's isolation, and given the State tax structure, its economic problems.
157 Sep 28, 2010 12:26 AM	COMMENTS.REMOVED.due.to.inappropriate.content.
158 Sep 28, 2010 12:45 AM	EFU should stay EFU. Forest should stay forest.

159 Sep 28, 2010 1:30 AM	Stop front-loading all tax breaks to attract new industry. Require a certain number of jobs per amount of break granted and gradually phase in about 50% of the break over a 5 year period, requiring stable or increasing employment to qualify for the balance of the break.
160 Sep 28, 2010 2:14 AM	Just expand the boundry, let it go man!!!!
161 Sep 28, 2010 3:05 AM	We already have too much planning.
162 Sep 28, 2010 3:41 AM	If we had a world class education system and top-notch universities, jobs and employment would follow. Maintaining a a supply of large lot industrial sites is old-school smokestack chasing - new thinking and strategies are needed. Large lot employers at the edge of the region does not create a compact urban form.
163 Sep 28, 2010 4:05 AM	Must have been written by developers
164 Sep 28, 2010 4:21 AM	We need to support education at all levels. It is important for attracting and supporting businesses.
165 Sep 28, 2010 4:36 AM	I am concerned that we are overly focused on large lot employers without understanding the wages per acre we are getting in return. Large lot by definition requires siting new jobs far from infrastructure, diminishing our regional return on investment.
166 Sep 28, 2010 4:42 AM	support small businesses that are already located in the Portland Metro Area.
167 Sep 28, 2010 4:49 AM	I think while the officials are thinking about dedicating large plots of lands to house the industry they are trying to attract, they should be thinking also about the other needs of businesses: schools for their employee's families, attractive and affordable livable communities, appropriate and plentiful transportation options, etc.
168 Sep 28, 2010 4:51 AM	Tax rates for small business are far too high.
169 Sep 28, 2010 4:53 AM	region should use current urban areas to max before expanding into rural land or farmland
170 Sep 28, 2010 5:49 AM	Unemployment is higher than the national average. Local people should be trained for the future jobs coming to the area, so we employ more of our existing population and import fewer people from outside the area.
171 Sep 28, 2010 5:51 AM	As long as some system of regulated adaptive development is in place, as described in the first comment box.
172 Sep 28, 2010 7:55 AM	Industrial areas should be integrated with green spaces, wetlands, and forests that will help to filter out some of the polution that industries can cause while providing sanctuaries to employees and wildlife.
173 Sep 28, 2010 1:33 PM	There are a lot of avaiable industrial area; use them up first. Ataracting new employers is absolutely necessary but setting them up with perks that they can then turn around and sell to other businesses for profit is dumb; wisen up Oregon (i.e.: Solar World sale of their energy voucher to Walmart)
174 Sep 28, 2010 2:03 PM	Unfortunately, many of the large-lot industrial reserves are in dubious areas of environmental impact (floodplains, wetlands, etc.). We need to have a strategy for employment beyond large industry. Look to cities like Boston, New York for inspiration (they don't rely on manufacturing).
175 Sep 28, 2010 3:10 PM	Tax breaks are great but also encourage them to use existing spaces within cities. There is a lot of available land within the urban growth boundary that is undeveloped.

176 Sep 28, 2010 3:34 PM	Portland seems to me to be way behind the times in terms of economic development strategies. Most metropolitan areas have been taking a regional approach for years now, and Portland still has fist fights with Beaverton over individual businesses. Stupid. If a major (or even relatively minor) business relocates anywhere from Vancouver to Salem or Forest Grove to Gresham, it benefits Portland because it strengthens the regional economy. Personally, I would advocate taking a look at an economic development corridor that ran from Eugene to Longview as a way to create a region that would tempt new businesses. When you combine two states and different sized communities, you can offer a broad portfolio of varying possibilities that may better meet the specific needs of companies. Portland needs to understand that if Beaverton gets richer, then Portland benefits... and vice versa. These days, the only way a metro can compete nationally and/or internationally is as a region... not a single town.
177 Sep 28, 2010 3:42 PM	Coordination with local governments AND local communities is very important. Expansion of the urban growth boundary should be based on realistic assumptions, a balanced approach to where and when to expand and equal consideration should be given to loss of use as well as future benefits. Loss of use is real, future benefits are potential.
178 Sep 28, 2010 3:46 PM	Coordination has to be regional. But we also need to rethink the isolated practices that new industry in urban growth areas currently employ. A more condensed industrial layout that is extremely sensitive to existing farmland and open space is key. Additionally, existing industrial spaces need to be evaluated for their productivity and efficiency and used to thier fullest before moving outward.
179 Sep 28, 2010 4:07 PM	Fill industrial space and business parks already in existence before developing new land.
180 Sep 28, 2010 4:22 PM	I disagree with the expansion of the UBG in order to meet large lot development needs. And do believe that a better coordinated economic plan among local jurisdictions can meet the demand for large industrial lots.
181 Sep 28, 2010 4:50 PM	In addition, some attention needs to be given to the small employers, small businesses that are struggling to maintain and create jobs. These neighborhood scale opportunities are more important in my mind than the large industrial jobs. when siting these large industrial lots consider their accessibility to residential areas; there should be a wide variety of tranportation options and should be sited near residential areas (not across town from where majority of people live)
182 Sep 28, 2010 4:50 PM	Keep Helvetia rural!
183 Sep 28, 2010 5:21 PM	Cities such as Oregon City want to convert industrial land to housing. This is contrary to the process and causes cynicism among citizens.
184 Sep 28, 2010 5:33 PM	People move businesses to where there are good schools. Got great schools? Taxes are really a tertiary consideration, because if the staff can't live in a place and raise the kids, then they will move elsewhere.
185 Sep 28, 2010 5:42 PM	Housing, jobs and transportation need to always be considered together. This is what employers consider when deciding to invest in a community (along with other incentives).

186 Sep 28, 2010 5:48 PM	We would get more benefit from incenting, building missing infrastructure, cleaning brownfields and subsidizing the cost of developing industrial parcels within the UGB where the jobs/housing balance are currently out of balance - one good example is East Portland and East Multnomah County.
	Providing adequate jobs/housing balance in the context of existing housing supply should be the primary driver.
187 Sep 28, 2010 5:49 PM	We MUST limit expansion and preserve the open land we now have as open land.
188 Sep 28, 2010 6:00 PM	Brownfield remediation is critical
189 Sep 28, 2010 6:53 PM	It is vital to promote economic development and good jobs----but reserving large lots is not the only way to do that. We also need to strengthen and promote the business that we have. They need to be able to grow stronger and bigger---as well as bringing in new businesses.
190 Sep 28, 2010 7:16 PM	Parks should be found within industrial areas for the health and welfare of these workers - even the pentagon has a lovely courtyard to relax in. Industrial could mean more than manufacturing - we could have centers within the suburbs that export services and thus have office share multi-use close to parks and plazas which allow stay at home mothers/fathers to work in a collaborative environment within 1 mile of where they live.
191 Sep 28, 2010 8:31 PM	tax incentives
	having quality universities in the state to pull qualified candidates from
192 Sep 28, 2010 8:36 PM	Is this thinking based on last-century industrial thinking? Why does economic development require large lots?
193 Sep 28, 2010 10:18 PM	Metro should partner with economic development groups like the Westside Economic Alliance. Metro by itself is not the primary driver of economic development, but rather is a facilitator.
194 Sep 28, 2010 10:51 PM	Support business that are sustainable, earth friendly
195 Sep 28, 2010 11:27 PM	Proximity to services should be considered
196 Sep 29, 2010 12:38 AM	Jobs distant from housing, or jobs effectively requiring a car do not enhance livability. There often seems to be this single-minded focus on jobs jobs jobs (not saying Metro does this, although it might). Obviously jobs are vital, but they do not exist in isolation.
197 Sep 29, 2010 3:02 AM	If a large lot is already zoned for industry and does not involve a substantial natural area, then preserve it. But don't make all large lots near the UGB industrial. People need schools and churches and parks too.
	Really good companies realize that their employees need to be happy in order to produce well, and this is a factor in selecting a place to locate.
198 Sep 29, 2010 5:35 AM	create denser commercial buildings along public transit lines. Build up not OUT!!
199 Sep 29, 2010 2:00 PM	There are myriad economic development plans and economic development organizations (Business Oregon, PDC, Greenlight Greater Portland etc). We don't need more plans or agencies getting involved.
200 Sep 29, 2010 4:38 PM	redevelopment of urban brownfields should be given priority on a par with natural area development so that we can concentrate new employment in core areas, and buffer the surrounding green areas.
201 Sep 29, 2010 5:02 PM	I believe large lots should be reserved for future industrial use. And I believe schools are an important consideration when creating a community around an industrial economic center. So why is schools tied to the third statement - it's putting the cart before the horse. As for parks, it is tempting to temporarily turn reserved land into public use, but it is not a high purpose use of our financial resources and will likely never be returned for private use.

202 Sep 29, 2010 5:23 PM	There are certain geographic areas that are hungry for additional land for businesses and homes. It is wasteful to bring in scads of "development land" in an area that won't encompass both (i.e. Damascus). Enough of the geographic social engineering in the name of "sustainable growth"
203 Sep 29, 2010 6:13 PM	Let the free market work. Restore all land use decisions to the local level, thus enabling the communities that want the tax base to expand their employment lands and a variety of residential uses.
204 Sep 29, 2010 6:19 PM	LOCAL Control! The Region means Portland, right? I don't live in Portland. I avoid Portland like a plague. I want Portland to stop meddling in my affairs and the affairs of the residence of Washington and Clackamas County. And once again. Developers need to pay ALL the development costs. No taxpayer support for developers or development. If the developers can't afford to pay for it, and of course pass the cost on, it is probably not really needed.
205 Sep 29, 2010 6:24 PM	Maintaining a "development-ready supply" implies willing sellers, right? Anything else is piracy, and should be treated as such. the assumption that our area is so pretty that people and the necessary jobs will majically migrate here is flawed. our local and regional and state governments are arrogant and not frinedly to businesses.
206 Sep 29, 2010 6:30 PM	Large parcels of employment land are generally in the suburbs. Spend money on bike paths in the central city and maintaining roads for industry and jobs in the suburban areas. Moving goods through the region is critical for industry an growth.
207 Sep 29, 2010 8:49 PM	Small companies need to be considered as well.
208 Sep 29, 2010 9:08 PM	Resist expanding the urban growth boundary except for industrial land, to the extent that is truly needed, and that realistic prospects for usage do exist. Do not expand urban area for the purpose of suburban type development, malls, etc..
209 Sep 29, 2010 9:09 PM	The educational system should focus on meeting prospective employer job skill needs.
210 Sep 29, 2010 9:18 PM	Expanding the UGB should be the first thing Metro does to improve growth prospects, reduce the cost of doing construction and foster competition for jobs (even among our cities)...Metro: get out of the land management business!
211 Sep 29, 2010 11:40 PM	Regarding Recommendation #3- If Industrial Land abuts Rsidential, then Schools and Parks could be an excellent transition application.
212 Sep 30, 2010 12:33 AM	Get off the pot
213 Sep 30, 2010 12:42 AM	We need more industrial land for out of state employers. They need to be able to have a number of choices similar to what they see in other states in order to compete on a level field. There is not enough industrial land at the present time
214 Sep 30, 2010 1:03 AM	I constantly read about the need for more industrial land, but I see vacant commercial and industrial land everywhere (much of it very desirable and modern). Except when an employer has a special need not served by anything w/in the UGB, the emphasis should be on better utilizing already-built structures first, then available land w/in the UGB, and only last on adding to the UGB.
215 Sep 30, 2010 1:06 AM	Employers will be attracted to areas where they can find an educated work force, room to grow and affordable housing for their employees.
216 Sep 30, 2010 1:42 AM	The industry in greater Portland is fading along with jobs. If we don't dramatically change the industrial front, we will lose more and more jobs.
217 Sep 30, 2010 1:57 AM	Use the land/building we already have not expand and build building that just sit vacant.

218 Sep 30, 2010 2:32 AM	yes, continue to make Portland a very unique place to live with the parks, the tight UGB, no sprawl. Employers will be attracted to the area for their employees. Second, let's continue to make Portland THE green energy capital of the world. Persuade more solar, geothermal companies and also the companies in Europe with the technologies for a single house windmill
219 Sep 30, 2010 5:46 AM	Local governments should plan expansion areas for future uses that contribute to their local property tax base. If they allow limited land supply to be used for schools, churches, or park space, for example, the consequences for the local tax base will be significant and permanent.
220 Sep 30, 2010 1:14 PM	Let cities compete, think and work for themselves developing their economic base.
221 Sep 30, 2010 2:45 PM	Coordinate by putting an end to bidding wars for new business (a fruitless race to the bottom). In the long run, only the hands of the rich are filled, at the expense of public service. If we've made so much progress, why are we unable to even maintain the magnificent institutions and facilities established by earlier and "poorer" generations, such as public education, much less build their like. The transfer of private wealth from the poorer to the richer is well publicized, but the drain of wealth from public institutions to the advantage of the fabulously wealthy is not.
222 Sep 30, 2010 3:25 PM	Industrial corporations looks for locations that will make them successful: Ability to efficiently transport goods; efficient, affordable energy resources; affordable housing and schools that can be developed within close proximity to work. Not all opportunities can be generated within a tightly held UGB; flexibility is key.
223 Sep 30, 2010 3:33 PM	let's streamline the process for bringing new companies to the area. we have an anti-business reputation with too much red tape that sends companies to other cities and states that are pro-business. I know of at least 6 companies that went elsewhere because we were viewed as anti-business while other cities (Salt Lake, Austin, Denver) welcomed them with open arms.
224 Sep 30, 2010 3:57 PM	We need a more balanced tax structure so people have confidence in our schools.
225 Sep 30, 2010 4:13 PM	the region needs to stop talking about how to do this, set up a plan and get it under way...
226 Sep 30, 2010 5:04 PM	Officials need to understand that most large companies looking to locate a plant here are not comparing Hillsboro land sites, with Gresham sites. They are comparing Hillsboro sites with sites in Phoenix and Austin, and then make a decision between the three sites. This means we need to have enough land available in areas where employers want to locate. The job of government should not be to make decisions for business people, nor should it be to tell businesses where the newest area should be to locate. If you make it difficult for employers to find land next to their competitors, or if employers feel that getting permits to build will take a long time, or be a potential challenge, they simply wont locate here.
227 Sep 30, 2010 5:05 PM	Real estate development and construction is essential for a strong economy!
228 Sep 30, 2010 5:22 PM	Attitude is everything. If the attitude is that regulation is required to achieve the supposedly desired outcome, then economic activity will be dampened or lost. To date, with isolated exceptions like Hillsboro, there has been a reluctance to learn about and support the economic opportunities that the Metro Region has a realistic chance of attracting.
229 Sep 30, 2010 6:25 PM	It's very important to create new jobs in this poor economy.
230 Sep 30, 2010 6:32 PM	There needs to be more "doing" and less "planning".

231 Sep 30, 2010 6:49 PM	There is nothing preventing local governments from forming strategic alliances now. I'm not convinced that Metro should have any role, except for the continued coordination of transportation improvements.
	Generally, I agree that prime industrial land should be protected. However, there are sometime locally driven issues that may, in fact, out weight the need for specific industrial land, allowing it to be converted to other uses. But what we really need to address in making such decisions, is not just industrial or not, but what net economic benefit will be derived from whatever use is made of the land. A school could be as important in the long run to supporting economic growth as industrial use. Parks, probably not so much. But, some mixed uses or higher wage commercial uses may also generate positive economic benefit.
232 Sep 30, 2010 7:01 PM	Create jobs that local people have the skills for.
233 Sep 30, 2010 7:09 PM	Remove difficulty in permitting process.
234 Sep 30, 2010 7:11 PM	I would like to see Metro adding consulting services to insure businesses consider how to build on less land and include sustainable building practices into their development plans. I do not think we have adequate school facilities in the west metro area (Beaverton schools are ALL overcrowded) and I would not want to see us lose any currently designated lands purchased for building new schools.
235 Sep 30, 2010 7:11 PM	For question 1, change to "within the urban growth boundary"
236 Sep 30, 2010 7:15 PM	Build a plan based on many smaller employers, not a few large employers. While large employers are fine, they should not be the major providers of jobs. A diverse job base of many smaller employers is not only more resilient in the face of change, but also more productive, more responsive, more creative and less destabilizing during times of extreme change, which will be more common in the future.
237 Sep 30, 2010 7:17 PM	Build the roads first, then allow development to occur with a minimum of government intervention.
238 Sep 30, 2010 8:10 PM	Land and building is one thing, but we have a huge oversupply of commercial space in Portland, especially since the downturn. We need to make the region(and the State for that matter) more economically friendly to businesses, large and small. We have taxed many companies and employees out of the area. If companies can't operate affordably, they go elsewhere, taking jobs, spenders, home buyers, and taxpayers with them.
239 Sep 30, 2010 8:23 PM	There are a lot of older commercial building in the area. They should be allowed to be converted back into commercial zoning since there is a movement towards localized smaller business.
240 Sep 30, 2010 8:41 PM	I agree that in most communities local decisions are best
241 Sep 30, 2010 8:48 PM	Many employers have been setting up shop across the river in Vancouver, WA. Seems like it would be a good start to give current employers a reason to stay on this side of the river first - keep the ones we have and go for new employers as a secondary process.
242 Sep 30, 2010 9:43 PM	The types of employers that need "large lot industrial land" are not the type of employers we should be recruiting most heavily.
243 Sep 30, 2010 9:45 PM	there's lots of existing unused industrial capacity in our region. costs of doing business here, however, have increased to the point where we are no longer competitive in regard to attracting economically sustainable businesses.
244 Sep 30, 2010 10:10 PM	Allow the development of hotels, or inns in some of the areas designated for agriculture, to build upon our already successful agritourism products. Hotels in wine country, near golf courses, etc.

245 Sep 30, 2010 10:23 PM	Cities should also be flexible in their master plan zoning - for example, Cabellas wants to site a new store in Wilsonville on land that is partially commercial and partially industrial. The City has turned them down for the reason mentioned above - they are holding all industrial lands for big industrial users and passing up the chance for economic development.
246 Sep 30, 2010 11:04 PM	Look first to existing industrial areas that could be improved to attract employers before taking the cheap way out and expanding the boundary.
247 Oct 1, 2010 12:17 AM	As times change, there should be a little flexibility when looking at new ideas.
248 Oct 1, 2010 12:25 AM	The Metro region could lead by encouraging employers to achieve their goals on less land than has been the usual practice in the past 60 years. It would be a win-win situation, and there are plenty of historical precedents. If a company insists on siting a one-story building, surrounded by an ocean of parking, on 100 acres of mown grass (in order to look like the thousands of other companies which do this nationwide) ... maybe Portland isn't the place for them.
249 Oct 1, 2010 1:14 AM	I think there needs to be more balance for the entire state. More jobs are needed elsewhere not the tri county area. In order to preserve our livability we need farms for local food, we need open areas for people to enjoy. Enough has been lost in the tri county area
250 Oct 1, 2010 1:15 AM	Are you asking if you should not change zoning in industrial areas? How do you reserve land? Who owns it? What we really need is less taxes.....we are driving business out of Oregon.
251 Oct 1, 2010 2:42 AM	In Washington County, Metro has spread Industrial zones onto prime farmland because it is close to the freeway. Where does that fit into critical employment land thinking ? So, what is the real priority for our economy and future livability; Expanding urban reserves onto the rural reserves to create Industrial Zones reserved for potential "critical employment land" or keep our best land to grow food reserved in rural status and utilize the urban sites more efficiently, and not allow parking lots to sprawl all over, but build them up, create incentives for green solutions in business operations such as recycling, conservation energy efficient practices. in bu for our future ? Try making that one of the questions for people to contemplate. I see no reason to attract new businesses unless they are the type of business that will honor our beautiful area with the intention to contribute as well as profit from the community. Why should our cities have standards set lower than our parks, for example ?
252 Oct 1, 2010 3:54 AM	Stop competing to see who can give the biggest breaks to outside businesses. Help the existing small businesses and industries grow. Stop chasing prostitutes and go with the girl next door.
253 Oct 1, 2010 4:33 AM	Portland has been a beacon for sustainable development worldwide. I believe we should live up to this reputation, ride the momentum of that wave and focus on sustainable energy, technology and lifestyles, including encouraging organic farming. With innovation and courage, we can reap economic benefit in a healthy way for the region and continue to be an inspiration to others. This will continue to draw bright, entrepreneurial minds here, further enhancing the local economy.
254 Oct 1, 2010 5:22 AM	Eliminate Metro and get the NiMBY folks out of power. The democrats running the ship have run the state of Oregon in the ground and this climate and feel good stuff needs to stop.
255 Oct 1, 2010 6:27 AM	East Portland needs jobs

256 Oct 1, 2010 12:51 PM	<p>The reality is that many 'successful' 'attracting new employers' are economic disasters. For example, Genentech in Hillsboro is cited as a great thing. The actual deal is for a low-level re-packaging facility with huge financial concessions and absolutely no commitment to bring in any R&D. They appear to be treating us as a third-world country. The advantages for them are relatively low-wages and savings on transportation costs of overseas shipments and avoiding possible US tariffs.</p>
257 Oct 1, 2010 2:18 PM	<p>We need to upgrade the work-force through education to make us attractive via positive characteristics rather than prospective employers wanting to cut costs.</p> <p>I agree that the region should maintain a development-ready supply of large lot industrial land, but I am concerned that if industry doesn't materialize, this land (if brought into the urban growth boundary) will be used for other purposes (like new housing that we don't really need, at least right now).</p>
258 Oct 1, 2010 4:46 PM	<p>I do not believe it is METRO's role to provide for or "do" economic development. This would be duplicative and wasteful. METRO's role is to be the land "trust" or steward, but not deliver services already provided by local cities, economic development organizations and the State of Oregon's Business Development Department.</p>
259 Oct 1, 2010 5:35 PM	<p>need good school system</p>
260 Oct 1, 2010 6:35 PM	<p>Building zones should better reflect the goal of the 20 min neighborhood. No more high density residential in areas that should be commercial. Reduce regulations on home businesses, with the internet more people are able to start a business from home. Most small business is started on a small amount of money. Most business people do not have a lot of extra money to battle regulations, they just move elsewhere</p>
261 Oct 1, 2010 6:59 PM	<p>The region should not create an economic development plan. This just means more bureaucracy and more hoops. Metro needs to let businesses go where they want and facilitate those options and stop forcing the issue of where Metro thinks it would be ideal. And one the one hand reserving land for industry is good, I don't know about the "only" statement. The capitalist system we have doesn't like "only" statements. Labor, goods, services, industry, etc will flow where it makes the most economic sense, despite any efforts of Metro planners. Metro planners need to work WITH economic principles, not against them, and FACILITATE, not dictate.</p>
262 Oct 1, 2010 8:16 PM	<p>Economic development plans need to include city and county wishes to a very high degree. Not all issues on development and specifically large lot, need to be made at the regional level. The region developed urban/rural reserves, now is the time to get out of the way for E/D to proceed.</p>
263 Oct 1, 2010 8:43 PM	<p>We already do plenty by keeping our corporate taxes among the lowest in the nation.</p>
264 Oct 1, 2010 8:56 PM	<p>Provide business development tools and a business friendly permit process.</p>
265 Oct 1, 2010 9:20 PM	<p>Cities need to investigate how many currently zoned commercial lots and industrial lots are vacant or are under utilized; there are locations where there are big box commercial lots and the existing parking is extremely vacant; utilizing the existing empty/vacant commercial and/or industrial infrastructure in order to create innovative development of commercial and industrial areas will aid economic development.</p>
266 Oct 1, 2010 9:48 PM	<p>Employers should not be subsidized. An employer who will play off Portland against another urban area to get a sweeter deal is not a responsible employer. Such employers will bolt as soon as the next best thing becomes available. Employers should NOT be getting welfare in the form of subsidies. They exist as a privilege and do business as a privilege not an inherent right.</p>
267 Oct 1, 2010 10:57 PM	<p>Large lot industrial land should be located to minimize hazards and impacts on natural environments</p> <p>Those large lots should be preserve for industrial use only if it doesn't not increase pollution or if a school/park wouldn't be able to locate there due to pollutants.</p>

268 Oct 1, 2010 11:06 PM	Why does our economic viability need to be based on growth? Why do we not chose as a region to invest in education instead? Many of the new jobs we create in the region cannot be filled with area residents---many top paying jobs in our area are filled with recent arrivals to the US because our Oregon schools are not educating our children as scientists and engineers.
269 Oct 2, 2010 12:10 AM	Maintain industrial sanctuaries and stop turning industrial areas like the "Pearl District" into luxury condos.
270 Oct 2, 2010 1:25 PM	Natural areas should be a priority.

Is there anything you would like to add about protecting parks and natural areas or addressing the implications of climate change?

Response Count

212

answered question 212

skipped question 400

Comment #	Response Date	Response Text
1	Sep 13, 2010 9:00 PM	We are still too many cars on the street. There must be consideration of our environment.
2	Sep 14, 2010 6:05 PM	Above is critical but only possible if the economy improves. Emphasis should first be placed on jobs especially jobs that address/incorporate environmental concerns. Why not target green jobs at the young people who need to work.
3	Sep 14, 2010 10:02 PM	If not now, when?
4	Sep 14, 2010 10:39 PM	Strive for net-zero greenhouse gas emissions.
5	Sep 14, 2010 10:59 PM	Set a goal of NO greenhouse gas emissions withing the city.
6	Sep 14, 2010 11:20 PM	manmade climate change is a farce...read the news!!
7	Sep 14, 2010 11:23 PM	Establish far reaching zero carbon based practices and develop practices and businesses that remove carbon from the atmosphere. Equally important is clean water and community gardening in every new development from here on out.
8	Sep 14, 2010 11:46 PM	Parks are essential for our collective mental health and joy of living--as well as offering more cooling effects on the surrounding area.
9	Sep 15, 2010 3:08 AM	I think controlling "greenhouse gas emissions" is important, but if this said "factor in impacts in sustainability", I would strongly agree. For instance: water is going to be more and more important. Eventually, offering tax rebates to a manufacturer that wastes it is going to become unappealing.
10	Sep 16, 2010 3:22 AM	Natural areas and access needs to become part of rural AND urban so they flow together and bring sustainable movement between both.
11	Sep 16, 2010 10:57 PM	Prioritization over what? Of course these are all important elements and essential to how we honor our community. But what is the current balance of parks and open space to developed areas in the Metro region now? I certainly support the natural areas/greenspace investments made by Metro - but looking forward, is it the highest need for limited investments? That one is really challenging.
12	Sep 17, 2010 6:22 PM	Maintaining the current parks, trails and natural areas should be sufficient in this economy. Right now, putting money toward the growth of small business and jobs should be a priority over new parks. Decision makers need to listen to their public and keep from putting too much emphasis on adding costs to combat climate change, or glabal warming, which is unnecessary.
13	Sep 17, 2010 6:48 PM	We need more street trees.
14	Sep 17, 2010 8:46 PM	Utilizing volunteer organizations (Girl/Boy Scouts, 4H, Boys & Girls Clubs, etc.) to clean up parks, trails, etc., makes more sense to me. Even "Adopt a Park" like the "Adopt a Street" program might be considered for family/organization/company participation. Kids' organizations earn badges for projects like these. What better way to teach the younger generation to preserve and protect nature.
15	Sep 17, 2010 11:03 PM	The deforestation done during the building of new communities destroys the natural balance of nature. The planting of a 3' tree will NOT replace the 30' trees that are cut down during the construction. Small trees do not and cannot absorb the water nor put out the air purification quality that we need to obtain a healthy balance in our environment.
16	Sep 17, 2010 11:05 PM	too little, too late
17	Sep 18, 2010 1:37 AM	I am not against maintenance, restoration and expansion of parks, however I see no need to increase the priority. I am satisfied with the current system in this regard
18	Sep 18, 2010 1:59 AM	I am already getting an idea where this is going.

19 Sep 18, 2010 3:36 PM	Land only gets more expensive, so purchasing lands for open space now rather than waiting makes good economic sense. I will add that Metro has done an excellent job of doing exactly that. I'm not sure why your question about greenhouse gas emissions appears in the Protect our natural areas. It's not the natural areas that affect GHG emissions--it's development and transportation that produce the GHG.
	Also, why put a "note" with this element of the Community Investment Strategy? It makes it look like there's something wrong. Why not have this additional information for the other areas?
20 Sep 18, 2010 10:29 PM	We need more natural areas, big enough to provide habitat. We need fewer paved urban parks
21 Sep 19, 2010 12:19 AM	Portland has enough parks. Cities should be responsible for parks.
22 Sep 19, 2010 2:32 AM	stop paving over everything you can. consider pocket parks
23 Sep 20, 2010 4:56 AM	Our parks, especially Forest Park, have long been underfunded when it comes to maintenance and care of natural areas.
24 Sep 20, 2010 4:20 PM	You need to look at the real evidence on greenhouse gases.
25 Sep 20, 2010 10:36 PM	More dollars need to be used for maintenance of what is already in place instead of expansion. Additionally, the region needs to be recruiting all types of jobs instead of just a selected few. Nobody knows what the next big thing will be.
26 Sep 21, 2010 4:05 AM	Bless Tom McCall who was a pioneer in this area - unless we want to live in a toxic mess, we better take action to nurture what we have.
27 Sep 21, 2010 6:44 AM	We need parks, trails, and protected natural areas to attract people to live in dense urban centers.
28 Sep 21, 2010 2:53 PM	Need to look at all the costs, direct and indirect
29 Sep 21, 2010 3:37 PM	The junk science used to support the notions of global warming etc has been discredited as well it should have been.
30 Sep 21, 2010 4:43 PM	We have enough protected parks and natural areas.
31 Sep 21, 2010 5:08 PM	Unfortunately, linear trails and private property rights are often conflict. The later should prevail if this country is true to its citizens.
32 Sep 21, 2010 5:12 PM	Don't feel obligated to provide people amenities in all parks/natural areas -- leave some space for natural things - animals.
33 Sep 21, 2010 5:30 PM	Let's not sacrifice our natural areas for development. This region has the unique draw because of its protected areas and we don't want to lose that and end up with the suburban sprawl of many other US cities.
34 Sep 21, 2010 5:43 PM	With less than 2% of White Oak Savanna remaining, protecting these rare areas should be a top priority.
35 Sep 21, 2010 6:11 PM	Parks should be seen as a necessary and vital component of a community; a well-staffed parks department provides jobs that outlast temporary construction projects as well as provide increased property values. Parks should not be seen as an optional component.
36 Sep 21, 2010 8:56 PM	We have very few public parks in Washington County. That should be an embarrassment.
37 Sep 21, 2010 9:17 PM	Life is about balance. We must take care of mother earth. Having said that being responsible is a global issue.
38 Sep 21, 2010 10:04 PM	I think for this next 4 years we could probably do less about expanding our parks in exchange for getting back on track with basic transportation needs. Maintain them yes. Protect them, yes.
39 Sep 21, 2010 10:36 PM	Protect the trees, they're our largest asset.

40 Sep 21, 2010 11:13 PM	I think the region does a great job with parks and natural areas, I don't believe there can ever be too many, but we have a lot of great options. I think it's important to maintain their quality and diversity (local family picnic site vs. natural day hike areas).
41 Sep 22, 2010 3:39 AM	Climate change is large. I think it needs to be tackled on several fronts. Citizen education, what residents can do, reduce and reuse, the region should adopt City of Portland's "Be Resourceful" campaign. Secondly, governments need to continue the push for product stewardship so that companies will start thinking about the life cycle of their products. To reach our GHG emissions goals we're going to have to put a lot of pressure upstream from disposal and to me that means a big push on companies.
41 Sep 22, 2010 3:39 AM	Too little attention is paid to Maintenance and Operations of built-out spaces such as parks and trails. Policy needs to be developed and appropriations made not just with Metro, but cities, counties, and the state, to assure that these public investments are here for generations to come. It is also perfectly acceptable to leave some land acquisitions as actual natural areas (no improvements, primitive trails).
42 Sep 22, 2010 3:13 PM	This recommendation is completely vague in the survey. I'm assuming that the background is accessible beyond the survey.
43 Sep 22, 2010 3:17 PM	During our big rain last week, I drove down Tualatin Sherwood Road. By the existing fields, the road was clear. By the impermeable areas (gas station and other buildings) the road was flooded. It's important to anticipate the increasingly strong storm events that are coming with climate change instead of going with the LAST hundred years. Because of it, we need to leave larger areas of natural space... think of New Orleans and what could have been avoided if their wetlands had been left intact instead of reclaimed. Think of Vernonia if their schools had not been built in the flood plain... although they didn't know it at the time. They knew it after the fact... increased flooding resulted from more impermeable surfaces and climate change.
44 Sep 22, 2010 3:59 PM	Again, hub growth areas in current cities, and add attractive amenities for the workforce such as public transportation, attractive downtown areas with services for residents.
45 Sep 22, 2010 11:50 PM	New housing developments should factor in parks and greenspace when selling. The developer should also work with the school district to work against overcrowding.
46 Sep 23, 2010 3:53 AM	See other comments
47 Sep 23, 2010 7:05 PM	Protecting timber lands, state forest/parks, and federal forest/parks from being encroached by urban growth boundaries!!
48 Sep 23, 2010 7:31 PM	We have exceptional natural area, please don't have us fall behind in this area. We need to create more pocket parks and green spaces.
49 Sep 23, 2010 8:48 PM	Protect and maintain the natural areas we now have for future generations. Once it's gone...it's gone forever. Unfortunately, the population just keeps rapidly increasing.
50 Sep 23, 2010 8:48 PM	Schools should come first.
51 Sep 23, 2010 9:00 PM	regarding climate change: change the tax structure in ways suggested by Paul Hawken in the two books he wrote in the 1990s.
52 Sep 23, 2010 9:06 PM	Long term planning should include a schedule for adding parks as funds and space become available. Also, all areas within the UGB should have approximately equal access to parks and recreation services
53 Sep 23, 2010 10:53 PM	Without maintaining, preserving and enhancing our tree canopy, our water supplies will be too warm, streams too hot, salmon can't live, and so on. Quit giving away our canopy for economic purposes; that's too short sighted.

54 Sep 24, 2010 12:17 AM	We aren't serious about climate change, and we need to be. We supposedly have goals to reduce greenhouse gas emissions, but we planning a huge expansion of the I-5 Columbia River Crossing that will have exactly the opposite effect. If we were serious about climate change, our plans would focus on cutting traffic through tolls, congestion pricing, and increasing the cost of private vehicles while providing more and better public transportation.
55 Sep 24, 2010 12:27 AM	This area needs to be given a high priority; glad it's being addressed!
56 Sep 24, 2010 1:08 AM	Our neighborhood received a small Community Stewardship Grant from the BES. It would have been the beginning of recreating a natural area that would help with stormwater cleaning. Another city Bureau, Dept of Transportation, would not permit the plans. The plans were good - healthy innovation was blocked by old thinking. Maybe we need to add to good traditions like parks and natural areas for creating a healthier city. Taking back asphalted, concreted areas and turning them into permeable and arable land for trees, native vegetation and community gardens would follow the UGB idea of recycling land for development - ready land. For example overly wide streets and too large intersections on little used streets. These areas could easily be designed to not need curbs and asphalted parking. The large intersection at SE 35th, Franklin, & Waverly could much better serve our neighbored by becoming a community garden. There used to be streams and ponds there. What a great restoration project!
57 Sep 24, 2010 3:32 AM	when the land is developed it is lost for generations. Now is the time to put natural areas and parks aside for our kids and grandkids.
58 Sep 24, 2010 3:36 AM	The implications of climate change should be considered, but more importantly are the immediate quality of life including health and economic equity issues that affect people on a daily basis. Sufficient efforts to improve upon those issues will or can generally support climate change mitigation efforts.
59 Sep 24, 2010 4:19 AM	We must absolutey preserve all open space and use our existing built-upon lands more efficiently.
60 Sep 24, 2010 4:59 AM	See above
61 Sep 24, 2010 4:20 PM	Separate bicycles from pedestrian use. Encourage volunteer work to improve and to maintain parks and natural areas.
62 Sep 24, 2010 4:32 PM	I agree that parks, trails and natural areas are certainly beneficial to every community. I do not think that citizens understand how we can have the unemployment rate in the state and still can afford to expand our green areas. People who are struggling financially want their electeds to work on economic problems. The green spaces are beautiful, we need to look to the future of our state's natural reserves and gifts, but the focus needs to be on the economy.
63 Sep 24, 2010 8:19 PM	This is the difference between thriving into the future and becoming functionally obsolete.
64 Sep 24, 2010 8:48 PM	We need to rapidly shift to renewable energy sources (LOCAL wind and solar) and dramatically reduce car dependence.
65 Sep 25, 2010 5:47 AM	Sell the Parks, kill cows if you want to eliminate greenhouse gases, I do my part - their very tasty.
66 Sep 25, 2010 9:24 AM	Do not enable the shortsightedness and selfishness of driving to work and everywhere else by widening roads and bridges or accommodating those who do not care about community or the future. Do not build the CRC as currently designed. There are better and cheaper ideas out there for the CRC. Building a \$4+B bridge (I know it will cost more, it always does) and using an excuse that we need to do it because we need the jobs makes no sense. Should we pave the Columbia because it will provide long term jobs? Metro should work to have the gas tax raised and tolls put on all our bridges, including those going into downtown. Lemmings should not be rewarded for their stupid behavior.
67 Sep 25, 2010 3:53 PM	More habitat for wildlife means more ecosystem services!
68 Sep 26, 2010 3:11 AM	with the economy like it is I'm not much concerned about climate change

69 Sep 26, 2010 3:51 AM	Large trees combat greenhouse effects, preserve them. More green building with solar and wind power. If there were more safe connected bike trails people would commute more. When a new development takes place make sure the sidewalks connect and not leave a fifteen foot void into a rural culver.
70 Sep 26, 2010 9:05 PM	There should be a regional approach to protecting and rebuilding our urban forests and it should include the urban unincorporated areas.
71 Sep 26, 2010 9:35 PM	We need a regional strategy and finding source for MANAGEMENT of "natural areas," which in our setting are really "semi" natural. They are chock full of weeds, hve hostile edges, and are prone to lots of problems without active stewardship. We need to get stewardship in place or expansion will fail.
72 Sep 27, 2010 12:30 AM	Scrap the idea of anything other than SELECTIVE THINNING of the old-growth in Forest Park!!! Those trees are HUGE carbon sinks and should ONLY be removed if they've died naturally.
73 Sep 27, 2010 1:34 AM	I'm a big hiker etc but I do really think we have plenty of natural areas. Maintain what we have better for now, Exception would be if we should be adding canopy to counterbalance the growing emissions, then it might be important.
74 Sep 27, 2010 4:43 AM	Renewable power should be a priority for existing or new companies, and also for individual homeowners. Incentives that help all of us move in the direction of renewable power use and production, in addition to reducing our power usage, are helpful.
75 Sep 27, 2010 3:21 PM	Parks are an important quality of life issue. Climate change will occur regardless of what policies are in place -- ok to be aware of the subject, but as noted in Geo. Will's column in the current Newsweek.....the earth really doesn't care if you drive a hybrid or not.....climate change takes place external to our considerations.
76 Sep 27, 2010 5:05 PM	Thinking about the future and making a livable area should be Metro's main goals.
77 Sep 27, 2010 5:24 PM	We need to start a discussion about adapting to climate change.
78 Sep 27, 2010 5:27 PM	strive for connectivity in long-distance trail development
79 Sep 27, 2010 6:30 PM	SDC's should be charged for developing natural areas.
80 Sep 27, 2010 6:31 PM	Transportation and carbon neutral buildings is the most effective tool with combatting climate change. Need to increase transportation options between Portland's suburbs.
81 Sep 27, 2010 6:31 PM	Please make natural areas accessible as a public ammenity as much as possible (trails, interpretation, benches, wild life viewing areas).
82 Sep 27, 2010 6:35 PM	Let's do the math: CO2 is 3.42% of all greenhouse gases. Man-made CO2 is 3.2% of all CO2. $0.0342 * 0.032 = 0.1\%$ So, if all the planet went 100% nuclear + solar power _tomorrow_, greenhousing drops by 1/10 of one percent. Should CO2 shedding stop 100%, another greenhouse gas would replace it; dihydrogen monoxide, which we *cannot* control (it absorbs 20X more IR in much the same spectrum). Let's not cripple our economy w/ cap+trade until we understand what's really going on!
83 Sep 27, 2010 6:40 PM	More park development within the UGB
84 Sep 27, 2010 6:41 PM	Is laying down pavement paths the best way to support natural areas/parks?
85 Sep 27, 2010 6:42 PM	Existing "facts" of nature - migrations, including elk migrations - should be given a high priority in planning new development.
86 Sep 27, 2010 6:46 PM	Greenhouse gas emissions are a big issue that need to be considered. But greenhouse gasses are only part of the equation. We need to look at the environment as a system. Good site planning is needed to maintain existing natural resource functions. Good building planning is important to reduce input costs and pollution.
87 Sep 27, 2010 6:46 PM	Creating parks, trails, won't MATTER in the least without some enforcement. Today, people (cyclists) are doing just about what they WANT every in this city, all others be *****
88 Sep 27, 2010 6:57 PM	Prioritize bicycle infrastructure (ie maintenance of bike lanes, bikeways and safe passages for cyclists) to this as well.

89 Sep 27, 2010 7:00 PM	We should focus on having high quality parks and natural areas, because it is the right thing to do for both the environment and the residents of this area. It is not Metro's place to be making any decisions based on climate change.
90 Sep 27, 2010 7:41 PM	Natural areas have 3 users. Recreation, animal, and buffer land. We need to evaluate natural area potential against these users, and compare their value across the board with ag and industrial uses. Site that employs 30 people is not nearly as useful as a site that is used by 100 people for recreation and capture of runoff. We have a wealth of empty/unused buildings inside pdx.
91 Sep 27, 2010 7:55 PM	Just like art and music in the school system, parks and natural areas tend to be the first things cut during times of economic trouble. But these are exactly the things we should be protecting and promoting, as they enhance the environment and livability for everyone in the community. It's the only responsible thing to do.
92 Sep 27, 2010 7:56 PM	Once the large native trees and green space are gone, it's impossible to bring them back.
93 Sep 27, 2010 8:05 PM	i disagreed with this statement "The region should increase prioritization of maintenance, restoration and expansion of our parks, trails and natural areas." only because of the word expansion. we should take care of what we have, which from what i can see, is something we struggle with.
94 Sep 27, 2010 8:14 PM	Industrial areas seem to congregate near rivers. Riparian areas are some of the most important for a healthy environment. There should be serious thought given to maintaining riparian areas and planning industrial areas away from natural bodies of water.
95 Sep 27, 2010 8:21 PM	Metro should create a way to stop the devastation of green areas and try to educate cities, as well as population on the nature restoration.
96 Sep 27, 2010 8:22 PM	We need to consider the sustainability and accessibility of particularly natural areas as green infrastructure, and parks as effective and acceptable commonspace.
97 Sep 27, 2010 8:28 PM	At some point, we will no longer have the ability to preserve land for open space as it will be far to cost prohibitive. Better to sacrifice now in order to have it later.
98 Sep 27, 2010 8:29 PM	Availability and accessibility to parks and green spaces has a direct impact on health and obesity rates in a community. This isn't just an environmental issue.
99 Sep 27, 2010 9:11 PM	Greenhouse gases and their effect are a deeply flawed theory. The earth is NOT in a greenhouse. Policy decisions should NOT endorse a wildly unproven and disputed theory.
100 Sep 27, 2010 9:24 PM	Sorry. I believe animal waste from farm animals contributes the most worldwide on gas emissions.
101 Sep 27, 2010 9:27 PM	Climate change is a global issue. Instead of spinning our wheels on purely symbolic actions, we should all put pressure on our national government to deal with the issue.
102 Sep 27, 2010 9:28 PM	Maintaine what we have. Your reportcard isn't too good in that area. the answer always is we just don't have the budget. No new programs until we take care of what we have.
103 Sep 27, 2010 9:36 PM	Please consider future generations as the early Portland leaders did. Once jewels like the Portland area parks are lost, they will likely not ever be recovered.
104 Sep 27, 2010 9:49 PM	In the plan there are a lot of unfounded suppositions
105 Sep 27, 2010 9:50 PM	See comments in II.
106 Sep 27, 2010 10:45 PM	See above. View Corridors = parks? Natural areas soothe our stressed lives.
107 Sep 27, 2010 10:48 PM	The experts have already spoken on this so called climate change. All the hull a ba lue about is bunk. It will pass and balance out, it always has in the past. The experts have spoken about this. So your trying to change some thing that doesn't need tweeking.
108 Sep 27, 2010 11:01 PM	Smart economically sound decisions are far more effective vis-a-vis greenhouse gasses than some half baked idea coming from some government agency.
109 Sep 27, 2010 11:06 PM	The question about increasing prioritization of maintenance is difficult to answer: where in the list of priorities is it currently placed? What is ahead of it? Measuring greenhouse gas emissions is expensive to do and not an exact science. Not sure it is wise to spend on this.

110 Sep 27, 2010 11:16 PM	Analyze how park and natural areas can actually reduce carbon emissions through sequestration, etc.
111 Sep 27, 2010 11:20 PM	I believe that one day in the not sol distant future every open space will be extremely valuable for food production, so yes, take care of and expand any and all open spaces.
112 Sep 27, 2010 11:30 PM	I would need to know what would then become a lower priority.
113 Sep 27, 2010 11:53 PM	2nd item sounds unrealistic - what about schools and feeding the poor, are you not going to do those things if they have negative impacts?? Without its own industrial base, residents of Forest Grove will continue to drive many miles to work to the east.
114 Sep 28, 2010 12:26 AM	Natural areas can take care of themselves, if people aren't around to pillage them.
115 Sep 28, 2010 12:45 AM	20% think we are doomed. 20% think global warming is a hoax. 60% just don't care. Is the world fragile or resilient?? Does man think it will survive a super volcano, astroid, or nuclear war??
116 Sep 28, 2010 12:49 AM	prioritization should begin with PUBLICALLY OWNED LAND
117 Sep 28, 2010 1:05 AM	Do a lot better job of protecting streams and wetlands.
118 Sep 28, 2010 1:19 AM	Since there is no conclusive evidence on the cause of climate change, it is difficult to plan around any thesis.
119 Sep 28, 2010 2:14 AM	Global warming is a complete myth, don't you know that by now?
120 Sep 28, 2010 2:42 AM	Greenhouse gases are a deeply flawed theory (the planet is not in a greenhouse). Policy should not be based on issues with such disparate views existing.
121 Sep 28, 2010 3:05 AM	Greenhouse gas emissions are still being hotly debated -- wait until there is real broad consensus among scientists not just those being paid by government. Even then public policy should not be based on theory.
122 Sep 28, 2010 3:41 AM	Climate change can be best addressed through a more compact urban form one that does not put major employers at the edge of the region.
123 Sep 28, 2010 3:48 AM	I think we have great parks and that they should continue, but I don't know that the prioritization needs to increase
124 Sep 28, 2010 4:21 AM	Transportation to natural areas should be considered.
125 Sep 28, 2010 4:36 AM	We must prepare for a carbon and climate constrained economy - it is inevitable at our rate of emission growth in the world. If not mitigation, then adaptation must be a priority.
126 Sep 28, 2010 4:53 AM	parks are wonderful but farmland with great soil can't be replaced
127 Sep 28, 2010 5:49 AM	Again, we need to consider how much \$ we can afford to spend---not spend and then tax to meet budgets.
128 Sep 28, 2010 5:51 AM	Encourage biofuel / biomass business and businesses which incorporate biomimicry
129 Sep 28, 2010 7:06 AM	Reducing production of greenhouse gases and improving the efficiency of the transportation network and the building infrastructure should be our main priority
130 Sep 28, 2010 7:31 AM	Absolutely must promote urban living and a move away from further suburban sprawl/growth. Grow up and in, not out and far. For those suburbs that exist we need to provide better mass transit/ light rail.
131 Sep 28, 2010 7:55 AM	Parks and natural areas make communities more desirable to live and work in and plants filter and oxygenate the air that we breath which helps to control climate change. Plants and unpaved areas also absorb the rainwater and reduce the amount of run off that goes into our sewers and has to be processed in our treatment plants.
132 Sep 28, 2010 8:12 AM	Please, please, please don't destroy Forest Park.
133 Sep 28, 2010 2:03 PM	Highest priority is to preserve our existing natural resources and then to increase connectivity. Low-tech trails along riparian corridors are a good way to prevent development along floodplains while giving people access to natural areas. Lori's Intertwine is exactly the right direction for Metro to go -- please support her efforts!
134 Sep 28, 2010 2:07 PM	Stop taking peoples land with environmental overlays. It is nothing more than stealing private land for a "natural" area and the citizens still pay full property taxes without the full use of their land.

135 Sep 28, 2010 3:10 PM	Green spaces are good for the environment and used by families. They make a community more livable.
136 Sep 28, 2010 3:34 PM	We need to protect our natural areas, and we especially need to protect our farmland. Food and water are the diamonds of the future.
137 Sep 28, 2010 3:42 PM	Sound decisions made on sound principles. Other agencies deal with greenhouse gas emissions and their impact on the urban environment. Let the experts do their job and don't try to do it form them at a higher cost and with less expertise.
138 Sep 28, 2010 4:22 PM	Generally, much of the public (and some local governments) needs education about why to care about natural areas and climate change. Also, I'm frustrated with the continued jobs vs environment dialogue that ensues at many public forums. That's not the reality; we lack jobs because of economic factors, not ecological protection.
139 Sep 28, 2010 4:50 PM	We need to maintain as much green (trees, vegetated areas) as possible and look at existing areas covered in concrete for opportunitites ro remove pavement and add more green witin existing developed areas
140 Sep 28, 2010 4:50 PM	Keep Helvetia rural!
141 Sep 28, 2010 4:56 PM	Purchase and preserve Orenco Woods Golf Course to protect natural area
142 Sep 28, 2010 5:21 PM	Climate change is the number one issue and should be considered with regard to all Metro decision making.
143 Sep 28, 2010 5:33 PM	Insurance companies are already factoring in climate change to their long term tables. So, if you don't believe in climate change, you are behind the Insurance companies and the Pentagon. GET OVER IT, and we should be dealing with it everywhere with freshwater plans and other nature maintenance and restoration.
144 Sep 28, 2010 5:42 PM	Please consider the housing-jobs balance (VMT) as well as the industrial-transportation balance.
145 Sep 28, 2010 5:49 PM	We need to expand protection of parks and natural areas.
146 Sep 28, 2010 7:16 PM	Widening roads is a step towards increasing greenhouse gas emissions, but since we feel suburbanites will never ride a bus or TriMet can't find a way to fund services to these areas - we continue to work in our old ways. What about incentives for private bus systems? Requirements for employers over 150 people to have nieghborhood bus shuttles?
147 Sep 28, 2010 8:36 PM	Metro should not ignore the non-urbanized areas of the three counties. Helping keep these rural ag/forest areas undeveloped helps the region address climate change.
148 Sep 28, 2010 11:57 PM	Make the natural area part of the residential and industrial community.
149 Sep 29, 2010 12:38 AM	Transportation is the major driver of greenhouse gas emissions. In my experience, the Portland area's mass transit system is failing at providing an effective alternative for people who drive. The transit system isn't bad on paper, but in many realistic cases is slow and cumbersome to use. For many trips, transit is markedly (sometimes radically) slower than driving. This is a failure. Of course transit can't always be faster, but when most MAX trips are no faster than a comparable car trip, transit is not fulfilling its mission and may not be helping counter climate change at all.
150 Sep 29, 2010 1:42 AM	Stop using pesticides/herbicides on public lands. This wastes money, creates blight and fire hazards and poses health risks to humans, animals and drinking water.
151 Sep 29, 2010 5:15 AM	This is a tough financial time and there are other priorities that might be more critical for scarce dollars.
	Greenhouse gas is a global problem; project specific investment decisions could very likely have unintended consequences of increasing GHG in another region or state that welcomed the investment we rejected, so we lose the project, and the earth gets more GHG than it would have if WE had invested. It is more complicated than some want to make it...

152 Sep 29, 2010 2:00 PM	Only focus on greenhouse gases if you are willing to cut projects based on their impact. If JPACT, MPAC and Council are unwilling to walk the talk on sustainability there is no reason to waste time and money on analysis that has not impact on decision making.
153 Sep 29, 2010 4:19 PM	How sustainable is a net zero community if unemployment remains at 10% or greater
154 Sep 29, 2010 4:38 PM	Local trail systems should include connections to regional systems.
155 Sep 29, 2010 5:02 PM	I believe in supporting the maintenance of our parks, but not as a priority over creating a fiscally sound region that boasts low unemployment. Infrastructure development (roads, bridges, water, waste water, etc.) create more jobs than park employment and creates an environment more attractive to business owners. Corporations don't look for how well the parks are maintained when selecting a city to conduct business in.
	Greenhouse gas emissions are an important factor, but policy should not preclude investment opportunities. The coal-burning dependent electric cars with batteries that cannot be recycled are of equal - perhaps greater concern - than the congestion being forced on the I-5 corridor in Portland.
156 Sep 29, 2010 5:23 PM	Parks and open spaces are an important part of the psychological/social mix, but have to make fiscal sense as well. A macro target ratio of number of residents to open space should be used to start with, and the details should be left up to those employers/residents who actively use the area.
157 Sep 29, 2010 6:12 PM	MAINTAIN WHAT WE HAVE UNTIL THE JOB SITUATION IMPROVES
158 Sep 29, 2010 6:13 PM	Frankly, I am thankful for climate change. Without global warming, humans would not exist...ever heard of the ice age? Nothing we do will impact the global climate change. I am all about livable communities and employment centers near housing and parks near housing, but let the market and local jurisdiction decide what is best for them.
159 Sep 29, 2010 6:19 PM	Parks and natural areas are nice. How are you going to pay for it? No new or expanded taxes!
	Unless you can figure out a way to plug the volcanoes, stop whining about greenhouse gases. You don't have that mandate from the people (except maybe for Portland, in which case feel free to screw their economy and freedom up all you want) so leave us out in the counties alone! If you think its really important, then put it to a vote of the PEOPLE, and make it by county, so that Portland's strange leanings don't force the rest of us into ruin.
160 Sep 29, 2010 6:24 PM	the only conclusion to reach with this criteria (green house gas emissions) is that we should acheive a declining population. I think a strong energy efficiency policy is appropriate.
161 Sep 29, 2010 9:08 PM	Better transportation, decreased reliance on cars, smarter/more efficient construction, intelligent (re)development, all should play a role in reducing emissions, and ultimately improving quality of life.
162 Sep 29, 2010 9:09 PM	There should be a regional approach to mitigation of impacts on wetlands. We shouldn't be afraid to modify or eliminate wetlands where necessary as long as the loss is offset by improved/expanded wetlands elsewhere. Regional mitigation banks should be created.
163 Sep 29, 2010 9:18 PM	The construction, development and building industries are already leading the way, especially in Oregon, to energy efficiency; again, let the market figuer this out. Parks are nice, but they should not trump economic, survival priorities.
164 Sep 29, 2010 11:31 PM	Revenue-neutral tax changes to support clean energy are needed.

165 Sep 29, 2010 11:40 PM	If dollars are limited, and we know they are, policies and monies need to be primarily directed to the core requirements of safe, livable communities, i.e. water, sewer, storm drain, and transportation facilities.
166 Sep 30, 2010 1:03 AM	Parks and trails not only increase livability (and desirability to highly-skilled employees, which will bring top-tier employers if they see a critical mass of talent), but proper distribution and access to these facilities can reduce the number of trips by car.
167 Sep 30, 2010 1:06 AM	Siting housing in close proximity to major business growth centers will aid in reducing automobile generated greenhouse gases. Increased urban densities without a balance of open space and green vegetation can create heat islands that may have a far greater environmental impact than marginal increases in greanhouse gas.
168 Sep 30, 2010 1:42 AM	Growth is coming whether we want it or not. The growth should be planned considering consequences are part of the critical path.
169 Sep 30, 2010 2:32 AM	Portland is unique and protecting and expanding our parks, AND protecting the current close-by farmland from UGB expansion is key to Portland maintianing its identity
170 Sep 30, 2010 2:44 AM	Let's develop the Tualatin River Water Trail. It's 28 miles of paddling between restrooms at Rood Bridge Park and Jurgens Park. Let's put those greenspaces at Farmington & Munger to some good use.
171 Sep 30, 2010 5:46 AM	Creating park space removes land from public tax rolls and does not contribute to the economic health of our region. Parks and trails are for the privileged and the pampered. But there is little to enjoy if you are unemployed, hungry, uninsured, and struggling to pay the rent.
172 Sep 30, 2010 2:45 PM	Natural areas need protection from noise as well as other intrusions.
173 Sep 30, 2010 3:25 PM	Parks and trails do not create jobs. They do not attract businesses. They are the result of a good economy. The region should put less emphasis on parks and trails and more on attracting businesses and ensuring healthy neighborhoods (reduction in foreclosed homes and property values), particularly outside of downtown Portland. Green house gas emissions should not dictate - but guide - policy and investment decisions. More importantly, investment needs to be looked at holistically and not weighed by just environmental factors.
174 Sep 30, 2010 3:33 PM	let's not get our priorities out of whack. A quality life starts with a quality job. The other things (climate change, parks, natural preservation) are important but behind keeping people employed. Let's not forget we are an income tax state, employment is the cog that makes the wheel go around in Oregon.
175 Sep 30, 2010 3:57 PM	I think building the infrastructure for electric cars is a great idea. I also would like to see more use of the rivers for passenger transportation - ferries up and down the Willamette and from Vancouver to the Expo MAX station.
176 Sep 30, 2010 4:13 PM	Follow state goals
177 Sep 30, 2010 4:47 PM	These policy suggestions are consistent with and reinforce the underlying principles of Oregon's land use planning system, and also reflect what employers locating in the Metro area tell us about our comparative economic advantage - that quality of life and access to natural areas (fundamentally, an urban-rural balance) is very desirable.
178 Sep 30, 2010 5:04 PM	We have over 10% unemployment. People need jobs. As it stands we have more parks and natural areas than almost anywhere in the country. That makes it special to live here, but it doesnt feed our families and put our kids through school. Spending money for more park lands should come as a strong 2nd place to fixing our roads, providing freight mobility, and having enough land for employers to locate plants and new business that provide jobs
179 Sep 30, 2010 5:22 PM	If jobs and housing are consciously paired, then planning for parks and natural areas can intelligently occur.

180 Sep 30, 2010 6:32 PM	Parks are fine inf you can keep them safe - but remember - old people need to feel safe, handicapped people need access, children need to be safe - Do that for the parks you have. If you can't add land for more jobs - why add land for parks - ask the people in the unemployment lines if they are worrying about greenhouse gas emissions.
181 Sep 30, 2010 6:49 PM	I have supported Metro's Grenspaces program and funding because it equitably spreads the costs and benefits across the region, while protecting large acreage parcels. This program should be continued. But, generally, I only support expansion of Natural Area protection through Public acquisition.
182 Sep 30, 2010 7:02 PM	Greenhouse gas emissions need to be considered in total and not just as they relate to a UGB expansions and the associated use. Incentives need to be considered for bringing old structures up to more current energy standards, for the expansion of renewable energy alternatives, and for the reduction of vehicle miles traveled.
183 Sep 30, 2010 7:09 PM	Leave park land w/o adding a building and staff doing busy work...
184 Sep 30, 2010 7:11 PM	It would be great if we looked at more ways to support Portland citizens with resources to support their efforts to become personally self sustainable, including funding grants for improving home energy efficiency, helping encourage neighborhood groups to create community gardens, allowing for home businesses, etc.
185 Sep 30, 2010 7:11 PM	Not sure we really have a real greenhouse gas emission problem.
186 Sep 30, 2010 7:15 PM	At a basic policy level it needs to be made clear where community gardens, urban farms, small farms and large agricultural operations fit. All too often discussions of urban agriculture (gardens, farms, etc.) lead to their inclusion with parks and open spaces, but when details are worked out, they disappear in the implementation plans and goals. Form my experience I would recommend that there be included a clear segment in planning for urban agriculture, and that it not be mixed with other uses (parks, open spaces, sports fields, etc.)
187 Sep 30, 2010 7:17 PM	We have plenty now. They need to be managed better.
188 Sep 30, 2010 8:10 PM	I believe Portland has more parks per capita than any other major US city. Yes, it makes us a liveable place, but other things are more important to families(jobs, police, low taxes). Environmental issues are important, but Oregon has a history of going too far. We protected trees and killed jobs, we taxed industry, so they left, we built bike paths everywhere and made driving difficult(cyclists want to be treated like cars, until it suits them to be bicycles). We spend millions on lightrail, bike paths, street renaming, ect. yet do very little to provide basic food and shelter to needy families. I live in Milwaukie; Any idea how many people the Milwaukie light rail project dollars could have fed or housed for a year? What are we thinking? Portland is only liveable if people can afford to live here.
189 Sep 30, 2010 8:23 PM	If we are factoring in impacts for green house emissions make them based on factual not theoretical information. We do not live in a world of theory> please use my comments for number IV too
190 Sep 30, 2010 8:41 PM	I do not believe that there is a greenhouse gas threat. There is no real evidence to establish any policy around this theory and this should not be considered in policy decisions
191 Sep 30, 2010 8:48 PM	Protecting parks is important, however Portland Parks and Recreation (PP&R) rely too heavily on volunteer efforts as it is to maintain our City Parks. PP&R needs an alternative funding source for this purpose and Metro may be a good partner for this. Putting in more parks that rely on volunteers is not a sustainable plan.
192 Sep 30, 2010 9:43 PM	Lets maintain, restore and get the homeless out of our natural areas before we expand them. More is not inherently better.
193 Sep 30, 2010 10:23 PM	We need to focus on business and economy right now. We've had decades of focusing on parks.
194 Oct 1, 2010 12:17 AM	I would like to see more local governments preserving natural areas not just Metro.

195 Oct 1, 2010 12:25 AM	Leading-edge studies of climate change have, in the past 2 years, included post-IPCC projections for potential sea-level rise of up to 10-15 feet by 2100, and continuing to increase for several centuries thereafter. The historic Columbia/Willamette floodplain areas should not absorb more long-term development investment.
196 Oct 1, 2010 1:14 AM	most certainly
197 Oct 1, 2010 1:15 AM	Educating people on why change is important and how they can help is better than mandating change.
198 Oct 1, 2010 3:54 AM	Tax Carbon emissions enough, to pay enough land owners to sequester the carbon.
199 Oct 1, 2010 5:22 AM	Climate change is a hoax and a power grab by the Marxist left! Climate change is every day, the weather changes, what the Marxists want is to control how we live, eat and get to work. I am not a Marxist and I disagree with with agenda!
200 Oct 1, 2010 12:51 PM	Every effort should be made to build housing and employment close to each other and close to existing employment areas. If everyone 50% closer to their job, most of are larger rush-hour traffic congestion issues would almost disappear. This would lead to savings in time, green house gas emissions, etc.
201 Oct 1, 2010 4:08 PM	Fix Blue Lake Park and reverse the negative image it has had for 40 years . . .
202 Oct 1, 2010 4:46 PM	During such a tough economic time, it is very difficult to prioritize funding or other resources for parks, etc., over essential services. I am hopeful that continued process improvements and leveraging of current resources will keep parks and natural areas maintained in their current state. No doubt this is not an easy task, but a priority that has to be considered for full economic sustainability.
203 Oct 1, 2010 5:35 PM	Metro should stay out of the GHG issue.
204 Oct 1, 2010 6:35 PM	Larger lot sizes, with more required vegetation on the lot. why is an area that is "green" allowing new construction to remove all the green and replace it with concrete and building
205 Oct 1, 2010 6:59 PM	I don't think any of this is Metro's business. Yes, I agree with parks and open space and maintaining them. I do NOT think it should be METRO that does this. Leave it up to counties, cities and parks districts. And I also agree with mitigating greenhouse gas emissions, I just don't think it should be Metro that gets involves in this. Metro needs to stop the scope creep!!
206 Oct 1, 2010 8:16 PM	We need to focus on conventional transportaion investment and foster an environment that creates jobs. After restoration of a robust economy, can we then begin to restore considerations and increased investments in parks, trails and natural areas.
207 Oct 1, 2010 8:43 PM	Plant more trees.
208 Oct 1, 2010 8:56 PM	Too much focus on natural areas in the urban areas. Protect natural areas that are in non-urban areas and make the urban areas just that - urban.
209 Oct 1, 2010 9:20 PM	Cities in the metro are need to be more responsible of not developing in areas that are zoned as environmental.
210 Oct 1, 2010 9:48 PM	There is no debate about whehter climate change is real. Paid shills who waste time w/such suggestions s/b removed from being allowed to waste people's time. They are the equivalent of those who would argue that the world if flat and s/b treated as such.
211 Oct 1, 2010 10:57 PM	We should discuss climate change in terms of adaptation, not reduction of green house gases. Climate change is here. The environmental impacts will only get worse (more natural hazard events) and park/natural areas should be located in places that help minimize risk and vulnerability to natural hazards. Purchase and clean-up large lots along riparian areas. Don't locate industrial in landslide/seismic zones.
212 Oct 1, 2010 11:36 PM	Access to parks and recreational facilities should be increased in areas that are currently underserved. Physical activity is a major determinant of health and well being.

Are there other goals or performance measures that should be considered for public investments?

	Response Count
	184
answered question	184
skipped question	428

Comment #	Response Date	Response Text
1	Sep 13, 2010 9:00 PM	N/A
2	Sep 14, 2010 6:05 PM	Not all Metro should be treated equally. Downtown Portland should be a priority for revitalization and jobs. It should be Metro's heart, soul and cultural center. My sleepy town of West Linn is quite a different environment with many self-employed working at home and rural buffers that should be preserved. We do not need more malls and housing when so many storefronts and homes are going begging. Transportation options should be a key priority targeted at bringing residents of outlying areas into town for work and entertainment. Unfortunately, parking, driving the narrow streets is a deterrent. Young people should be able to find jobs, perhaps in the green sectors restoring our parks and natural areas. It is so sad (and a downtown deterrent) to see so many young people begging on the streets. We have so many needs locally - why can't we match the city's needs for revitalization with our citizen's needs for work.
3	Sep 14, 2010 10:02 PM	We need some performance measure that measures whether a community is improving its walkability over time because this measure is not being measured. We measure the performance of our road system with an A-F scale and whether an intersection is failing or not however we never seem to access our neighborhood or community walkability and whether we are making investments to allow our regional citizens to walk rather than drive to do their daily life tasks.
4	Sep 14, 2010 10:39 PM	With low-cost development loans or grants for ADUs or mixed-use developments, people should be encouraged to live densely, thus inhibiting sprawl, allowing walking and bikes for transportation, maximizing green space, providing affordable housing without needing a car.
5	Sep 14, 2010 10:59 PM	Make developers pay for extended infrastructure (utilities & roads), fire & police stations, and associated personnell; thus factoring in the real cost of sprawl. Encourage solar power on large roofs.
6	Sep 14, 2010 11:20 PM	less rail...more roads.
7	Sep 14, 2010 11:46 PM	If one area is paying, they will want something local to show for it--not just have West Linn paying for Beaverton for example.
8	Sep 15, 2010 3:08 AM	I believe education is a public investment, particularly K-12 and vocational training.
9	Sep 15, 2010 5:28 AM	keep stafford rural
10	Sep 16, 2010 3:22 AM	FAIRNESS TO ALL AREAS. Add conformancy to rural blending with urban, not seperating it. Bring good Economics to BOTH areas. Healthier environments, increased tax base, and fairness to uses of ALL properties if they conform to adjoining ones. Don't force people to live the same in areas that are NOT like when they moved there. If they are surrounded by homes and used to have farms around them, let them conform to the same uses. Do not put children and families at battle with the toxins sprayed in having to dry farm. Let's come to our senses on this!
11	Sep 16, 2010 8:48 PM	Protection of natural areas and amount of affordable housing.

12 Sep 16, 2010 10:57 PM	These are typical platitudes providing little else than general perceptions. Of course these are all important. The number of jobs in a city is one thing - to me it is more important that the type and income-basis of jobs increases (more living wage or better types of jobs). Looking for a return on investment model will necessitate scores of more detail oriented results. What does it mean to "improve public safety"? - is that measured in reduced crimes or increased pedestrian traffic at transit stops or along business areas? Retrofit infrastructure - the cost is huge - and an evaluation needs to include the number of years (and generations) required to pay for it. The elements listed here are too general in my opinion.
13 Sep 17, 2010 5:52 PM	Co-op organic food gardens in every community
14 Sep 17, 2010 6:22 PM	Burdens of growth are not able to be distributed equally among the different communities, due to the different needs of each community. Providing safe and reliable transportation choices does not mean taking away from our current roads to show favor to bicyclists, or adding excessive costs for more mass transit, allowing our current roads to suffer. Car traffic will continue to increase and improvements to our roads to accomodate that increase needs to be recognized, rather than dismissed.
15 Sep 17, 2010 6:48 PM	Impervious area reduction.
16 Sep 17, 2010 9:01 PM	Stop corporate welfare. End the tax discrimination against existing small businesses that enterprise zones engender.
17 Sep 17, 2010 9:16 PM	I'm not sure what criteria would be used, and who would judge, the efficacy of policy choices. It would obviously be nice to know what works and what doesn't, but that depends on the goals, doesn't it?
18 Sep 17, 2010 11:05 PM	Just say no. Tell the developers to move on. We don't need their short term profits and long term negative impacts.
19 Sep 18, 2010 1:37 AM	Retaining animal habitat, retention of forest and farm land, retention of existing industrial land, retention of low-income housing. Protecting the assets we currently have
20 Sep 18, 2010 3:52 AM	Create compact rural communities and urban sub-communitiesthat provide a full range of services for their inhabitants -- stores, housing, jobs, parks, schools, churches.
21 Sep 18, 2010 3:36 PM	Food and ensuring no one in the region goes hungry. Access to health care for all. Providing utilities that are affordable by all. For utilities, I include: gas, electric, sewer, water, garbage, and communications.
22 Sep 18, 2010 10:29 PM	The burdens of growth fall most heavily on existing residents. And their quality of life is spoiled. This is most unfair. Newcomers think the place is great. They don't realize they are ruining it for the rest of us.The financial burden should fall on the newcomers.
23 Sep 19, 2010 12:19 AM	Decrease commute times for region's residents Increase regional freight mobility and ease of extra-regional travel (improving connections between national highway and rail network to local corridors)
24 Sep 19, 2010 2:32 AM	stop letting TriMet hack apart public transit. do not let sprawl continue just because a community wants 5 acre plots and 17 car garages does not make it ok for the rest of us
25 Sep 20, 2010 4:56 AM	Without adequately funded schools our region will not have an educated populace. We need a new system of funding education. It is related to everything in this survey.
26 Sep 20, 2010 4:20 PM	Less government spending not more. Let the counties and cities do their jobs. We do not need big government breathing down our necks.

27 Sep 20, 2010 9:19 PM	what would dev costs be relative to other candidate areas?
28 Sep 20, 2010 10:36 PM	The cost burdens of transport infrastructure must be distributed equitably whereby each mode of transport pays their own way including only bicyclists paying for bicycle infrastructure and transit users paying for transit infrastructure.
29 Sep 21, 2010 3:32 PM	Efficiency and attractiveness.
30 Sep 21, 2010 3:37 PM	Stop buying into the carbon footprint scam.
31 Sep 21, 2010 5:08 PM	Yes. Oregon land use laws have resulted in unneeded expense and gridlock. The system needs to be examined to encourage people to want to live here and enjoy living here. One young person in our family gave up after a visit to the planning department and is moving to Washington.
32 Sep 21, 2010 5:12 PM	Increase support of life long education opportunities.
33 Sep 21, 2010 5:43 PM	Protect our natural environment.
34 Sep 21, 2010 6:11 PM	jobs and a healthy economy are by-products of a healthy community; they are not something that a municipality can "buy". Focus on community, and the rest will come. Don't continue to put all the community's "eggs" in the development and growth basket--expansion and consumption are not sustainable.
35 Sep 21, 2010 9:17 PM	Affordable housing does not mean 8 stories high.... single family detached with yards are important to us with small kids. \$600M for bike pathes. Sam Adams, give us a break \$20M from sewer funding?
36 Sep 21, 2010 11:13 PM	Strengthen the regional economy doesn't mean sell more stuff in my mind. We can have a strong healthy environment without increasing spending. Now is ripe for people to change the way they've been living the past several decades and learn to live more sustainably.
37 Sep 22, 2010 3:03 PM	With regards to jobs and the economy: Public sector jobs are important while government should downsize. There are few benefits of growth to other than developers and politicians and the communities that must suffer from the "great communities" being forced on them can ill afford to carry the burden of cost by themselves.
38 Sep 22, 2010 3:13 PM	Again, local is not defined here. Do you mean municipal in this context? Again, Metro's job is not to "boss" local i.e., munipcal governments. The tone of this survey is troubling.
39 Sep 22, 2010 3:59 PM	Benefits and burdens of growth should be borne by developers more. Such as paying more up front for infrastructure: eg, greater share of roads, schools and other costs.
40 Sep 22, 2010 4:33 PM	Bottom line, metro needs to be focused on growth that brings decent jobs. There no healthy communities without employed people providing a tax base for government and spending money to support local businesses.
41 Sep 22, 2010 8:53 PM	Requiring only the citizens of Washington County to pay for the costs of developing the North Bethany does not provide for equal distribution of the burden - Metro needs to address this now.
42 Sep 22, 2010 9:40 PM	Re "streamlining & standardizing regulations" across the region - I strongly support this ONLY if it doesn't result in a race to the lowest common denominator (e.g. wetlands & other environmental regulations MUST be preserved).
43 Sep 23, 2010 8:49 AM	Again, encouraging GROWTH is analogous to encouraging cancer. Both manifestations are equally unhealthy and destructive to life.
44 Sep 23, 2010 7:05 PM	Protect urban communities, farm land and forest land - 5 (Essential).
45 Sep 23, 2010 7:13 PM	New growth should have to bear the majority of burden of infrastructure costs. If I own an established home or business, I've already paid for the infrastructure though assessments and taxation, I don't see direct benefits from paying for UGB expansions in my taxes.
46 Sep 23, 2010 7:30 PM	I do not believe that the model of "constant growth=viaible economy" is a sustainable model. Economies should be able to thrive without perpetual development and population increase.
47 Sep 23, 2010 7:39 PM	Increase opportunities for citizens to access health and fitness. Sidewalks, community centers, swimming pools, classes. We need to ensure that our population is healthier.

48 Sep 23, 2010 8:26 PM	soft path water solutions
49 Sep 23, 2010 8:48 PM	Individual citizen input should carry equal or greater weight than that of developers and corporations. We live here, but they take the money and run; they don't live in the areas they produced.
50 Sep 23, 2010 8:48 PM	Biggest goal should be less public investment.
51 Sep 23, 2010 9:00 PM	Education systems should be improved in ways that reduce costs and increase successful outcomes
	Reduce homelessness and poverty significantly so the resources can be put for better use and the people involved are contributing to society.
52 Sep 23, 2010 9:05 PM	Consider long-term consequence of development decisions rather than short-term profit motive.
53 Sep 23, 2010 9:06 PM	Livability and maintaining the Portland lifestyle may be as important as jobs in the long run. The focus should be on jobs for our current citizens and little or no focus on encouraging people to move here. Growth will happen without recruiting people. Recruiting business which will employ our local workers should be the focus. Bigger is not always better.
54 Sep 23, 2010 10:40 PM	Education and school to work plans. More focus on social sustainability and at risk communities
55 Sep 23, 2010 10:53 PM	Measure the tree canopy and whether or not it is gaining or losing, yearly if possible. Consider the impact of noise on livability, and attempt to alleviate unnecessary sources.
56 Sep 24, 2010 12:17 AM	Ensure that the cost of growth is born 100% by the demand that creates the growth. This means SDCs that cover 100% of the cost of all new or expanded infrastructure would be charged to developers, including police, fire, libraries, roads, bridges, water, sewer, parks, etc.
57 Sep 24, 2010 2:49 AM	Residents who live in the city should not subsidize "cheap" housing in far-out suburbs. That is, the real costs of living in the suburbs and having to drive everywhere, all day long, should be considered in any planning decisions.
58 Sep 24, 2010 4:19 AM	I seriously think this set of questions is off mark. We do not need more regulations and benchmarks UNTIL we can formulate a vision upon which these are based. In a pluralistic society, that has little appreciation for the built environment, either as an experiential artifact or a working entity, we are severely handicapped. I absolutely think that we need a discourse about the DESIGN vision for our future.
59 Sep 24, 2010 4:20 PM	The ease of transportation between communities.
60 Sep 24, 2010 4:32 PM	Provide support to local governments to economically pursue innovative economic strategies like economic gardening. Stop thinking that one size can possibly fit every communities needs. Also, give local communities the right to determine basic standards for their own future. Recognize the need to give rural areas the right to have their own 'character' even when it does not coincide with the Portland idea of growth.
61 Sep 24, 2010 5:18 PM	Ensure safe, efficient, environmentally sound transportation connectivity with other regions, states.
62 Sep 24, 2010 8:48 PM	EVERYTHING must consider and work to reduce environmental impacts.
63 Sep 25, 2010 5:47 AM	De-fund yourself, give the money back to the taxpayers and let the free market work!!!

64 Sep 25, 2010 9:24 AM	<p>We don't need more jobs. We just need Oregonians to get the jobs we have.</p> <p>I don't want to standardize regulations because I don't want Portland to look like Milwaukee, Tigard, Hillsboro, Beaverton or any of the other ugly cities that nobody wants to visit. Tourists come to Portland, not the suburbs. Portland gets written about almost daily in the NY Times, not Vantucky or the suburbs.</p> <p>Public safety in Portland is fine, except for the mentally ill who are endangered by the police. The suburbs need more safety, apparently, because they're the ones who are afraid of everything including the Max.</p> <p>Yes, share the burden. The suburbs and Vantucky always want this or that (Pro sports stadium, gargantuan bridge, best schools) but who gets stuck with the bill? Who gets the shaft? Portlanders! Everyone in the 'burbs and Vanloser loves to hate us yet they'd be nothing without Portland.</p>
65 Sep 25, 2010 3:53 PM	Green streets rather than storm sewers
66 Sep 26, 2010 12:26 AM	Quality of life - happiness. The ROI should take everything into account not just \$\$
67 Sep 26, 2010 3:51 AM	How commissioner voted on issues should be published in the newspaper and on-line.
68 Sep 26, 2010 9:35 PM	Public satisfaction with the results.
69 Sep 27, 2010 1:34 AM	Return on investment. Rental housing costs \$80,000 per unit in subsidy, while homeownership costs \$40,000 - calculate performance, and at what cost. Ditto with job creation - what ROI are we getting? Also, we need to measure our progress against a specific scientific evidence base, something irrefutable like tons of carbon per project, etc. "Help communities achieve their vision" is gobblygook.
70 Sep 27, 2010 4:43 AM	Increase the quality of life for existing residents
71 Sep 27, 2010 5:05 PM	What does this mean? "Local and regional governments should make it a priority to streamline and standardize regulations to make it easier to do business in the region, even if it means less local control over regulations." Huh? Can you be a little more specific on what your plan is?
72 Sep 27, 2010 6:30 PM	There needs to be a strong component of local control in these decisions. The regional cannot be decided by whats best for the city of portland.
73 Sep 27, 2010 6:31 PM	Goal: to provide affordable and safe alternative transportation options for ALL neighborhoods.
74 Sep 27, 2010 6:34 PM	Goal: to provide healthy and energy efficient housing for ALL income levels. dump the light rail, can't afford it and not many people will use it. Correct the problems with the road system. Spending too much on bike paths.
75 Sep 27, 2010 6:40 PM	Public safety (police, fire) is not Metro's mandate.
76 Sep 27, 2010 6:41 PM	Quality of life for residents is improved by investments made
77 Sep 27, 2010 6:46 PM	What people need to understand is that it take decades for these policies and actions to result in measureable change. And it is very difficult to attribute change to any one thing.
78 Sep 27, 2010 6:46 PM	Yes, please show me WHERE Cyclists are paying for any part of the costs of the infrastructures they use every day. What's wrong with cycle fees, a registration, license or something.
79 Sep 27, 2010 7:00 PM	A goal of local government should be to reduce spending and along with the spending reductions to reduce taxes so that our region can be competitive.
80 Sep 27, 2010 7:47 PM	No money should be spent retor fitting. just expand
81 Sep 27, 2010 7:56 PM	take into consideration the desires of the community when deciding where to expand and put additional housing and job centers. If a community does not want the added growth/development then respect that and do not include them in the expansion consideration.
82 Sep 27, 2010 8:14 PM	How do public investments affect the quality of life for residents?

83 Sep 27, 2010 8:22 PM	Make Portland's livability a branding tool be honest about it people should not come here expecting a standard American suburban environment.
84 Sep 27, 2010 8:28 PM	Increase the number of jobs in neighborhoods in order to reduce travel and other costs as well as the impact on the environment.
85 Sep 27, 2010 8:31 PM	Ensuring benefits and burdens are equally distributed sounds great, but is very difficult to implement because you can't force employers to locate in a specific area of the region. They will gravitate toward existing clusters in order to be close to suppliers and support companies.
86 Sep 27, 2010 8:35 PM	I like the idea of a scorecard. But it could be easy, and possibly expensive, to get tied up creating the scorecard and rating activities, instead of actually doing anything. It's more important to do, than to worry about what we did.
87 Sep 27, 2010 8:42 PM	Does it create a livable, realistic community? Can people access what they need within 20 minutes? Further expanding the UGB only makes the 20 minute community more of a dream, rather than a reality. Building within whatever we have is more responsible - goods and services within 20 minutes in addition to not having empty lots/stores and adding to transportation/carbon emission issues by forcing people to drive elsewhere for a service they could have provided within an existing urban area.
88 Sep 27, 2010 8:44 PM	citizen owned utilities
89 Sep 27, 2010 9:11 PM	Public investment is primarily there for the ENABLING of success by the private sector, be that in housing, general welfare or business. Without private sector success there is no one to pay for the public sector. Every goal should be viewed through this filter.
90 Sep 27, 2010 9:24 PM	Unsure of the meaning of the last question. Citizens outside Multnomah County have had to bare the burdens of Multnomah County, it is time to reverse things.
91 Sep 27, 2010 9:27 PM	The burdens of growth should be carried by new development. There are no societal benefits of growth.
92 Sep 27, 2010 9:28 PM	Create innovative opportunities to save money while ensuring healthy neighborhoods.
93 Sep 27, 2010 9:44 PM	benefits and burdens should be distributed "equitably," as "equally" is not necessarily fair - or even possible.
94 Sep 27, 2010 9:44 PM	jobs in any part of the Metro area benefit all of Oregon with their tax export to the state.
95 Sep 27, 2010 9:49 PM	Metro could find a place in the system of schools/education, ie intermediate education district
96 Sep 27, 2010 9:50 PM	More of an emphasis on sustainability and long-term (50 year) viability of systems put into effect - consider adopting approaches used in Northern European countries & Canada.
97 Sep 27, 2010 9:50 PM	Allow businesses to pay there own way without government mandates
98 Sep 27, 2010 10:22 PM	Use an environmental return on investment model to capture other factors other than simply dollars.
99 Sep 27, 2010 10:45 PM	Improve and protect the aesthetic Natural environment and view corridors as part of the process. Retain or strengthen the sense of community and integrated central services rather than promoting sprawl. Recognize and respect historic value of older structures and scale of neighborhoods with regard to new development.
100 Sep 27, 2010 10:48 PM	I want to open Wapito. We need the jail space to put ppl that break the law. This revolving door business is not helping the police do their job.
101 Sep 27, 2010 10:59 PM	"Help local communities achieve their unique desired visions for the future" Depends on the unique goals they wish to achieve
102 Sep 27, 2010 11:01 PM	What is affordable housing in Lake Oswego? I know I couldn't afford to repurchase my home if I didn't already own it. So what's affordable?
103 Sep 27, 2010 11:06 PM	How about a cost-benefit analysis? Having more jobs in Hillsboro is a problem if Highway 26 is the only way in. Commutes on 26 and 217 are approaching Bay Area 101 commutes
104 Sep 27, 2010 11:20 PM	Any public investment that only leads to more of the same should be highly questioned. Our regional and global economy needs to be redirected. And if we do not deal with peak oil and global warming our efforts will not matter.

105 Sep 27, 2010 11:23 PM	decentralize government and force more decisions to the local city governments, higher jurisdictions should assume roles of helping through facilitation not mandating
106 Sep 27, 2010 11:53 PM	When Portland is used as the center of the region and one's distance from that center is used as a standard, then Forest Grove cannot achieve a good score!!
107 Sep 27, 2010 11:55 PM	expansion of major highways - the Sunset, 217, Banfield
108 Sep 28, 2010 12:26 AM	Talk about rearranging the deck chairs on the Titanic. You don't realize just how totally ***** you are.
109 Sep 28, 2010 12:45 AM	Metro does not represent rural Clackamas County or Hood County. Metro should support the rural ACT so that rural areas can get transportation funds to meet their needs. 97% of all ODOT money over the last two decades in Clackamas County has gone to the Sunrise corridor to provide transportation to Damascus which is not going to develop in the foreseeable future.
110 Sep 28, 2010 12:49 AM	the last question borders on socialism if not communism...some communities are NOT interested in further development...they would like to remain small and peaceful
111 Sep 28, 2010 1:19 AM	I watched the past few years with the urban growth boundary process. I attended some metro meetings and westside meetings. It seemed obvious that some in political power had an agenda and input from the public, while said to be important, was not treated that way at the meetings. It was very discouraging as a homeowner and voter.
112 Sep 28, 2010 2:14 AM	I take it that by safe and reliable transportation choices, you mean, more costly light rail, fix the roads first, with all the billions you've spent, our roads should be paved in gold!
113 Sep 28, 2010 2:42 AM	All goals should reflect the concept that all public investment needs to enable private sector success because the private sector provides the funding.
114 Sep 28, 2010 3:41 AM	I might have put more importance on strengthening the regional economy if the strategy was to improve the education system. I don't think it is important to follow a strategy of large lot industrial sites.
115 Sep 28, 2010 4:21 AM	Developments that enhance the public health, such as facilitating exercise and recreation, getting fresh air and good food, social contact and ability to get around on foot or with aids.
116 Sep 28, 2010 4:36 AM	Education is the backbone of all of these. Metro has no direct policy role - but this is a key input to the regions success.
117 Sep 28, 2010 4:53 AM	the citizen rights and desires of current residence also that farmland is irreplaceable...there will always be cities but farmlands like those in Helvetia are not replacable
118 Sep 28, 2010 5:51 AM	Incorporate science and sustainability into the 2% for the arts program. Connect artists with scientists and sustainability experts to give artists more access to science and sustainability. The recent Sukkah project in New York City with unemployed artists / architects is a good example. Hire teams of artists or individual artists for performance, block parties and farmers market / handmade crafts market. Encourage support from only local businesses. Also support the creation of a farmers market for every community.
119 Sep 28, 2010 7:31 AM	A strong economy begins with well educated children. We must focus on educating our communities because they will be the workforce and business owners/creators of the future, and we want them here.
120 Sep 28, 2010 2:03 PM	Please enhance the bridges over the Willamette to make cycling/walking more safe.
121 Sep 28, 2010 2:07 PM	Pay as you go.
122 Sep 28, 2010 3:16 PM	long term livability. Protecting farm land for future needs. Protecting natural areas. Limiting growth.
123 Sep 28, 2010 3:26 PM	Last item should include corporations, when it comes to distribution of burdens.
124 Sep 28, 2010 3:34 PM	With limited dollars, put the money into the systems that make the community function, which is transportation, water and wastewater infrastructure.
125 Sep 28, 2010 3:42 PM	An objective analysis of current loss of use with potential future use. Community input.

126 Sep 28, 2010 4:50 PM	Promote a livable, sustainable community
	Foster connections (whether among people, among trails, among streets or greenspaces, etc.)
127 Sep 28, 2010 4:50 PM	Keep Helvetia rural!
128 Sep 28, 2010 5:21 PM	I am not sure of your interpretation of the above.
	Safety should be increased for non-motorized transportation particularly bikes and peds; the focus should no longer be on motorized vehicles.
	Housing affordability should happen by housing no longer being an investment, not by building more housing. Also affordability would be improved if more people lived in each house -- e.g. more than one person.
	There should be a job/housing exchange so people could move closer to work and employers could exchange employees closer to the job sites (like Craigslist). Their could be incentives since the roads would be less crowded and less worn.
	Jobs could be in neighborhoods if they won't impact neighbors such as by insulation. Neighborhoods could be selected for various types of job integration.
	Traded sector jobs should not be preferred. We should have our life needs manufactured locally.
	<u>Growth should pay its own way!</u>
129 Sep 28, 2010 5:48 PM	I think affordable housing is important, but I think we should be focusing more on the overall ratios of affordable housing within existing communities - near existing amenities and good schools. Housing should be placed with great thought given to the ability of the area to provide opportunity and each development should be analyzed based on the long term ability of the project to help overcome generational poverty and improve the whole life situation of the people being served by the project.
130 Sep 28, 2010 6:53 PM	Use local workers and companies when retrofitting existing pipes, roads, sewers, etc. Promote new green jobs for existing Metro area residents.
131 Sep 28, 2010 7:16 PM	Living in unincorporated Washington County, I don't have jobs in m city, nor any economic support to increase jobs near my home. Having Washington County try to get funding through fees that flow to cities - seems backwards. If offers citizens more taxes, but not more representation.
	Public investments should be used for vision for the future, it will be the small businesses, and innovative thinkers that bring us out of this crisis. Washington County has over 200,000 people living in areas that have diluted representation and therefore, lack the opportunity to achieve thier desired visions. 200,000 citizens is larger than Beaverton and Hillsboro combined, yet the region continues to overlook this issue. This is a drag on the region as much as Washington County - we are not using these areas or citizens to their potential to help us increase jobs and plan for growth.
132 Sep 28, 2010 8:36 PM	Clackamas County would have the third largest city in Oregon if the urban county area were a city. It also has more rural residents than any other county in Oregon. Multnomah County has very little rural area. Try to keep Washington County in check.
133 Sep 28, 2010 10:18 PM	This is a bit confusing because Metro can only facilitate economic development and jobs, it is not charged with directly addressing them.
134 Sep 28, 2010 10:27 PM	METRO to audit local community odinances, rules and regulations for consistency and clarity.
135 Sep 29, 2010 12:38 AM	Re: transit, nee note above.

136 Sep 29, 2010 5:35 AM	build where Citizens (you know the people that live here) want growth, don't build because it might attract a business from who knows where.
137 Sep 29, 2010 2:00 PM	Please don't make policy decisions based on survey's that ask people to rank priorities without explaining what it means in terms of trade offs.
138 Sep 29, 2010 4:38 PM	help the development of neighborhood planning to accommodate walkable communities.
139 Sep 29, 2010 5:23 PM	The market forces will follow the right decisions. The region should have a multitude of options for live/work/play, and the stakeholders should be the ones that decide what those options look like. These decisions should not be left in the hands of any government agency.
140 Sep 29, 2010 6:12 PM	IMPROVE INFRASTRUCTURE
141 Sep 29, 2010 6:13 PM	Quit trying to stack all of the density in the expansion areas. The infrastructure was not sized for 15 units per acre on the fringe.
142 Sep 29, 2010 6:19 PM	Absorbed by developers and if necessary those areas that choose to embrace growth. If you DON'T build it, the probably won't come, eh?

Jobs cannot be provided by government. They can be prevented by government, but those cities and areas that have done well in the last couple decades have done so because they provided a friendly tax environment for a business to set up in. Large plots of land are a help, but again you need WILLING SELLERS to make that happen. And annexing and taxing folks into selling is not a scheme that will pass muster. Please don't tell me it doesn't happen, Hillsboro is doing it this very day!

Strengthening the "regional" economy means helping Portland out right? Each city or area needs to be responsible for itself. If the leadership of the entity in question makes bad decisions, I AM NOT

	RESPONSIBLE for those poor decisions, and I do not want to have to pay for them.
143 Sep 29, 2010 9:09 PM	Percentage of students graduating from high school.
144 Sep 29, 2010 11:31 PM	These kinds of priorities should be considered immediately to guide decisions on proposals such as the Columbia River Crossing--by these criteria, there are other investments that might be much more cost-effective.
145 Sep 30, 2010 1:06 AM	Assure that public funds are spent on facilities and services that are NECESSARY!
146 Sep 30, 2010 5:46 AM	One size won't fit all needs. If I don't want to live in The Pearl---or can't afford to---I should be able to find different housing choices at lower prices in other neighborhoods.
147 Sep 30, 2010 1:14 PM	Metro should support local communities in the above efforts not mandate, one size does not fit all.
148 Sep 30, 2010 2:45 PM	Affordable housing should be only for the poor, and should be affordable by the homeless. Encourage old fashioned boarding houses, where a single person can rent a room, share facilities and experience living securely in a social environment. As noted above, recent "affordable housing" investments have done more to afford wealth for developers than to serve the poor.
149 Sep 30, 2010 3:57 PM	Keep opportunities for youth at the forefront - get creative at involving them.
150 Sep 30, 2010 4:13 PM	equality/equity
151 Sep 30, 2010 5:22 PM	An assessment of the productivity of governmental activities.
152 Sep 30, 2010 5:58 PM	Investments should be tied to specific measurable outcomes and there should be an on-going, regular system of reporting to the public the results of these investments and achievement (or lack of achievement) of these outcomes.
153 Sep 30, 2010 6:32 PM	The cost for "planning" is staggering and nothing is produced.

154 Sep 30, 2010 6:49 PM

I marked public safety more neutral, because I think we are doing a pretty good job now, and don't believe we need a lot of improvement versus sustaining what we have.

As noted in my first two comments, affordable housing and jobs are essential.

Generally, I believe is sharing or spreading the costs of Federal, state and regional infrastructure. However, I also believe it is important to allow local governments (their citizen's) to decide what level of improvements they are willing to pay for.

Metro should be a regional facilitator, not a regional dictator.

155 Sep 30, 2010 7:01 PM

Consider a balance. If one item is good, more is not necessarily better.

156 Sep 30, 2010 7:09 PM

Urban sprawl is not bad. Crowding people is bad.

157 Sep 30, 2010 7:11 PM

New development should fully fund the infrastructure improvements required to support the new business or homes, it should include monies to support the impact of the additional stress to the system at the larger level, not just in the immediate development. A way to measure this would be to set an indicator that new development (as compared to upgrading or retrofitting current development) cannot impact city or county tax burdens to current citizens. Another measure would be an indicator that current areas have been fully examined for development before new areas are added.

158 Sep 30, 2010 7:15 PM

I view some of these topics a little differently, e.g. I don't know what you mean by "Strengthen the regional economy." I am not particularly interested in increasing the number of jobs in my city as in reducing the number of unemployed in the region - i.e. getting jobs for those who are already here, not creating jobs for additional newcomers. Local communities develop desired visions through a number of often heavily distorted processes - I am not in support of a blanket support for all communities to achieve their visions. I am reluctant to support "growth" as that term is currently used. I would suggest that we have failed to "Protect clean air, clean water and healthy ecosystems." I do strongly support restoring these damaged resources upon which human health and prosperity depends. Providing safe and reliable transportation choices should include planning and development that reduces the need for transportation in order to work, play and meet basic needs (food, clothing, etc.)

159 Sep 30, 2010 7:17 PM

Focus on roads, not trains. Travel times between points A & B throughout the area on highways.

160 Sep 30, 2010 8:10 PM

Jobs first! Everything else can fall in place if people are working. Not publically funded projects, but privately run businesses. This country was built by entrepreneurs, and we've made it very difficult to start or operate a business and employ people. Think "TAXPAYERS". You want more money to spend? Allow people to work without they or their employers paying huge taxes. More payers is better than more per payer!

161 Sep 30, 2010 8:23 PM

We need to focus on helping small businesses. We also need to do something about the growing economic disparity btwn rich and poor. It is disgusting what is happening in our country

162 Sep 30, 2010 8:41 PM

Public investments means more intrusion into our persoanl freedoms and rights. Less investment, less regional control, I am wondering what the value of expanding Metro is?

163 Sep 30, 2010 8:48 PM	The last statement sounds strange to me.. distributed equally ? if people are poor or unable, they shouldn't be paying equally to those large corporations and wealthy people? that doesn't come across well.
164 Sep 30, 2010 9:43 PM	Having government produce a report card on it's own behavior is like asking a child to grade their own math homework. Except that when the government does it in addition to being pointless it also wastes our money.
165 Sep 30, 2010 9:45 PM	that they be economically sustainable, not relying on debt or infusions of cash from state or federal government
166 Sep 30, 2010 10:23 PM	Decrease government and get things done.
167 Sep 30, 2010 11:04 PM	Yes, include GHG measures.
168 Oct 1, 2010 12:25 AM	Meet the requirements of the future, and of lower-income people, rather than responding mainly to the insatiable, present desires of the well-off.
169 Oct 1, 2010 1:14 AM	housing is affordable now and may continue for sometime, it is not even a consideration at this time
170 Oct 1, 2010 1:15 AM	We already have buses and trains, but what we don't have is safety. Many people won't use for fear they are not safe.
171 Oct 1, 2010 3:54 AM	Use median values for measurement, not average or totals. Stop treating consumption as a measure of quality of life. Measure reductions in: commute time/distance; police/fire/medical calls; dropouts, and increases in: median hourly wage, voluntary leisure time; volunteer time;
172 Oct 1, 2010 5:22 AM	Why does Metro have to exist? It is an extra layer of government that sucks the taxpayers money out and for what and whose benefit? Not the taxpayers!
173 Oct 1, 2010 6:27 AM	Performance measure: Does this support regional centers
174 Oct 1, 2010 12:51 PM	The two most important goals are: 1) Create housing close to where you are trying to create jobs. 2) Improve education outcomes of high school graduates and up to Associates degrees.
175 Oct 1, 2010 5:01 PM	Protect and maintain forests with special emphasis on old growth
176 Oct 1, 2010 6:35 PM	long term cost to maintain new street designs. What percentage of the area's population benefits from the investment
177 Oct 1, 2010 6:59 PM	Not for Metro. Metro's scope is getting too big and it is costing taxpayers too much. The counties should take more responsibility, and the cities.
178 Oct 1, 2010 8:16 PM	There needs to be financial and fiscal measure of investment dollars as a whole. Including the cost of investment which includes federal dollars. Investments in HCT transit have far outweighed conventional capacity investments and needs to be scaled back significantly. The I-5 corridor through Jantzen Beach is a star example. The 3rd lane additon was added at a cost of 62.5 million dollars and has reduced travel time for thousands of commuters by 25% at least. The benefit/cost return far outweighs transit investments such as WES, which serve a tiny population and is losing money at a very high rate.
179 Oct 1, 2010 8:43 PM	Ensure that the benefits and burdens of growth are distributed equally among citizens and communities ... !!and corporations and businesses!! ... across the region. Stop putting the burden on people for growth, put it on the developers and corporations fueling that growth where it belongs. They're reaping the benefits in spades, so they have to help with the costs.
180 Oct 1, 2010 9:20 PM	Accountability on how funds are allocated and spent for each city; an Equity Lens. There is no need to make the Pearl, Southwest waterfron, Lloyd Center a more thriving are, when there are other neighborhoods in the metro area that are not even at an livable scale; sidewalks, lighting, connectivity, access to cycling and parks

181 Oct 1, 2010 10:57 PM	Get true statistics for employment trends (include at-home, not currently searching, etc).
	Replace Sellwood Bridge and look at another pedestrian bridge between LO and Milwaukie.
182 Oct 1, 2010 11:36 PM	HEALTH EQUITY
	Reduce disparities that result from factors considered to be both avoidable and unfair.
	Create equal opportunities for health and bring health differentials down to the lowest levels possible.
183 Oct 2, 2010 12:10 AM	East Portland deserves its fair share of regional investment.
184 Oct 2, 2010 1:25 PM	Protection of natural areas should be the top priority. This means not expanding the UGB and greatly decreasing carbon emmissions, noise pollution, etc.

Is there anything you would like to add about reducing inefficiency, fostering innovation and ensuring accountability?

	Response Count
	159
answered question	159
skipped question	453

Comment #	Response Date	Response Text
1	Sep 13, 2010 9:00 PM	N/A
2	Sep 14, 2010 6:02 PM	I want accountability and using resources effeciately. We need to use our government money with care, not be wasteful. Those dollars were made from the hard work of our citizens and they need to be respected.
3	Sep 14, 2010 6:05 PM	It is inefficient - and an unsustainable, environmentally corrupt practice - for developers to expand Metro's footprint. Why consider building malls or commercial centers when businesses in the city centers we have (e.g. Northwest 23rd Street toWillamette's historic Main Street along Wilamette Falls Drive) struggle to keep afloat. Building affordable housing makes no sense at a time when existing houses have no market and - if they sell - are being sold at a fraction of their former values. Do not allow urban expansion until we build out and revitalize our core city - Portland. Stick to the mantra: Rebuild Portland first. All of Metro will benefit.
4	Sep 14, 2010 10:02 PM	Cost benefit analysis was in vogue and is now passé. We need to get back to cost benefit analysis of our regional investments to know whether we are spending our limited dollars appropriately. Like a fiscal impact analysis is required by the legislature for all rules that are passed by State agencies, I believe a Climate Impact Analysis should be required for all regional investments to know what the climate impact of making an investment will be.
5	Sep 14, 2010 10:39 PM	Maximize density! net-zero energy use! NO carbon gas emissions!
6	Sep 14, 2010 10:59 PM	Encourage housing density and affordability with low-cost loans or grants for AHUs & mixed-use developments.
7	Sep 14, 2010 11:23 PM	Yes. Do more of it.
8	Sep 14, 2010 11:46 PM	Metro seems to pay more attention to some area than others. For example, West Linn has been ignored in the issue of public transportation,light rail, etc.
9	Sep 15, 2010 3:08 AM	A "sunshine" law (no closed meetings) would go a long way to ensuring accountability
10	Sep 15, 2010 5:28 AM	keep stafford rural
11	Sep 16, 2010 3:22 AM	Our land use policies at the State level need to be revamped and updated to foster greater economics and livability to all areas. Restore land use rights to owners when their wishes fall into the parameters of surrounding areas. Make people want to stay and not feel like they are in a prison of restrictions for the nextr 50 years. Do not take their lives, hard work, and retirements...please!
12	Sep 16, 2010 8:48 PM	WE need fewer planners to make plans and more community organizers to implement them.
13	Sep 16, 2010 10:57 PM	You noted it above - coordinate efforts regionally (not in layers but across agencies/jurisdictions) and publish annual reports on the returns on investment. Many agencies/organizations do this now, but they are either over-simplified ("We did well this year" kind of statements) or not written for a public audience thus reinforcing suspicions.
14	Sep 17, 2010 5:52 PM	Get the toxic effects of big business off our precious farm lands. Mega farms are not the answer. Diverse mixed plantings produce the most reliable and sustainable agriculture.
15	Sep 17, 2010 6:22 PM	The idea of report cards is interesting, but could easily get out-of-hand. Who would create it and oversee it? Costs, costs, costs. Ultimately, local governments need to maintain control over their own communities' regulations for businesses.

16 Sep 17, 2010 8:31 PM	When there is a snow storm, let the snow melt (which it usually does within hours of a few days) instead of mobilizing a small army of energy intensive vehicles to remove it!!! What a royal waste of money this routine every year is.
17 Sep 17, 2010 8:46 PM	You must consider what will benefit the most people and not just a few in any decisions to be made.
18 Sep 17, 2010 11:05 PM	On the job inspection of utilities is a joke. Anyone in the construction industry knows this. That's how sewers get hooked up to storm sewers. Painters stuff paint rags down plumbing. Construction workers stuff trash down plumbing. When will there be accountability for this kind of thing?
19 Sep 18, 2010 1:37 AM	Address work-housing mismatch. Promote strategies that reduce VMT.
20 Sep 18, 2010 3:52 AM	Create permanent innovation boards that will envision desired future conditions for our communities, set aggressive goals, promote collaboration, and measure outcomes so as to improve performance.
21 Sep 18, 2010 10:29 PM	Underground wiring. Swales. More audits.
22 Sep 19, 2010 12:19 AM	Cities should pay more attention to each of their town centers. Some town centers are ignored because they are one of several in their city, hindering their development. If a city can't help a town center develop, Metro should intervene
23 Sep 20, 2010 4:20 PM	Metro is so inefficient, that it should be dissolve.
24 Sep 20, 2010 6:22 PM	Commuting and shopping traffic are really inefficient. Development should be encouraged to allow workers to live close to work sites and have enough shopping opportunities closer to where they live to cut down on traffic. Portable mortgages would be a great way to help people to move closer to new jobs if they want to.
25 Sep 20, 2010 10:36 PM	Currently there is no accountability as it relates to streetcars. Portland streetcar or the City of Portland can not even provide accurate figures on the costs per mile for placing the tracks in the streets vs the cost per mile of erecting the poles and wires. Moreover the continued rhetoric about streetcars being a development tool lacks accountability in that the development tallied is also subsidized through other taxpayer funded programs thereby double dipping from taxpayer resources. Finally, the whole mode first scenario is socially engineered bias planning. The existing street infrastructure in place can be leveraged by constructing an electric trolley bus system instead of digging up the streets to add rails for streetcars, which is not eco friendly. An electric trolley bus system needs thoroughly studied as a replacement for any streetcar plan.
26 Sep 21, 2010 3:37 PM	Yes, consolidate when possible, and support anti gang anti drug initiatives.
27 Sep 21, 2010 5:08 PM	I'm certain those who interact with the public in our planning departments may have some concrete suggestions if anyone is listening.
28 Sep 21, 2010 5:12 PM	Enforce existing regulations by paying attention to goals and policies of comp plans.
29 Sep 21, 2010 8:56 PM	We need more input into road maintenance -- what is important, what isn't. We can streamline better by providing different levels of service depending on what people ask for.
30 Sep 21, 2010 9:17 PM	Outside audits
31 Sep 21, 2010 11:13 PM	Inefficiency can only be reduced with communication, among jurisdictions and with Metro as a region, everyone should be working together to get us to our goals.
32 Sep 22, 2010 3:03 PM	With regard to the "report card" approach: This indicator should be provided by the people in each community affected rather than those that reap the dollars from development.
33 Sep 22, 2010 3:13 PM	I think Metro has a long way to go to being accountable. I'm not understanding why the COO has such a large public role in this process. I'm concerned that he's doing the job of the individuals we thought we elected. I think the COO role needs more scrutiny.
34 Sep 22, 2010 3:59 PM	Metro doing a good job of outreach and trying to get citizens involved. Thank you
35 Sep 22, 2010 9:40 PM	Make sure contributors and the amount of their contributions to regional & local officials are identified ON LINE and immediately - not only just before elections - and remind the public that that list exists. Insist that the main contributors are identified personally, not just a (cover?) organization that they can hide behind.

36 Sep 22, 2010 11:50 PM	It is important to have enough people checking so we are making people/agencies accountable.
37 Sep 23, 2010 8:49 AM	Human nature being what it is, inefficiencies and irresponsible actions are inevitable, regardless of what safeguards may be implemented.
38 Sep 23, 2010 7:13 PM	METRO should focus on bringing in new and diverse focal industries and companies above absolute numbers of jobs created by a given action. We have Intel and Nike on the west side, and not much else.... Diversity of focal industries ensures our ability to weather future recessions.
39 Sep 23, 2010 7:39 PM	Please do not put together a team of inexperienced idealists and hope that they will come up with viable ways in which to foster innovation. It is inefficient to put together the wrong team for the job, go through endless public workshops and implement strategy that is doomed to fail from the outset. Get some experts.
40 Sep 23, 2010 8:32 PM	Be careful what you measure. Not everything that can be measured is important, and not everything that is important can be measured. Cost-benefit analysis has major pitfalls.
41 Sep 23, 2010 8:48 PM	Even though poor management and poor management decisions are sometimes highlighted against an accountability standard, most times there is no significant consequence for the offender(s).
42 Sep 23, 2010 8:48 PM	Less government involvement.
43 Sep 23, 2010 9:00 PM	We need campaign finance reform. We also need a media that provides better civic information and programing that is positive in nature.
44 Sep 23, 2010 9:05 PM	Be certain we are taking into account the economic conditions we are in when launching projects.
45 Sep 23, 2010 9:06 PM	Consolidation of local government and services should be encouraged for efficiency. In the case of the city of Portland a new form of government with a city manager would improve services and help achieve accountability, which doesn't exist now.
46 Sep 23, 2010 10:53 PM	Who will be accountable here? This is a little fluffy for my taste. What if the elected people are giving away our tree canopy, for example, or not protecting it? How can we hold them accountable, directly, under this plan? I want specifics, not fluff.
47 Sep 24, 2010 3:32 AM	We need to think beyond the paradigms of the 20th century to new ones that have the potential to make life meaningful and pleasurable for 7 generations.
48 Sep 24, 2010 3:36 AM	The suburbs are the major energy users--more efforts should be targeted to changing the culture of public transit and dense housing there. Why can't Tanasbourne have an apartment tower? Why can't it be redesigned to be walkable instead of a spread out giant strip mall? Why can't we prioritize biking to revolutionize the suburbs?
49 Sep 24, 2010 4:20 PM	Pick a few tasks and do them well.
50 Sep 24, 2010 4:32 PM	Every organization talks about these loft ideals of reducing inefficiency, but without independent auditing of programs and independent analysis of the operational aspects of each department you can never resolve inefficiency. Fostering innovation is a nice statement, but when Metro continues to apply rules that do not fit individual communities, innovation is just a ten lettered word. People come out and talk to us generally after the decision has already been made, but it is about Metro's plans and direction. Ensuring accountability...how, when, and what measures will acutally be implemented and applied. Again, this is a nice conversation. But, the reality is that the conversation will continue on and on while the State continues to lose jobs, employers continue to be unhappy with transportation issues, bigger tax breaks will be considered for the large employer leaving the small businesses to struggle, and accountability is just something that people look at during election cycle.
51 Sep 24, 2010 5:18 PM	Make the cost of unsafe, environmentally harmful transportation choices more accurately reflect their true cost. Reverse decades of social engineering through tax policy, etc, that has promoted automobile dependency.

52 Sep 24, 2010 8:12 PM	The region should not duplicate efforts at the state and federal levels of government. For example, DEQ and EPA already address clean air and clean water.
53 Sep 25, 2010 9:24 AM	Quit sticking Portland with the bill for everything. Make suburbs pay their fair share. Make sure businesses, including those registered in Washington, are paying their metro taxes - really - there should be some real enforcement there. Portland has a lot of ideas people but the city has no money to do anything. Oregon needs to start looking out for its own.
54 Sep 26, 2010 12:26 AM	Govt needs to behave like a business and act like every dollar means something and was difficult to gather.
55 Sep 26, 2010 3:11 AM	unlike some agencies (Tri-Met) I think Metro is better than most government organizations in trying to be efficient
56 Sep 26, 2010 3:51 AM	When there is a bidding process, all bids should be make public along with owners names only. The city hires Asplhund to trim trees and these guys need training, they mangle trees and top them that kills them!
57 Sep 26, 2010 9:35 PM	Its a good idea (ha ha).
58 Sep 27, 2010 1:34 AM	Performance measures must be used continuously as a feedback loop to be useful. A report every biennium is not going to help. I'm concerned how much money Metro wants to put into measurement instead of projects.
59 Sep 27, 2010 5:24 PM	I am quite suspicious of some of the report cards that Metro has produced. Often it seems like the data is developed to justify the decision. Please take the time to "ground-proof" the data and judgements with local units of government before issuing the reports. Not all is at it seems from the 30,000' level of analysis.
60 Sep 27, 2010 6:31 PM	Need to increase investment in builder and contractor education and accountability for building healthy and energy efficient homes (MOLD is a HUGE problem in this city). Transportation is the key. We are on our way but need to focus on getting workers to their jobs in all employment centers - not JUST downtown. For example - I live in Sellwood and commute to the Bridgeport area in Tualatin/Lake Grove. Taking a bus there is a nightmare and biking is dangerous - thus I'm stuck using my fossil fuel burning vehicle every day.
61 Sep 27, 2010 6:31 PM	support workforce training, higher ed. and investment in research and innovation.
62 Sep 27, 2010 6:35 PM	Yes. Close down light rail to Milwaukie, since added investments required by the reduced federal funding will require more investment in a very high cost-per-passenger-mile rail system, and damage TriMet bus service levels. Express buses are a much more efficient way to move commuters; invest more in express buses, especially in quicker boarding and dedicated rush hour traffic lanes (far cheaper than the dedicated traffic lane which is the railbed of "light" rail).
63 Sep 27, 2010 6:40 PM	Reward innovation within Metro divisions with a share of the savings or benefits derived from entrepreneurial actions.
64 Sep 27, 2010 6:41 PM	Fiscal oversight is important, as is moving forward with decisions in a timely manner.
65 Sep 27, 2010 6:44 PM	Recognize, and state publicly, that changes will mean some people have their jobs eliminated (regardless of their contract) and that we need an adaptable workforce to make this reality. We also need to get out of the business of funding PERS based on a outdated formula and that everyone, and I mean everyone, takes a hit. Ditto the police and firefighters disability fund. "Featherbedding" is alive and well and needs to be eliminated.
66 Sep 27, 2010 6:46 PM	Streamlining regulations is very important. I think the biggest area this is needed is between different jurisdictions that oversee similar landscapes. Right now busness have to get permits from cities, the state and federal agencies to conduct some development. Coordination between the different regulating enties is needed.

67 Sep 27, 2010 7:00 PM	We should competitively bid things like park maintenance, bus services and school teaching positions. I think that you would see a substantial improvement in the services being provided and at a lower cost. This is how you reduce inefficiency, foster innovation and ensure accountability! People have to be rewarded (i.e. profit) when they do good and punished (i.e. losing the park maintenance contract) when they do not do well.
68 Sep 27, 2010 7:47 PM	If cities fail to plan or require too much of development, Metro should step in and develop plans
69 Sep 27, 2010 8:14 PM	A anonymous tip line for reporting inefficiency, theft, etc. should be available to the public. The line should be highly publicized. Tips should be followed up thoroughly by an independent agent.
70 Sep 27, 2010 8:22 PM	We should clearly determine whether the articulated UGB redevelopment policy might not benefit from allowing complete new communities on rural lands are they better producers of a high quality livable dense environment than retrofitting the fringes we've been taking into the UGB.
71 Sep 27, 2010 8:22 PM	The following survey question reflects biased thinking. Local governments (and metro) can streamline and standardize regulations without losing local control. "Local and regional governments should make it a priority to streamline and standardize regulations to make it easier to do business in the region, even if it means less local control over regulations."
72 Sep 27, 2010 8:28 PM	As long as we continue to ignore our most vulnerable communities, nothing we do will have lasting value. As these vulnerable communities collapse, they will require more and more resources and reduce or eliminate any progress we make in other areas.
73 Sep 27, 2010 8:35 PM	Even as a small business owner, I feel the health of the ecosystem we all rely on should not be sacrificed for "streamlining". Most competent businesses adjust quickly to the in's and out's of any regulations, even new ones, and they quickly become just part of doing business. Metro, the counties, and the cities are not the most rigorous rules most businesses have to comply with.
74 Sep 27, 2010 8:42 PM	Fostering innovation means evaluating local business plans before pursuing outside, large scale employers that do not want to work with our regulations.
75 Sep 27, 2010 8:44 PM	Get much more specific in these surveys. Most of what is here are "motherhood statements".
76 Sep 27, 2010 8:54 PM	Officials should be held accountable for decisions that cost all citizens while benefiting only a few (e.g. tram, excessive bike lanes, water billing screw up, etc.)
77 Sep 27, 2010 9:24 PM	I worked for government for 11 years, my husband more. When I left four of us were doing the same exact job. We could spend days working on personal things without it even being noticed. As a project manager I would sit week after week in meetings where nothing had been accomplished. We all know that government workers do not move at the same pace or require the same qualifications. As a clerk typist when I was barely 20 years old I was giving xrays in the TB clinic. The government needs to be run like private industry. Sorry for caring on.
78 Sep 27, 2010 9:27 PM	The nature of these questions implies that central economic planning works. Good luck with that, comrades.
79 Sep 27, 2010 9:28 PM	Make government accountable. Give incentives for saving tax dollars, not making it "use it or lose it" if someone can save money and do a job better give them a reward. Stop spending money we don't have. Look at the bottom line and make the money go farther.
80 Sep 27, 2010 9:50 PM	Government can't do any of the above
81 Sep 27, 2010 10:45 PM	Transportation: Computerized traffic signals, on demand timing for the flow. Love the Couch / Burnside east side signals.

82 Sep 27, 2010 10:48 PM	Stop spending on what we don't need that isn't safety related. We need to get really real about what really is necessary to run this city. Forget the bike issue, this is going to creat deaths on our streets and we haven't hte insurance to deal with it yet for bikes. Putting the cart before the horse. Your prioritizing you do is just abismal.
83 Sep 27, 2010 11:01 PM	Ensure local control of local cities. METRO oversite to an extent but not a dictatorial Metrowide gov't.
84 Sep 27, 2010 11:06 PM	Let the market determine jobs. Cities should not be focusing on certain market niches and artificially trying to "get" one type of company.
85 Sep 27, 2010 11:17 PM	Most of these recommendations are too vague to evaluate...or even be useful. All "investment" decisions should be made on their specific merits. As a tax payer who must pay for all these wonderful "investments" I insist that cost and alternatives need to be thoughtfully considered before initiating major projects.
86 Sep 27, 2010 11:20 PM	I believe metro has some very creative minds. Put them to work!
87 Sep 27, 2010 11:23 PM	reduce the size of government overall get closer to a situration when analyzing needs. forget the 30 thousand foot pass over in collecting informatio
88 Sep 27, 2010 11:30 PM	In theory, having regional government regs to streamline is a good thing but in practice more often they just add fees and more regs. I would be in favor of a standard and max fees that the cities and/or county can impose.
89 Sep 28, 2010 12:32 AM	Stop using West Linn taxpayers as a cash cow to subsidize developer profits in east Clackamas.
90 Sep 28, 2010 12:45 AM	Many of us are on fixed incomes and will become homeless if this continues. There is nothing wrong with cars. They give us extraordinary freedom. It is not necessary to come up with goofy ideas like having chickens 10 feet from my bedroom window and believing that this will save the world. Or believing that parking cars behind the buildings will save the world. Or that smaller parkig spaces will save the world. This is magical thinking and it is nuts.
91 Sep 28, 2010 12:49 AM	spending millions on streetcars is NOT efficient
92 Sep 28, 2010 1:05 AM	Don't cost shift the costs of development to the existing citizens. The cost of development needs to reflect the true costs. If a business or industry can not pay full development costs, then maybe they are not the right choice for the area.
93 Sep 28, 2010 1:19 AM	Get rid of land use regulations altogether and get government out of that business.
94 Sep 28, 2010 2:14 AM	Eliminate Metro, get rid of the OLCC, get rid of ODOT and put it in the hands of private business like New Zealand did, get rid of PERS, and expand school choices, pretty much fire about half of Oregon government!!!!
95 Sep 28, 2010 3:41 AM	Innovation would come from investments in universities.
96 Sep 28, 2010 4:21 AM	Make the decision making process open to all in the community with surveys and news reports.
97 Sep 28, 2010 4:36 AM	A regional economic development agency is critical to unite the region - we must not beggar thy neighbor.
98 Sep 28, 2010 4:53 AM	listen to people that live on the land
99 Sep 28, 2010 5:12 AM	Yes. Metro should cease to exist, and its powers given back to individual communities/cities. It would reduce inefficiency, foster innovation and ensure accountability. We would all function quite well without this extra layer of government.
100 Sep 28, 2010 5:51 AM	Ensure environmental accountability for any outside businesses and foster regulated adaptive development.
101 Sep 28, 2010 7:06 AM	reducing the expansion of the roadway infrastructure (such as extra lanes on I-5, and the CRC) are the greatest waste of resources that the Portland region is considering. All over the world it is proven over and over that healthy communities rely on safe pedestrian, bicycle, bus, and train transportation as well as denser and livelier neighborhoods.

102 Sep 28, 2010 2:03 PM	Be careful about 'streamlining' regulations -- be sure that the new standardized regulations adhere to the most conservative environmental rules in the region. Don't rubber-stamp development in sensitive natural areas, please.
103 Sep 28, 2010 2:07 PM	Yes. Metro tends to dictate what density a city has to achieve, then leaves. No help with funding, no help getting private investment. Nothing.
104 Sep 28, 2010 2:58 PM	use all existing land in the UGB before expanding, reclaim areas that are within the border and re-invent them
105 Sep 28, 2010 3:34 PM	Put the money to work doing the needed things, and then hope for the best on the efficiency side of things. People are people, after all.
106 Sep 28, 2010 3:42 PM	Unfortunately, that is the job of the citizenry, being involved and electing officials that will not only promise to bring this to all local governments, but will actually do the job when elected. The accountability has to be demanded by the community first and only then will we can move forward. We live in a reactive, litigious and selfish society and can't expect any more than that from our elected officials.
107 Sep 28, 2010 4:50 PM	less talk and less regulation, more actions that demonstrate inclusion, character, opportunity creation - We are what we do
108 Sep 28, 2010 4:50 PM	My perceptions of citizen involvement in the area is that its excellent but that Metro truly has NOT listened to the majority of the people who live in these areas and are greatly affected by Metro's decisions. This needs to change by ALWAYS having a citizen group input to Metro from the beginning of Metro's proposed changes through to the end--with Metro AND our county commissioners LISTENING to the people!
109 Sep 28, 2010 5:21 PM	Long commutes are inefficient, but so is conversion of industrial land to residential -- the promise of local housing betrayed to developers profits. Livability shouldn't be ignored.
110 Sep 28, 2010 5:48 PM	Washington and Clackamas County municipalities need to start shouldering a fair share of the social service and affordable housing burden. Make any addition of employment land and economic development support directly dependent on their ability to meet large and meaningful benchmarks for providing affordable housing and social services.
111 Sep 28, 2010 6:53 PM	Accountability is important----and avoiding waste and fraud are crucial----but cutting un-necessary red tape is also vital.
112 Sep 28, 2010 7:16 PM	Innovation could come from changing government revenue streams from their dependency on the new housing market. We should be able to find revenue and provide incentives for builders to build up and not out. Detached single family housing units are not sustainable. The center urban area should put strong policies in place to increase density closest to Portland Metro and then lessen density as it hits the urban edge. We've gotten it backwards, by imposing increased density on new development on the urban edge to 11.5 units per acre while allowing Portland citizens to remain at 5 or 6 units per acre.
113 Sep 28, 2010 8:36 PM	The rural residents of Clackamas, Multnomah, and Washington counties have no elective say in Metro. You could, however, conduct a referendum since everything Metro does affects them.
114 Sep 28, 2010 10:18 PM	State law influences many of these issues. Working with state legislators and other partners is the best method I can suggest.
115 Sep 28, 2010 10:27 PM	Audit and tightly control expenditure of METRO funds or authorization of expenditures to eliminate fraud and waste
116 Sep 29, 2010 12:38 AM	When talking "jobs," we need specific and quantifiable measurements, to include whether the jobs are full-time, living wage, and reasonably permanent. Talk needs to be reinforced, repeatedly, with hard numbers and testable results, not soft buzzwords.
117 Sep 29, 2010 5:15 AM	oversimplified

118 Sep 29, 2010 5:35 AM	ensure that their is land left for future generations to grow food on. We need to rely on local food sources.
119 Sep 29, 2010 2:00 PM	These are catch all terms that don't have much meaning until they are applied to a specific project or policy. In the abstract the they sound great but what do they actually mean in terms of how decisions are made?
120 Sep 29, 2010 4:38 PM	We should measure the development of the various cities in the region, but allow for some diversity in vision, employment and economic development plans.
121 Sep 29, 2010 5:02 PM	Fostering innovation needs to be led by businesses as well as environmentalists. Too frequently the environmental advocacy of Metro is not held accountable from a business and economic perspective.
122 Sep 29, 2010 6:12 PM	MERGE SOME DEPARTMENTS BETWEEN THE CITIES AND COUNTY INTO REGIONAL DEPARTMENTS.
123 Sep 29, 2010 6:13 PM	Let the market decide and get out of the way of local government.
124 Sep 29, 2010 6:19 PM	Metro should concentrate on supporting Parks (including and especially the zoo), and maybe museums. Stop trying to find new areas and things to muscle in on.
	No one in the counties trusts metro, as they have shown that their primary purpose is to prop up and mentor for the failed experiment that is Portland.
	Sucking money from the counties to support Portland is a lost cause, and we will not stand for it anymore.
	We the VOTERS can and will cause metro to cease to exist, if you keep meddling.
125 Sep 29, 2010 6:24 PM	we should acheive a smaller, more dynamic public employee pool, and let private industry provide consulting as necessary.
126 Sep 29, 2010 11:40 PM	"Streamline and standardize regulations", as well as "Ensure that the benefits and burdens of growth are distributed equally" are another way of saying that creating "cookie-cutter" approaches to identifying and solving problems possibly could work. We know that is not true.
127 Sep 30, 2010 1:42 AM	It's about jobs. If you don't grow you will become Detroit.
128 Sep 30, 2010 5:46 AM	Tastes great. Less Filling. These terms sound great, but mean different things to different people. If we can't agree on the goal lines and yard markers, how will we know when we have scored---or run out of bounds.
129 Sep 30, 2010 2:45 PM	We need changes in state law that would reduce or eliminate the hodgepodge of "cities" and developed unincorporated areas the constitute our metropolitan areas. Before the early 1900's, state government controlled incorporation of cities, and added to them as needed. A temporarily useful, but ultimately destructive, "home rule" reform movement swept the country and created the existing structure that allows public resources to be concentrated in wealthy enclaves, like Beverly Hills and the Nike island, which escape their fare share of the burdens of the metropolitan areas in which they're located.
130 Sep 30, 2010 3:57 PM	Ask the private sector to step up with partnerships/outreach/internships etc etc with the high schools.
131 Sep 30, 2010 4:13 PM	set goals over a given time frame, and monitor progress
132 Sep 30, 2010 4:47 PM	Accountability indicators must be chosen very carefully, mindful that to the extent decisions (especially budget allocations) are based on them, there will be incentives to find ways to increase the score, even in ways that do not reflect actual performance - see education reform accountability indicators as a prime example.
	Accordingly the set of indicators must, as a whole, represent the set of and relative priorities among policy goals, and be designed to resist artificial manipulation.

133 Sep 30, 2010 5:22 PM	Government needs to make the same kinds of internal assessments that the private sector continually is required to make. Rarely, have many governments focused on how their resources are best spent. Rather, decisions have been made based on notions of control, turf, politics and job preservation. Until there is an ethic of advancing a balanced set of public outcomes, the current disaffection with how government works, will only deepen. Too often, public employees are principally concerned first about themselves, their jobs and policy orientations and not about outcomes that work for a majority of the public.
134 Sep 30, 2010 5:51 PM	same as the report card, tell us when something did not work, instead of reading about the costs or overruns later in the paper.
135 Sep 30, 2010 5:58 PM	Governance is essential in the future in an economy and time where fewer financial resources; when there are less time or staff to achieve outcomes; and when the need to achieve greater results is higher. As a result, the region must decide who is best suited to manage or govern these investments and outcomes. For example: public vs private; cities vs. counties or special services districts. In some cases, existing service providers may not be best suited to provide existing services or future investments going forward.
136 Sep 30, 2010 6:49 PM	Our land use process has become so complicated and technical that it is strangling efficiency. We need good, but simple, regulations, and less citizen involvement in every little decision. Citizen involvement is important for long range planning, but needs to be severely limited on day to day land use decision.
137 Sep 30, 2010 7:01 PM	I'm not so sure that Contract Zoning and Development Permitting might make real sense. We almost have that know with the emergence of Development Agreements, but they also get bogged down in public hearings and appeals. Appellants now have more rights than land owners.
138 Sep 30, 2010 7:11 PM	Gross inefficiency needs to be reduced. Normal inefficiency is not as important as other needs.
138 Sep 30, 2010 7:11 PM	Collaborative efforts across interest groups should be supported and encouraged to find solutions that can meet conflicting interests in region, such as developers working with farm organizations and environmental groups to jointly propose development ideas.
139 Sep 30, 2010 7:15 PM	I always worry when I see the word "efficient" on any of its forms. We generally accept efficiency as an unalloyed good: maximum output, minimum input, minimum amount of time. When you go home tonight, try saying to your patner, "Honey, we're going to make love, but tonight we are going to be efficient!"
140 Sep 30, 2010 7:17 PM	Accountability would be a nice change, living in an economy and political system that systematically eliminates accountability. (Don't think so? What is THE major benefit of forming a corporation?)
140 Sep 30, 2010 7:17 PM	Look to private business models for efficiency and accountability.
141 Sep 30, 2010 8:10 PM	Governments always seem to be hugely inefficient. We need businessmen, not politicians, to run the business of governing cities, counties, and the state. No one could sucessfully operate a regular business with the waste and frivolous spending done in our governments.
142 Sep 30, 2010 8:23 PM	The whole focus on reducing one's carbon footprint is way too theoretically based. It should be measured with facts like how many trees did we plant? How many more CFL's are we using? What percentage of the new building is green? There is a ton of inefficiency in regard to buildings. Where we need to improve is with our building codes.

143 Sep 30, 2010 8:41 PM	As I answer this questionnaire I have become more agitated over the overreach of Government and think that more efficiency would be achieved with less Government and probably Metro
144 Sep 30, 2010 8:48 PM	The police officer's reputation in Portland needs a great deal of work. The gang situation in Portland is frightening. Every day there are shootings, stabbings and people getting hit on foot and on their bikes. We need these things brought into control. Afterwards, we will feel like fostering innovation and ensuring accountability. Weneed our basic needs met first.
145 Sep 30, 2010 9:43 PM	Local governments must be able to maintain their own regulations and set forth their own communal standards. If a company does not like our local regulations then chances are we don't want their kind of business here anyway. Wal-mart anyone?
146 Sep 30, 2010 10:23 PM	See above - get to "yes" instead of "no".
147 Sep 30, 2010 11:04 PM	Make public information, permits, cost of public investments easily available online.
148 Oct 1, 2010 12:25 AM	The greatest inefficiency is when voices are not included in the discussion. Backtracking, changes of plans, delays, and workarounds to solve "unintended consequences" are the result. There is plenty of innovation in this region, and plenty of experience from around the world. Reach out - not just by electronic means - to young, old, poor, immigrant, minority, business, artists, educators, leaders, followers ... listen and synthesize, lead an even bigger conversation than occurs at present. The process will be complicated and lengthy, but the results will be efficient, innovative, and accountable - and longer-lasting.
149 Oct 1, 2010 2:42 AM	We need more accountability by government decision makers that they truly represent the people. and not special interests and the most predominant factor corrupting our planet at this time : GREED More citizen involvement, by any means, to come to a greater understanding of the issues and gain insight so as to create a future we can all feel good about.
150 Oct 1, 2010 3:54 AM	Most government is a service industry. There are NO "economies of scale". When the population doubles the cost doubles (or more), or the per capita service level drops. The push for "efficiency" mean a reduction in service. If there is no excess ("no fat") there are no reserves for dealing with variations in demand, and nothing available when catastrophes strike. That is real expensive!
151 Oct 1, 2010 5:22 AM	Get rid of Metro ASAP!
152 Oct 1, 2010 12:51 PM	Metro has erred in trying to discourage car use by making it inconvenient. You do more harm and cause a substantial amount of the public to dislike you. When busing for school integration was first tried, it seemed like a good idea. The problem is that it does not work. The same is true for many of your efforts. The goal should be to create local enclaves that encourage most trips to be short and when possible to be walkable or bike-able. But spending money to cripple existing infrastructure to discourage car use is stupid and is counter-productive when current workers need cars to get and from work and shopping.
153 Oct 1, 2010 4:46 PM	It is imperative in our current economy that regional, county, city governments and non-profit service providers work harder than ever to not duplicate services and to honestly dialogue and find the best entity to provide a service or meet the community need. This puts all involved at the risk of losing or foregoing funding, grants, or recognition to their own organization. To put Oregon in a healthy economic leadership position, amongst the rest of the US and the world, we must become more efficient and "lean" in our public and non-profit work. That means not just agreeing to each others' philosophies or goals, but also agreeing to choose where resources should flow to best and most efficiently provide the service or product. It also results in all organizations not continuing to work the same way they do now.
154 Oct 1, 2010 6:35 PM	Focus on realities of the way people live rather than ideals. Consider the general public, not just the activists

155 Oct 1, 2010 6:59 PM	Yes, if Metro's scope was reduced, by allowing counties to do more of their own land use and transportation planning, and also by Metro staying out of the arena of parks and economic development, that would increase efficiency and streamline things. It may also foster innovation. And personally, I am doubtful as to Metro's accountability. Metro is too big and bureaucratic for a normal citizen to know who to hold accountable, unlike their local city council or county commission.
156 Oct 1, 2010 9:20 PM	Have a Health Equity lens(race and income distribution) for policy development, implementation of the policy (zoning code), and development of infrastructure.
157 Oct 1, 2010 9:48 PM	Public officials should not be paid grandly. However, public officials and public workers should have strong benefits and these should not be cut whenever there is a 'crisis'. Rather than 50,000 dollar offices for top officials, such top officials should work in conditions similar to their subordinates. E.g. much like Andy Grove of Intel did.
158 Oct 1, 2010 10:57 PM	While this is a region, there are barriers (distance, transit, roads) that limit how much interaction can happen from one side to another. Help communities within the region provide for essentials within their boundaries.
159 Oct 2, 2010 1:25 PM	More emphasis on alternative transportation--biking, walking, mass transit.

Is there anything you would like to add about choices related to density and the urban growth boundary?

	Response Count
	232
answered question	232
skipped question	380

Comment #	Response Date	Response Text
1	Sep 14, 2010 12:09 AM	PLEnty of existing housing in my community and throughout Portland area.
2	Sep 14, 2010 6:05 PM	Put the density inside Portland where there are vast stretches of industrial land that could be repurposed into housing and parks. Expanding the suburbs is not a sustainable solution.
3	Sep 14, 2010 6:06 PM	I do not want to see new development without improvement of our current road sysemtem. I-205 must sustain the traffic and get it out of my neighborhood. So, until Metro solves this delema, I do not want to see any development.
4	Sep 14, 2010 10:07 PM	I look around this region and see many redevelopment opportunity sites which need to be redeveloped before we consider expanding the current urban growth boundary, however it is all about how well designed the redevelopment is as to whether I will accept it in my neighborhood.
5	Sep 14, 2010 10:41 PM	Do not extend the uban growth boundary unless every site within the UGB is developed to its maximum density potential.
6	Sep 14, 2010 11:00 PM	Encourage density over enpansion of the urban growth boundary.
7	Sep 14, 2010 11:24 PM	expand, expand, expand! look at the laws of supply and demand...more supply means lower prices...lower prices will encourage growth...growth means economic prosperity and thriving communities. only 3% of land is urban...we have plenty of farms, forests, and natural areas.
8	Sep 14, 2010 11:28 PM	Future growth trends will happen within the existing UGB. Consolidation, higher densities, and open farming plots will be the natural conclusion of our current housing oversupply and shrinking demand.
		METRO needs to incorporate public education and foster walking to school programs and better schools.
9	Sep 14, 2010 11:49 PM	This is assuming more homes are needed! I do not think more homes are needed--but ways for families to earn money, grow gardens and otherwise enhance their incomes are needed.
10	Sep 15, 2010 3:13 AM	I believe we need to "tighten up", as in question #4. Why was I less enthusiastic about the preceding 3 questions? Because to make it work we need more than parks, walking shopping areas, and good design. We have to have neighborhoods with walkable streets, bicycle lanes, and frequent public transit for those who can't walk or bike. I now live 4 blocks from a large and diverse commercial strip, but biking there is dangerous and walking extremely unpleasant.
11	Sep 15, 2010 5:28 AM	keep stafford rural
12	Sep 15, 2010 7:48 PM	Too much density can cause problems. People need more freedom to chose where they live and how close nieghbors are.
13	Sep 16, 2010 3:27 AM	We cannot limit economics to URBAN alone! Why are we not making the best use of Rural land also? Are we not seeing that Farming is NOT the most viable use of all the land in Rural designation, esp non irrigated land? Why are we still in this thinking? There should be an in between. Why do we have houses touching houses on mini lots OR large farm areas. Why don't Urban people have a choice to have a large yard, a garden.....and still be close to schools and work or shopping. Why are we so very restricted and ignorant in our thinking even today, after all the lessons of poor economics this state has seen? Why do we not see that John Day is not Willamette Valley?

14 Sep 16, 2010 8:50 PM	Develop parking lots or turn them into parks instead of expanding the UGB.
15 Sep 16, 2010 11:01 PM	Encouraging (or even incentivizing) infill and redevelopment is an important part of keeping the Metro area attractive - it allows the rural environment to be close at hand. However, there are neighborhoods that represent the (short) history of Portland that should not be infilled like Laurelhurst, etc. My neighborhood would benefit from infill and substantial redevelopment of vacant car dealerships (and even active ones) along a major commuting route. I would very much like to see more homes, close-in shops and well-designed development over acres of pavement.
16 Sep 17, 2010 6:25 PM	We currently have more than enough employment land and empty buildings and homes to accomodate growth in our region for at least 10 years.
17 Sep 17, 2010 7:32 PM	Before building outside of the UGB, all efforts to make the best use of current available land should be taken.
18 Sep 17, 2010 8:34 PM	Zero population growth should be the goal. There are enough people here and on the planet. Stop promoting growth - it is truly idiotic.
19 Sep 17, 2010 8:46 PM	Affordable housing is essential. We have more than enough developments with big/huge homes that are underwater with the mortgages, inundated with short sales or foreclosures, or just too expensive to maintain. Stop the Street of Dreams! That is the most ridiculous waste of land ever. And even though builders say they are making these homes more affordable and energy efficient, they aren't.
20 Sep 17, 2010 9:19 PM	I don't like the way this survey is worded. I think we most need more mixed use new development, NOT more MALLS and subdivisions. Expanding the urban growth boundary should be a remedy of last resort.
21 Sep 17, 2010 10:49 PM	Growth should not be subsidized. Economic development (creativity)- which does not depend on growth -should be. Funding of growth should have to meet the three rules of concurrence, adequacy, and equity. We need to stop selectively subsidizing anachronistic sectors such as real estate sales, natural resource exploitation, diesel vehicles, etc.
22 Sep 17, 2010 11:06 PM	All development should occur in appropriate desert environments where the trees and vegetation have already been wiped out.
23 Sep 18, 2010 12:58 AM	Given a choice, I prefer happy humans to inanimate dirt. I would strongly agree with the statement, "Over the next 10 years, building one *less* housing unit per block in my neighborhood is a reasonable price to pay for attracting a family to the community that will cherish the home and improve our society.
24 Sep 18, 2010 1:39 AM	Finegrained development encourages multimodal transit but requires close-by employment to be truly successful-more MU zoning and smaller zoning areas are needed, especially in suburban areas-like mine.
25 Sep 18, 2010 3:00 AM	More focus must go into providing quality development, with attention to design and compatibility with existing/surrounding neighborhoods. Protecting, preserving, enhancing our existing development. Re-development before new development and UBG expansion Preserving and protecting our natural habitats should be given high priority. Density needs to be equitable--all the region sharing the load.
26 Sep 18, 2010 3:55 AM	Growth outside current urban growth boundary should fully pay its way, including infrastructure costs and costs for maintaining, restoring and fully replacing land productivity and natural systems.
27 Sep 18, 2010 3:36 PM	The current use of land is so inefficient that expanding the UGB to accommodate more growth just promotes the inefficiency.
28 Sep 18, 2010 10:31 PM	If yaou take an infinite number of bites out of a finite resoorce, you have nothing left.
29 Sep 19, 2010 2:35 AM	what does attractive and well designed mean. the H44 and H45 condos in my neighborhood are incredibly ugly and went bankrupt and are not filled and destroyed affordable housing and New Seasons on Hawthorne will bring ridiculous traffic to that neighborhood.

30 Sep 20, 2010 4:59 AM	Do not increase the urban growth boundary. We need to make better use of the land already included. Huge homes, box stores and parking lots, and large tracts of industrial land with giant parking lots are not necessary and destroy land that we can never return to productive agricultural use.
31 Sep 20, 2010 4:24 PM	You have not protected farmland, your policies only put more pressure on farmers to sell out to those who are not continuing to farm the land. I was in an Albertson's store recently and the potatoes were imported from China. How much more of our food is imported? If the stores sell products from out of country, what good is your dream of protecting farmland? You do not even know the economics of what a farmer needs to survive.
32 Sep 20, 2010 10:39 PM	Existing single family home neighborhoods need to be preserved. it is not allowing for choice when yards attached to housing is being displaced.
33 Sep 21, 2010 1:35 AM	Paving over foundation farmland should be the last option.
34 Sep 21, 2010 4:08 AM	We don't need more cookie cutter neighborhoods. I personally think that giving people breaks on selling their homes to be demolished and rebuilt is of benefit to reusing property opposed to putting 10 houses on a dime.
35 Sep 21, 2010 6:55 AM	Are the first three questions about the resources that need to be provided in new UGB expansion areas, or the resources needed in existing neighborhoods to support additional density? What does "near my neighborhood" mean? If I say it is OK to build more homes... am I signaling approval for UGB expansion if this one condition is met? Why are convenient shopping and services in walking distance from my home more important than having those things in walking distance of all residents of the new neighborhood?
	The first three questions in this section are NOT well formulated.
36 Sep 21, 2010 3:34 PM	We need to go up, not out, especially in Beaverton and at the Clackamas Town Center.
37 Sep 21, 2010 4:45 PM	I don't understand the 4 statement. I don't think there should be an Urban Growth Boundary. It creates artificial barriers to growth.
38 Sep 21, 2010 5:12 PM	Parks have become dangerous and uncertain places if left natural. Parents feel they cannot allow children out of sight. Natural areas provide too much cover for drugs, etc. The public funds and personnel cannot monitor or upkeep without cost. A problem for our times. Sounds nice, but reality is different, sadly.
39 Sep 21, 2010 5:32 PM	Improve the areas that are currently developed to accommodate growth and protect our parks & natural areas.
40 Sep 21, 2010 5:49 PM	These questions are all skewed. I lived in an area where we were told that if we were just to allow infill growth that the sprawl wouldn't happen. Guess what? It happened anyway. "Better not Bigger" planning.
41 Sep 21, 2010 6:13 PM	Overpopulation is serious...I wish we would consider including this in the discussion about growth.
42 Sep 21, 2010 6:45 PM	High density has created low class run down neighborhoods, with increased traffic.
43 Sep 21, 2010 8:57 PM	Ask those who are outside the UGB what they would like. They should have more of a voice in how their lands are repurposed.
44 Sep 21, 2010 9:20 PM	Sure there is some room for more growth inside the UGB. It just seems like Metro want to put it all, or most of it inside the existing UGB. Now at 10 units an acre do we really want to go to 15 units for residential?
45 Sep 21, 2010 10:05 PM	Hard to answer because I'm already in a dense neighborhood in Portland with amenities.
46 Sep 21, 2010 10:38 PM	Address over population issues in public schools and community centers.
47 Sep 21, 2010 11:15 PM	Please note that I voted somewhat and neutral, because I already live in a community with very high density and a postage stamp yard.

48 Sep 22, 2010 3:42 AM	Build up, not out. It is more efficient and less land is required. Apply this concept to industrial and manufacturing applications as well. This is frequently done in other parts of the country.
49 Sep 22, 2010 3:06 PM	You must stop expanding development into farm land. There are many infill options available that could protect our farms and forests from being destroyed by development. Growth does not mean one has to take prime farmland into consideration.
50 Sep 22, 2010 3:22 PM	Who are we building houses for? Please don't build bedroom communities! Please build complete communities... sustainable communities with jobs, education, recreation, culture within. I'm becoming less and less tolerant of driving everywhere... it costs time and money.... it's a waste of life.
51 Sep 22, 2010 4:01 PM	Again, use the village and core city concept. We don't want to be Beaverton, which has no core, or downtown or center. Just sprawl. Ugh.
52 Sep 22, 2010 4:35 PM	You would need fewer parks and recreation areas if yards were large enough to accommodate a few kids throwing a ball around. Parks aren't the end all be all solution.
53 Sep 22, 2010 9:42 PM	The first three statements above need to be combined - i.e. in-fill development needs to do all of those in order to preserve existing neighborhoods.
54 Sep 23, 2010 3:50 AM	Making the UGB the political focal point of all discussions about planning does a disservice to good planning.
55 Sep 23, 2010 3:54 AM	Density density density!
56 Sep 23, 2010 8:56 AM	I would prefer to see a permanent urban growth boundary surrounded by parks and "natural" areas that are also permanent, with no further growth beyond the parks and natural areas.
57 Sep 23, 2010 7:16 PM	I'm agreeable to modest increases in density within the UGB and in my own neighborhood. I'm less agreeable about decisions that place R24 next to R5 such has recently occurred in Beaverton's somewhat stealthy annexation of the Murray Crossing site and subsequent determination that R24 was the same as its previous R9 designation. I understand UGB restrictions mean more internal growth, but such growth should occur primarily through filling out the existing zoning, not fiat changes in 60 years of pre-existing zoning precedent.
58 Sep 23, 2010 7:33 PM	There is a reason we have this urban growth boundary, as a way to protect our region, farmlands, forest lands, and open spaces from any future development. Please make sure that this is kept tight and secure. I am also strongly supportive of new parks (Director Park is a huge success) and hope that they will continue to come.
59 Sep 23, 2010 8:36 PM	Well-designed increased density is key. Continuing urban sprawl is just creating areas to be abandoned as carbon costs rise.
60 Sep 23, 2010 8:48 PM	Build up, not out.
61 Sep 23, 2010 8:49 PM	Density destroys livability.
62 Sep 23, 2010 8:58 PM	There have to be options other than "Infill" vs "Sprawl". Slow, phased growth vs unbridled growth ? Or maybe a new state slogan "New Jersey in opened for your business".
63 Sep 23, 2010 9:01 PM	These questions are not very good.
64 Sep 23, 2010 9:07 PM	The most difficult issue in my area (Lake Oswego) is the sheer size of structures being built. Somehow, we need to wean citizens off of residential construction that is larger than many businesses.
65 Sep 23, 2010 9:12 PM	The UGB should only be increased when all other options have been exhausted, such as in-fill and re-development in less utilized areas such as some areas in North East Portland. Revitalization of older neighborhoods should be encouraged too with improved streets, sidewalks and urban services where lacking.
66 Sep 23, 2010 10:57 PM	Coming from the NYC area, where there are literally forests of high rise apartments, over hundreds of miles, I am a little worried about this direction. I think McCall had it right: come to visit, but don't stay. At some point, our land itself cannot take the level of development.

67 Sep 23, 2010 11:17 PM	save the farmlands.
68 Sep 23, 2010 11:48 PM	Local government should help facilitate redevelop of existing vacant lands within the UGB before going out side the existing UGB. Use of incentives might help
69 Sep 24, 2010 12:19 AM	We need to stop assuming that growth is inevitable. Growth is not inevitable. It's an issue with implications at the local, regional, state, and national level. Metro needs to be a strong advocate for stabilizing our population and putting and end to growth, not always just accepting it and trying to accommodate it.
70 Sep 24, 2010 12:29 AM	We need to stay within the existing urban growth boundary and use the land efficiently!
71 Sep 24, 2010 1:18 AM	Once again, along the idea of reconstructing underutilized or cleaning contaminated sites, for development ready sites, the same can be said for developing housing sites. Let's look at vacant lots, old mall sites, etc for new housing.
72 Sep 24, 2010 1:19 AM	Oregon needs to steer development to other cities; Portland is already too large.
73 Sep 24, 2010 2:51 AM	Let's not encourage sprawl in any way.
74 Sep 24, 2010 3:35 AM	All we need to do is drive through any part of California or Texas to know in our guts how important land use planning is. We humans need a connection to nature and the wild, and livable and walkable or other easily navigable cities.
75 Sep 24, 2010 3:38 AM	My family's house is outside of the urban growth boundary, otherwise I would say "strongly agree" to the first four statements.
76 Sep 24, 2010 4:25 AM	I would be happy to share 2 years of research on this topic. Currently, the suburbs are being developed at densities that far exceed those of the inner city neighborhoods. However, the planning format upon which this density is placed is premised on very low density models. Hence we have inadvertently married high density housing with a low density land use and transportation pattern. This results in more people per acre being forced to rely on autos, and suffering from inefficient or non-existent transit and public amenities. Our current condition is shameful. Those who are celebrating the success of our higher density developments are not observing that fact that we have not changed the low density, wasteful and community destroying patterns of standard suburban sprawl.
77 Sep 24, 2010 5:04 AM	Rethink the ever widening border in favor of stronger boundaries and centers using more green space to define the centers within the region.
78 Sep 24, 2010 4:40 PM	There is no point in building more homes if they are not affordable and people do not have jobs that allow them to buy these new homes. We currently have developments with almost no home owner to occupy the homes. I want us as a region to have a discussion on whether it is just another development we want or do we want a development that provides an affordable community/neighborhood feel for the average family. I want shopping, schools and transportation to be available within the development and neighborhood so people can better manage their lives. I do not mind a higher density, but not just to preserve land outside the UGB. It must be well designed, managed and provides more options for the communities success.
79 Sep 24, 2010 4:40 PM	It is very important to be flexible. It is also very important for individuals to have a variety of housing choices.
80 Sep 24, 2010 5:25 PM	The amount of land devoted to "transportation" is where much of the waste is. Transportation policy effects land use much more than any other factor ... including attempts to influence development through regulation ... although strong land use regulation is essential. When substantive changes are made in transportation policy (increased reliance on public transportation and mixed-use developments) we will realize a more habitable, hospitable environment.
81 Sep 24, 2010 8:51 PM	We need to build denser, mixed-use communities within the existing UGB. The UGB should not be expanded any further.
82 Sep 25, 2010 5:47 AM	Let the free market work!!!!

83 Sep 25, 2010 9:33 AM	<p>There is no room in my neighborhood to build. It is an old neighborhood.</p> <p>"Convenient shopping and services"? Like what? National chains? Walmart? Sleep Country? Cricket? Subway? and other cookie cutter stores you can find anywhere in the U.S.? If they are unique or locally owned, independent stores, yes. I'm all for it.</p> <p>Who is going to move here? More homeless? There are no jobs because we employ 70,000 Washingtonians. When people do move here, excited to be coming to Portland, they find out they can't even afford to live in Portland, or that they'll get very little house for their money and they move to a suburb. It doesn't help that real estate agents talk people out of living in Portland.</p>
84 Sep 26, 2010 2:25 AM	I live in downtown Portland and welcome more homes here--especially "workforce housing." We could also use an elementary school to attract families.
85 Sep 26, 2010 3:16 AM	there needs to be more options- I think there is a shortage of one level housing and not everyone wants a postage stamp lot next to a busy free way.
86 Sep 26, 2010 3:55 AM	The predicted population is lower due to the economy and the state's poor economy and school system.Do apartments and row houses on already detreed farm land as is comes into the ugb and don't crowd existing neighborhoods. There are still vacant lots in town and convert some empty industrial sites to condos. Leave space for wild life without a neighbor five feet from you door.
87 Sep 26, 2010 9:11 PM	Developers need to pay for sidewalks, street improvements, traffic calming measures, and schools if they are going to do in-fill in the urban unincorporated areas. They also need to protect community livability and the neighborhood 'feel' of our older neighborhoods by building attractive and appropriate housing as well as preserving the large mature native trees.
88 Sep 26, 2010 9:36 PM	I live in damascus, so the way these questions are worded do not apply very well. we are destined for huge changes, not 1 house per block. We don't even have blocks yet.
89 Sep 27, 2010 1:35 AM	Figure out a way to provide density without losing tree canopy. I'd rather see 4-story rowhouses or condos in my residential area than see more old growth doug firs cut down for skinny houses! I realize some people really have a single family home bias, but we need to go up and not out!
90 Sep 27, 2010 2:14 AM	keep more density out of my neighborhood
91 Sep 27, 2010 4:48 AM	Population and employment growth is not a given! No growth = no need to develop land. Even if there is growth, it can be accommodated within the existing urban areas through increased density and improved services. This is less expensive and serves more people.
92 Sep 27, 2010 5:26 PM	Your questions don't really address the impact of changes in scale, bulk and mass of some new development. It's more complex than this set of questions implies.
93 Sep 27, 2010 6:24 PM	Make the existing UGB smaller.
94 Sep 27, 2010 6:32 PM	Density is not always a bad thing if properly thought out.
95 Sep 27, 2010 6:33 PM	Agree that increasing density and limiting UGB growth is a sustainable strategy. Growth should only occur to help make complete neighborhoods that encourage local commercial and employment trips.
96 Sep 27, 2010 6:41 PM	New development to accommodate populations and employment growth should come through developing land INSIDE the current urban growth boundary.
97 Sep 27, 2010 6:43 PM	METRO's/Portland push for more density is creating more problems then it's worth. People need room for their kids. All your doing is creating a New York tenement and that is not what the people want.
98 Sep 27, 2010 6:43 PM	I am in a rural community: this does not apply to me.
99 Sep 27, 2010 6:46 PM	Sq footage of homes being built should decrease and be environmentally friendly. Building homes in highly concentrated groupings does not create a good quality of life for many neighborhoods - cramming as many people into the smallest footprint really doesn't address the bigger problem of population growth that cannot be supported by services, infrastructure, or employment in jobs with adequate living wages.

100 Sep 27, 2010 6:48 PM	I do think we will need to expand outward somewhat to meet industrial lands needs. Otherwise it will mean developing over existing natural areas, parks or other open spaces (e.g. golf courses) within the city.
101 Sep 27, 2010 6:51 PM	It is not okay to build structures that seemed to be planned to investment obsolences. After 15 years the depreciation is completed and the structure and property sold to someone else who is waiting to complete their 15 year depreciation cyclce. All amenities are REQUIRED prior to beginning funding and and/or permitting, including schools, parks, transit, etc.
102 Sep 27, 2010 6:59 PM	We should work within the boundary before expanding. It is NOT okay to build more homes and businesses if such development does not include improvements to existing transportation infrastructure (including bicycle infrastructure) to accommodate such growth. We don't need more and more traffic and congestion and unsafe roads for bicycles.
103 Sep 27, 2010 7:03 PM	The questions above are too simplistic! The last question specifically is a false choice. We should clearly do our best to encourage infill, but we should also expand the urban growth boundary when absolutely necessary.
104 Sep 27, 2010 7:59 PM	I live next door to a large agricultural area. There is no more room for new housing to be crammed onto our rural residential street, and I do not want to see the adjacent agricultural land developed into housing, industrial land, or other urban uses. We need to protect agricultural communities as an extremely high priority in order to wean ourselves off on food being produced in other states and countries, and to ensure that the next generation has incentive to farm locally. The UGB doesn't HAVE to expand; there is a point where our community could just say we aren't accepting any more people.
105 Sep 27, 2010 8:07 PM	i sheepishly add that i live on a double lot and would never consider splitting as long as i live here, and i hope my neighbors never do as well. i guess i consider increasing density a NIMBY.
106 Sep 27, 2010 8:18 PM	Higher density living is not a matter of choice in the world we live in. Education to make the facts surrounding overpopulation should go hand-in-hand with development planning. (A good step would be for every resident in the Portland metro area take the Earth Day footprint quiz http://www.earthday.net/footprint/flash.html)
107 Sep 27, 2010 8:25 PM	We backed away from new town conversations because we saw orange and red 30 years ago we can't answer boundary expansion questions if we don't honestly determine whether or not they can be green.
108 Sep 27, 2010 8:25 PM	It is not understandable why the cities want to grow more and more, make unstable and area that is already very unstable with different regulations for development, too much control of cities and too much development in this area, if we look at how it was years ago and how it's now, it looks like we are living in a big slum. Not good at all, quality of life is always the objective, but then the question is quality of life for whom? Not for the property onwer that has to pay taxes to cover expenses to other areas, while where we live is really bad quality of life and really not well preserved at all, but for sure the taxes are increasing every year and there is no one we can complaint to stop this mess
109 Sep 27, 2010 8:32 PM	Please do not develop outside the urban growth boundary.
110 Sep 27, 2010 8:33 PM	My Neighborhood is averaging 20 new households per MONTH. We've met our quota and then some. We need businesses, employment opportunities, schools, parks, contiguous sidewalks on major streets, and on and on. I identified as neutral on all queries because for the available responses, it's just not that clear cut.
111 Sep 27, 2010 8:34 PM	Other options for reuse, rezoning, rebuilding should be utilized rather than expanding the urban growth boundary. It would be a better investment to create incentives for developers to look into creative ways to use our existing spaces and for cities to change laws to encourage innovation and allow for taller buildings or dual use spaces.

112 Sep 27, 2010 8:36 PM	We need to use existing infrastructure efficiently, yet allow for some market choice in areas that can provide to most positive impact on regional quality of life. For example, allowing housing development to occur outside the existing UGB would make sense if it reduced the number of auto trips currently going to employment centers.
113 Sep 27, 2010 8:37 PM	Appearance, and trying to blend with the existing neighborhood are critical to acceptance of new development. Natural areas or community spaces in such developments would make them more attractive and less intrusive, so should be a real priority.
114 Sep 27, 2010 8:44 PM	INCREASE the density before expanding the boundary. Besides, if you don't build homes, often you leave the natural areas that already there. Invest in maintenance before tearing it down and building a new one. Expand businesses in existing storefronts and reinvent the idea of a mixed commercial/residential building. DO. NOT. Expand without extreme need. We are NOT at that point and it is much more reasonable to add a house per block/few more units to an area to protect my farms, forests, FOOD and WILDLIFE.
115 Sep 27, 2010 8:49 PM	There is land inside the UGB that needs to be redeveloped first before we move the boundary.
116 Sep 27, 2010 8:56 PM	keep single family home neighborhoods as-is; stop with shoe horning multi-family bldgs
117 Sep 27, 2010 9:10 PM	The first four "statements" in this section make invalid assumptions about my neighborhood. None of the choices to agree or disagree offered overcome this basic flaw in a way that allows useful input.
118 Sep 27, 2010 9:31 PM	We need to be better at growing our infrastructure and not spending money on new projects. Protect our neighborhoods and streets, schools, jobs. If we over build without these things in place it could be a disaster.
119 Sep 27, 2010 9:31 PM	Why do we need to "protect" farms? Farms are all privately owned, and no one forces farmers to sell or develop their property. Agriculture causes its own set of problems (pollution, monoculture, over-use of public water resources, etc.). The mindless protection of this industry has worsened urban sprawl and strip development in the "exception" lands that cluster around highways and arterials. The only way most Oregonians can appreciate this development pattern is from a helicopter.
120 Sep 27, 2010 9:39 PM	Not all houses can be attractive due to pricing, however, the infill houses that everyone hates should be stopped. Although they have sold, it has been proven that the residents in traditional Oregon houses next door to them move out and no one will buy those houses. Again, City of P & Mult Co allowing these eye sores to keep tax money within the jurisdictional limits. The other unanswered question: you are not protecting farms - try asking the typical farmer rather than someone who wants to be sure when they drive up hwy 26 to the beach once a year that they can see farm land. Only the large farmers benefit because they can produce from the small farmer who is bankrupt on contract and pay them very little. Consider taking a survey from ALL farmers and see what the percentage is.
121 Sep 27, 2010 9:40 PM	It only takes a visit to an area like LA to appreciate the urban growth boundary. It's critical to the livability of the area to prevent that type of developer-lead sprawl from ever happening here.
122 Sep 27, 2010 9:46 PM	some expansion of UGB may be desirable if carefully considered, but densifying within UGB should be the first choice in most cases.
123 Sep 27, 2010 9:51 PM	What do you mean by attractive and well designed... there are differing opinions
124 Sep 27, 2010 9:53 PM	Keep government out of imposing stupid hurdles. The City of Portland is a model for what NOT to do.

125 Sep 27, 2010 9:56 PM	<p>I strongly dislike the "in-fill" type of development that builders were doing in the mid-2000's. Assuming that human population growth is not going to slow down, atleast force developers to</p> <p>use the "livable-community" approach with mixed level residential, commercial & community facilities. Also, adopt a rule that when a developer builds a new development, that they and their family have to live in one of their houses for three years.</p>
126 Sep 27, 2010 10:25 PM	<p>These questions are not easily answered. Some neighborhoods are easier to add more housing to....some just look wrong in older neighborhoods. If infrastructure is thought through, traffic impacts, water needs, safety then adding housing is OK. If it's building a huge metal bunker condo unit next to a little 900 sq ft single family home built in 1920 then something is not right.</p>
127 Sep 27, 2010 10:50 PM	<p>The number 1 compalint I took as a board member for this are was the infill. Nothing fits in anyway and its all low income and I have already said no to that.</p>
128 Sep 27, 2010 10:55 PM	<p>Density is relative to the specific block or street it affects. Recognize that density can be accomplished by allowing current residents in an older neighborhood to construct a "guest House" or small auxiliary structure, even a single story duplex to rent out on larger properties without significantly altering the sense of place. Flag lots also can accommodate an additional residence in some locations. Conversion of a large home to apartments can also work, so long as parking is off street and reasonably concealed. Loosen the laws so these natural growth opportunities for steady income to the property owner can be developed by individuals without being "illegal".</p>
129 Sep 27, 2010 11:06 PM	<p>When the question says "near my neighborhood", does this mean an existing neighborhood inside the UGB or a neighborhood outside the UGB? Inside, new developments should be higher density. Boomers are downsizing and want smaller homes. Young people can't afford large homes and want smaller.</p>
130 Sep 27, 2010 11:23 PM	<p>Again, these statements are too general to be taken as a template for development. And some -like the one requiring services and shops to be within walking distance - are impractical; how do you define "walking distance" and do you really want businesses in neighborhoods?</p>
131 Sep 27, 2010 11:25 PM	<p>I find it encouraging that some of Portland's suburbs are starting to build multi-story buildings. Let's make that the norm, and let's see that those are green buildings.</p>
132 Sep 27, 2010 11:27 PM	<p>density decisions should be the pervue of local communities not a metro function</p>
133 Sep 27, 2010 11:45 PM	<p>The job of urbanisation within the grow boundary is improving, But the JOB is not done yet.</p> <p>Work on that before taking over farmland.</p>
134 Sep 27, 2010 11:55 PM	<p>I have a residence in both Portland and Forest Grove, which allows me to understand that the same policies cannot meet the goals of a more environmental friendly society.</p>
135 Sep 28, 2010 12:26 AM	<p>We need shrinkage boundries not growth boundries. As the population is reduced, areas become off limits to economic activity.</p>
136 Sep 28, 2010 12:34 AM	<p>The problem seems to be that you high-and-mighty bureaucrats have designated my neighborhood to be</p> <p>bulldozed.</p>
137 Sep 28, 2010 12:50 AM	<p>what happened to population control?</p>

138 Sep 28, 2010 12:51 AM	Push Poll! Push Poll! Shame on you guys. With proper planning it will be obvious which sites are appropriate for higher density development. One only has to look at the vacant and underutilized sites on McLaughlin to see which are appropriate for higher residential development. Why doesn't Metro do some specific corridor planning. While I am thinking of it the best part of the Milwaukie Station was the elevated and covered pedestrian way over the street from the station to the parking lot and it was removed. That makes no sense, unless you are going out of your way to make no sense.
139 Sep 28, 2010 1:21 AM	I am conflicted. I believe that high density housing leads to crime, as does public transportation. Just ask the police. But filling in the empty places inside the UGB makes sense in terms of lowering transportation costs.
140 Sep 28, 2010 2:15 AM	My gosh, we have all this land, yet we use only 3 percent of it, expand outwards!!!!
141 Sep 28, 2010 2:44 AM	High density development has made this region a much uglier place to live than it was 40, 30, 20 or even 10 years ago. In other words it gets worse every year.
142 Sep 28, 2010 3:46 AM	don't expand the boundary
143 Sep 28, 2010 4:21 AM	More should be done to accommodate and encourage infill.
144 Sep 28, 2010 4:23 AM	By increasing density we reduce costs of infrastructure and transportation. It makes community participation easier. Today's youth is much more comfortable with higher densities.
145 Sep 28, 2010 4:55 AM	listen to the citizens outside the urban growth boundary
146 Sep 28, 2010 5:13 AM	I moved outside the UGB to avoid the traffic, the crime, and the people. Now you want to bring it right into my neighborhood. Please take it somewhere else. There is plenty of land inside the UGB that can be re-developed.
147 Sep 28, 2010 5:52 AM	Developing land outside the urban growth boundary should ONLY happen if it is completely earth friendly and free of paved roads. Also, there is no reason to build more when there are already so many empty spaces which need a good (and earth-friendly) remodeling.
148 Sep 28, 2010 5:53 AM	I live in a high density populated area. We already have enough parks, walk ways, etc. There is plenty of capacity. People are not using the existing facilities. We cannot afford more, especially in this economy.
149 Sep 28, 2010 7:33 AM	we don't need, nor should we expand the urban growth boundary. The suburban model is broken, a relic of the 20th century.
150 Sep 28, 2010 8:14 AM	Take care of urban blight before you destroy farmland!
151 Sep 28, 2010 2:04 PM	Again, see Boston & New York -- we have a long way to go re: density before we can hope to get people out of their cars & onto the sidewalks.
152 Sep 28, 2010 2:08 PM	Stop dictating how a city will look. Let the city decide that.
153 Sep 28, 2010 3:18 PM	single family homes are unsustainable. We should look to high density housing that integrates communities and services including shopping, transportation etc..
154 Sep 28, 2010 3:36 PM	The saving forest and farmland is a nonsense argument in Portland there is little of either....the west side farmland near Intel.....is growing hay
155 Sep 28, 2010 4:14 PM	We have empty houses in foreclosure, we have apartments advertising occupancy. We should first of all take care of what we do have, Create affordable housing where housing exists and is not being used, before usurping farm land and undeveloped land to create more empty houses and vacant apartments. EPA has a brownfields program which encourages taking "contaminated" land and converting it to some acceptable use rather than expanding into unpolluted land. Perhaps taking care of the empty buildings and land we already have might be a better solution to leaving a mess behind and expanding because it is perceived to be easier and cheaper.
156 Sep 28, 2010 4:53 PM	Its not right that Metro ignores the citizens in these communities as we've ALL stated that urbanization on top of aquafores (such as exist in Helvetia) leads to water problems that cannot be mitigated and WILL destroy any building that takes place on the clay soils North of Sunset Hwy. known as the Helvetia area--get a clue, Metro!

157 Sep 28, 2010 4:54 PM	There's some balance point between increasing densities inside UGB and expanding UGB - must result in livable neighborhoods and improve some aspect of the community
158 Sep 28, 2010 5:27 PM	I don't want new development because the economy is likely to force households to join so we have plenty of houses; I do want existing development to have jobs and services integrated into it in ways that do not impact the neighbors. I do not see this integration happening. It would involve manufacture in very well-insulated garage, a store with walk up customers in a house. It would require extensive resident discussion to keep impacts down, and driving down. It would require changes to zoning. IT WOULD REQUIRE ENFORCEMENT of non-impact provisions.
159 Sep 28, 2010 5:47 PM	The last statement in this section is seeking a desired response so Metro can waive it in the air to show public sentiment towards UGB expansion. How about modifying it to add a balanced approach to growth management that CAN include UGB expansions as well as re-fill development within the existing UGB? It is not an all or nothing proposition.
160 Sep 28, 2010 5:53 PM	To date, we have failed to properly control growth. Allowing development in places like Sherwood was insane. Development should ONLY be allowed within the existing UGB, and ONLY if developers pay ALL costs of improving infrastructure.
161 Sep 28, 2010 6:48 PM	Metro should only expand the UGB into Urban Reserve area 4H after all infill areas within the Wilsonville city limits are developed and areas within the Wilsonville UGB are master planned or developed.
162 Sep 28, 2010 7:03 PM	let's stop accommodating growth
163 Sep 28, 2010 7:15 PM	Maybe we don't want to encourage everyone to move to the Portland Metro Area.
164 Sep 28, 2010 7:18 PM	NO on 8B
165 Sep 28, 2010 7:21 PM	My block is already more dense than others and there is no economic plan to ensure these farms produce jobs. The current farming/logging model employs few and export unprocessed goods. This model is not enriching our economy and producing jobs - it's making a few people richer. Farmland should be producing a secure food source for the people that live here. For sustainability and security, we should be concerned about importing food from anywhere outside the region.
166 Sep 28, 2010 8:38 PM	Demographic studies show a trend to smaller families in smaller homes in more densely urban settings. Don't let the Homebuilder's Association tell you different.
167 Sep 28, 2010 10:21 PM	The cost of infrastructure is truly a limiting factor. Retrofit existing areas to become more livable, and do so without increasing the need for car transportation. One house per block is a given since in-fill development ("minimum density") is now part of the development code.
168 Sep 28, 2010 10:30 PM	build UP, not OUT.
169 Sep 28, 2010 11:15 PM	The Standring property on the west side of Helvetia Rd. and its 200+ Oregon White Oaks should never be touched for development!
170 Sep 28, 2010 11:29 PM	High population density threatens a quality of life, Natural places such as Jackson school road north of Waibel creek is a natural extension of the city of Hillsboro and is already supported by infrastructure.
171 Sep 28, 2010 11:59 PM	How about more population control before we eat or burn everything.
172 Sep 29, 2010 12:42 AM	Every region needs a mix to accommodate a variety of people, however higher densities are generally more sustainable with less resources. Single-occupant vehicle trips aren't going away anytime soon, but development that encourages such trips is a step backwards.

173 Sep 29, 2010 3:55 AM	I am outside the UGB. There are shops and services in the UGB that I can bicycle to. (about 5 to 10 miles). If I am lazy or want to go to Portland (why isn't there a decent route?) I can bike to Trimet (about 4.5 miles) or shop on the web. I think there enough shopping malls and I don't want to live near one. For example, I would not like to live across the freeway from Clackamas Town Center even if it was walking distance -- especially if it was walking distance.
	There is farmland here and many ravines that hide natural areas. I think that one of the best ways to protect natural areas is to leave them inaccessible and not urbanize around them. We need our farms and wild areas. They help to protect the water supply for those of us who have wells.
	I don't want to live near a beautiful recycling center, industrial area or sewage treatment plant either.
	I don't want to live int the city (repiratory reasons) an dI don't want to be two close to the city either. The city is big enough already. All of the small towns near me are concerned with maintaining existing infrastructure. And if there is more urban development-- especially industrial-- nearby. how will it affect my well-water supply? again, oversimplified to get the answers you want to get...
174 Sep 29, 2010 5:18 AM	
175 Sep 29, 2010 5:37 AM	high density commerical land is needed. How many more vacant 2 story office space/light industrial buildings do we need.
176 Sep 29, 2010 2:02 PM	Metro's goal is higher density. Why should we answer a question that has already been answered? Are the goals in the 2040 Plan open to debate? Most people like density until it comes to their neighborhood.
177 Sep 29, 2010 4:41 PM	Development outside the UGB should occur only if there is underutilized infrastructure nearby, and conflicts with environmental objectives can be mitigated.
178 Sep 29, 2010 5:26 PM	Employment/housing choices need to be a combination of urban redevelopment, in-fill, and new (traditional) development. To mandate or legislate otherwise is to ignore the basic needs of the consuming public, and there will eventually be a harsh price to pay for all the social engineering.
179 Sep 29, 2010 6:15 PM	Not all areas need shopping or multiple dwelling.
180 Sep 29, 2010 6:19 PM	Has anyone noticed that the Metor plan for growth/density has been studied far and wide and only one stante has adopted anything like it. I frequently give tours of the metro area real estate market and even the people from California say, "Wow, you really pack them in here, don't you". The mandated minimum density standards should be done away with. It is Social Engineering and it is not meeting the market demand for a variety of housing. Has anyone ever looked at the types of executive housing avaiable in Detroit, Texas, Nashville, Altanta, North Carolina? Choice is not do you want a condo, a 4,500 sq ft lot or a 6,000 sq ft lot? We need the flexibility at ther local level to have a mix of 1/2 acre and larger lots.
181 Sep 29, 2010 6:30 PM	without a stronger jobs creation program for professional wages (which we do not have) we must keep housing costs down to make them affordable. This can be acheived thru public subsidy or letting the private sector feel the need. I do not support the first option, and feel the second option is easily achievable if more land were made available in the areas the market desires.

182 Sep 29, 2010 6:34 PM	there is a current supply of available land inside the UGB that has yet to be planned for development and should be prioritized before any further expansion or vertical concentration is considered. We have enough condominiums to last for the next ten years. We need more traditional housing and choices for families that will fill the jobs that every politician is now promising to create.
183 Sep 29, 2010 8:06 PM	Squeezing more homes into established neighborhoods is generally a bad idea. In particular if this is mandated or coerced in some way. The results of this kind of development to date have not been successful and has caused more problems than it has solved.
	On the other hand, here in Washington County, it is not really necessary to do that kind of development. There is plenty of vacant land inside the UGB, though finding willing sellers might be an issue.
	And how are you planning to create parks, shopping and conveniences in areas that are already developed with established neighborhoods? That really sounds ominous.
184 Sep 29, 2010 8:52 PM	I live outside the UGB and believe that there should be choices within the boundary for large lots up to 1 acre.
185 Sep 29, 2010 9:25 PM	The first three statements are illogical...I can say it's okay to build new homes new my neighborhood even though I don't care about parks, shopping or whether they are well-designed, but if I check "disagree" you won't know that I agree with part of the statement but not all of the statement! Let the people decide where and what to build. The building community knows how to serve its customers and give them what they want.
186 Sep 29, 2010 11:32 PM	New development should include all these things: natural areas, services within walking distance, attractive design,
187 Sep 29, 2010 11:47 PM	Regarding Statement #3- We already have Building standards (State statute) and Design standards (local ordinances).
	Regarding Statements #4 & #5- I viewed both of these Statements from my community which is currently built out. In the middle of our 7,000 sq ft lots, I don't want myself or my neighbor to be able to build 2 or 3 town houses on one lot in a ranch style community of 7,000 sq ft lots.
188 Sep 30, 2010 1:10 AM	In the suburbs, one size doesn't fit all, and too-high density will drive away many skilled employees. Making moderate density attractive (e.g., neighborhood park within a couple short blocks, goods & esp. good food w/in walking distance, efficient mass transit) has the best chance of keeping the highest number of quality employers and employees in the region, in my opinion. Individual families should have the right to choose large lots (perhaps fewer strict regulations & mandates), though it is fair that there be some "premium" for making this choice.

189 Sep 30, 2010 1:14 AM	<p>All new growth cannot be 'crammed' into the existing UGB - the capacity is not there and cannot be created without significant impacts to existing neighborhoods.</p> <p>Every new home in my neighborhood can be expected to generate an additional 5-10 new trips on our roads every day. Just 100 new homes in proximity to my neighborhood will add up to 1,000 new vehicle trips to already over burdened primary roads. Tri-Met has been cutting back on local transit services - pushing more people back to their cars !!.</p> <p>Don't attempt to increase densities in any area without commensurate increases in transit service !!</p>
190 Sep 30, 2010 2:00 AM	<p>Use the land that is already in the growth boundries. Dont destroy good food producing land for another home</p>
191 Sep 30, 2010 2:33 AM	<p>My neighborhood is a rural area only 25 minutes from downtown Portland. It i a wildlife area and an area that hikers, cyclists and the residents all treasue. It needs to be preserved. It is already under pressure despite ts allocation a a rural reserve</p>
192 Sep 30, 2010 2:48 PM	<p>I hope you can weigh the above answers in light of my neighborhood have large rural and natural areas that must be protected from unnecessarily encroaching development.</p>
193 Sep 30, 2010 3:36 PM	<p>Remember, unending growth is cancer.</p> <p>Creating density in suburbs without local jobs, and without regional support for creating infrastructure (roads, bridges, public transport) to accommodate density is ridiculous. Although green house gas emission output will decrease slightly with density compared to sprawl, it is only slightly. Adding one additional housing unit per block over the next 10 years is not what is happening, so your statement is misleading. "Density" - as it has been defined and demonstrated - is far more than one additional house per block compared to neighborhoods built 50 to 20 years ago. Too many cities have no ordinances for maintenance of high density developments that result in unattractive, decrease valuation of existing homes and no increase in infrastructure to accommodate the increase of population.</p>
194 Sep 30, 2010 4:15 PM	<p>balance per local desires and willingness of the various cities. stop producing more growth in unincoporated areas completely</p>
195 Sep 30, 2010 4:54 PM	<p>While this region is not as overbuilt as other places in the U.S., the housing bubble (and the non-industrial commercial building bubble) has left us with a huge inventory of unused or underused built space. The same was true in the early 1980s, and resulted in a very long period without need for expansion of the UGB. In addition, conversion of space between types of uses deserves a closer look, as the last 15 years in this region has seen a rise in loft space, mixed use development, and industrial to commercial development.</p>
196 Sep 30, 2010 5:13 PM	<p>The 1st question above is written in a way that will allow you to say that people support new development so long as there are more parks with it. Why dont you just ask the question of whether I would support more homes in my neighborhood, which is a separate question from whether I would support more businesses. I live in the Pearl district, so I support both. If I lived in a suburban neighborhood that is already overbuilt with homes, I would not support more housing, but ofcourse would support more business! The parks do not play a factor in this sentiment. Lumping housing with business in this question is inappropriate.</p>

197 Sep 30, 2010 5:27 PM	Those who force a particular density on others, should examine how they live and why they chose the lifestyle they have. Too often, those who are quick to mandate density increases, themselves live in detached single family homes on generous lots, have second homes or commute to work by a personal vehicle. The key is to have a range of choices, not a set of mandated outcomes, where those that have get to keep and those that don't, get dictated to. It's always easy to tell someone else how they should live.
198 Sep 30, 2010 6:00 PM	Accommodating population growth will include density to the greatest extent within the existing UGB along with some expansion of the UGB into urban reserve areas.
199 Sep 30, 2010 6:34 PM	I believe the Urban Growth Boundary is a reason our state has so many unemployed. It is keeping large parcels off the market and keeping companies out of Oregon. What started out to be a good idea has become a religion and zealots are hindering job potential. We are planning ourselves out of interstate commerce (no bridge across Columbia) we are planning ourselves out of jobs in Washington County (No land for industry).
200 Sep 30, 2010 6:36 PM	<p data-bbox="625 655 1328 682">Use lands within the current UGB before adding more lands to the UGB.</p> <p data-bbox="625 722 1446 781">The economy is so poor and no one can predict what the future holds, don't expand now with all the uncertainty.</p> <p data-bbox="625 821 1479 877">Evaluations must be in place to measure the investment in infrastructure on the overall livability of the area.</p>
201 Sep 30, 2010 6:49 PM	<p data-bbox="625 886 1479 978">As noted, I do not believe more and more parks and natural areas appropriately contribute to real affordable housing. It should not be a priority, except through public acquisition.</p> <p data-bbox="625 1087 1479 1178">Walking distance is fine, in some cases, but may not always fit the local landscape. As long as there are good locally accessible goods and services, that is all that is really important.</p>
202 Sep 30, 2010 7:05 PM	<p data-bbox="625 1186 1479 1409">New development should be encouraged both inside AND outside the current UGB. Redevelopment of areas currently inside the UGB needs to be encouraged and incented at the same time as UGB expansion is carefully evaluated and implemented. Regardless, UGB expansion needs to be considered based on logic and proper environmental, economic, and logistical factors and not on emotion or politics. Smart growth is essential. "No growth" is knee jerk and will only result in a unsustainable future for the region.</p>
203 Sep 30, 2010 7:13 PM	<p data-bbox="625 1417 1479 1545">The UGB boundaries already put pressure on natural resources in the area, so higher density development should occur in the middle and center of urban areas, rather than the edges which are cheaper to develop but require more infrastructure and impact the rural edges negatively.</p>
204 Sep 30, 2010 7:17 PM	<p data-bbox="625 1554 1105 1581">See Munich, Germany for how it should be done.</p>
205 Sep 30, 2010 7:18 PM	<p data-bbox="625 1589 1479 1682">We might try to develop an economy NOT based on continual growth. At some point we will have to, anyway. The failure to realize this, and act accordingly, is usually called cultural collapse.</p>
206 Sep 30, 2010 8:15 PM	<p data-bbox="625 1690 1479 1818">Questions are slanted- building is fine, we have lots of parks and shopping choices. Who intentionally builds ugly anyway? "my backyard" is fine, but we have tons of farmland and forests. The UGB has to become easier to move. We need to soften the edges to create gradual change as you leave the metro-dense areas.</p>
207 Sep 30, 2010 8:25 PM	<p data-bbox="625 1827 1406 1885">Again I think it is important to consider the small farm movement. WE HAVE TO PRESERVE OUR FOOD SOURCES AND GOOD SOIL</p>

208 Sep 30, 2010 8:43 PM	This is a question of supply and demand, right now consumers are buying near transportation and retail centers they decide what is good for them and developers will build what the consumer wants Government should only make sure the buildings meet the required codes
209 Sep 30, 2010 8:51 PM	I live in inner SE where we are suffering from very poor infill design practices. In the past 10 years all the double lot homes have basically become 2 houses - some done better than others. The rules for infill housing needs much improvement.
210 Sep 30, 2010 9:47 PM	any government employee or elected official who is a proponent of increased housing densities should be required to live within an area that meets the requirements they propose
211 Sep 30, 2010 9:53 PM	Attempting to piggy-back protecting farms, forests and natural areas on building "housing units" is ludicrous. Only a politician with friends in construction could make that leap in logic. One is not dependent on the other. However, if by "housing unit" you mean the massive, dilapidated, apartment complexes that have destroyed giant swaths of Hillsboro and Beaverton then I say let the farms, forests and natural areas fend for themselves. I don't want one in my neighborhood.
212 Sep 30, 2010 10:16 PM	The reality that Metro does not realize is many of the farming families in the region are coming to the end of farming. Farming does not provide the income it used to and most families have opted for other careers but still have farm land that they have to keep farmland because the regional government says we do. Responsible growth is important, but preserving farm land, just because it make you feel good as a regional government is not wise economic policy. If you really want affordable and desirable housing, increase the ugb a bit and quit preserving for preservation's sake. We still want preservation and to maintain our quality of life, but to only add 30k acres to urban reserves for the next 50 years is not enough, especially when you are preserving 230k + acres. Set aside 60k acres for Urban reserves and you are still preserving 200k.
213 Sep 30, 2010 11:07 PM	Natural areas and vegetation within the city also need to be preserved. Swapping a development for an existing parking lot is okay in terms of GHG impact but disagree with the removal of vegetation for a development.
214 Oct 1, 2010 12:20 AM	Any units added to a neighborhood need to blend in the neighborhood.
215 Oct 1, 2010 12:32 AM	My answers would be different if we still lived in a Portland neighborhood; we favor well-designed, well-served infill development as long as adequate parks/nature are there. But "my neighborhood" today is a rural area, zoned to remain that way and just designated a Rural Reserve. This specific neighborhood should not grow (except for "granny flats" where allowed.) If this sounds hypocritical, it's only because the words "near" and "okay" are not more closely defined above, and the amount of land devoted to "parks and natural areas" is not specified.
216 Oct 1, 2010 1:17 AM	I am sure we need too many new parks, just lots that are larger.
217 Oct 1, 2010 1:17 AM	we must stand firm on our boundaries to insure livability
218 Oct 1, 2010 2:52 AM	My answers relate to my home in a rural area, with more homes being built all the time. But to have the land turned into dense housing and Industrial Use leading the way from the freeway just seems to be a horrible use of prime farmland. The land should be reserved for what it's best use is, growing crops for all these people who are already here and will be here in the future. We must not rely on city officials or county officials or metro officials to have the answers, unless they are asking the current residents of the communities for input, and having discussions with the people in public forums.
219 Oct 1, 2010 3:56 AM	The choice between density and UGB is a false choice. "If you build it, they will come", if you do not, they will not. Stop attracting outside workers to Oregon. Then we only have to deal with natural growth.

220 Oct 1, 2010 5:27 AM	Metro should not exist and is an unnecessary overlay of government! The UGB is a false boundary which inflates costs of land inside the boundary! Intel and other businesses are built on farm land! Lets get real, eliminate Metro and the UGB and let the real real estate market and businesses decide where growth will occur. The greens, environmental folks and people in Metro have done enough damage to Oregon's economy!
221 Oct 1, 2010 12:56 PM	Again, goal has to be to be more dense with goal of new housing being close to its likely employment. The concept of bedroom community for distant jobs is bad! For the next few years, we need to be building apartments and condo-s to accommodate those who are losing their homes due to foreclosures. This same housing will be useful for baby-boomers downsizing and for housing for those earning the salaries that can be expected for 10 years or more. Again, spend the money on housing to help reduce demand for road enlargements that we have no prayer of affording.
222 Oct 1, 2010 4:48 PM	I support expanding the urban growth boundary to accommodate business/employment growth opportunities, not additional subdivision housing.
223 Oct 1, 2010 5:14 PM	Transportation offerings with emphasis away from private cars should be uppermost consideration for neighborhood improvement and/or expansion.
224 Oct 1, 2010 6:42 PM	High density with minimal parking, no place for children to play, and little or no vegetation is not a smart way to develop. A large % of the population spend the majority of their time in the area around them. Outdoor school makes a good example of what the problem is. Most children by 6th grade have very little or any experience in a forest. We pack everyone in to save the green spaces that many children never see. More green space within the city would be much better than the high density, treat people like sardines, idea!
225 Oct 1, 2010 7:03 PM	I like in the suburbs and one or more housing unit per block does not make sense in my neighborhood. More businesses would increase traffic, but if there were walking paths and they had a good design and looked okay, that might be acceptable. I do believe in infill, but not at the expense of changing the character of a pre-existing, residential neighborhood, e.g. from ranch style homes to condos would be bad.
226 Oct 1, 2010 7:22 PM	there are old business' in our area, that have closed, that could be great for new business'.
227 Oct 1, 2010 9:25 PM	Utilize existing lots/buildings for new uses; eg. PPS schools that are vacant can be utilized for commercial use, maybe residential or both; they also have potential for improving their lot to create a better park, community garden or housing.
228 Oct 1, 2010 9:49 PM	Portland's geography is a perfect example of why it is better to build "up" rather than out. Such building s/b a priority over suburb-like development.
229 Oct 1, 2010 9:58 PM	we need to develop the properties that are already IN the urban growth boundary before developing land outside of the urban growth....
230 Oct 1, 2010 10:59 PM	Limit height and wall plane sizes of infill development. When I see infill, this is what strikes me as most incompatible. There are so many smaller/shorter/cottage home designs that can fit better into existing older neighborhoods and still provide a lot more density.
231 Oct 1, 2010 11:09 PM	Density should not occur without safe sidewalks and transit service
232 Oct 2, 2010 1:29 PM	Density is good because it protects natural habitat. However, infrastructure like sidewalks and bike lanes need to be added before new development. Mass transit should be subsidized and convenient to all urban areas.

Do you think that any additional study areas should be considered for expansion? If so, which area(s)?	
	Response Count
	142
<i>answered question</i>	142
<i>skipped question</i>	470

Comment #	Response Date	Response Text
1	Sep 14, 2010 11:26 PM	the area north of Wilsonville where a group wants to build a veterans center.
2	Sep 14, 2010 11:32 PM	No.
3	Sep 15, 2010 3:22 AM	No.
4	Sep 15, 2010 5:28 AM	keep stafford rural
5	Sep 16, 2010 3:37 AM	As stated previously, open cities to development and create jobs for people who live in AND AROUND town. Provide more options for homeowners and businesses alike.
6	Sep 16, 2010 2:53 PM	Increase industrial zone sites if needed for future growth
7	Sep 16, 2010 8:53 PM	NO.
8	Sep 16, 2010 11:08 PM	7I north of Cornelius. I don't live here, but travel through it often. The city needs some business opportunities resulting in sufficient tax base to provide services. They have done well with what they have - but my impression is they are at the end of their rope. 6C - I realize this is (quickly becoming "was") an agricultural area, but riding through the area, there is urbanization on the north side (and the corner property along Beef Bend and Roy Rogers should be brought in) and the conflict is growing between ag use and the urban side. Complete the picture for this area.
9	Sep 16, 2010 11:52 PM	4A 4D 1D
10	Sep 17, 2010 6:05 PM	The toxic load on the riches farmland in Oregon needs to be stopped. Sustainable mixed crop organic agriculture should be promoted vigorously as the next economic development.
11	Sep 17, 2010 6:37 PM	Not needed.
12	Sep 17, 2010 11:00 PM	No.
13	Sep 17, 2010 11:09 PM	eastern Oregon desert regions
14	Sep 18, 2010 1:03 AM	The area next to North Bethany so that a road can be built to give those people another way out so we don't need to build a 5 lane highway through the middle of an established community. Metro goofed big time when they brought in North Bethany. Blocking all the doors but one with rural reserves made it worse. This will ultimately destroy Bethany.
15	Sep 18, 2010 3:06 AM	1C.
16	Sep 18, 2010 10:37 PM	No
17	Sep 19, 2010 12:21 AM	4E, 4G, 7I
18	Sep 19, 2010 2:42 AM	it is time to stop expanding it is time for developers to shoulder the infrastructure if they build. (I bet a lot will not get built if they have to pay). I am tired of my taxes allowing business to externalize their costs to me and then school s etc do not have enough. If we cannot care for what we have (ie the Sellwood bridge why are we pushing the unneeded Columbia river Crossing?)have infrastucture we are not willing ot invest in ie the Sellwood Bridge and weidng don't buidl it and they won't come yup I am
19	Sep 20, 2010 5:01 AM	No
20	Sep 20, 2010 10:43 PM	The Stafford Basin
21	Sep 21, 2010 7:06 AM	No.
22	Sep 21, 2010 2:56 PM	no
23	Sep 21, 2010 4:47 PM	All

24 Sep 21, 2010 5:24 PM	8A should also be considered for higher end residential because it is close to streams and highway 26 and would eliminate some of the future traffic gridlock in the greater suburban area. It would be a benefit to attract some of the Wilsonville executive crowd to live closer to work in the industrial area in the valley
25 Sep 21, 2010 5:53 PM	NO
26 Sep 21, 2010 7:30 PM	can't tell where the areas are on the map ---
27 Sep 21, 2010 9:24 PM	In looking at the study areas why did you not include sites with all of the services right there and not expensive or as expensive to develop?
28 Sep 21, 2010 10:44 PM	Climate impact, again and again.
29 Sep 22, 2010 3:47 AM	Even when the job sector begins to recover from the "Great Recession", it will be quite sometime before all currently available land and housing has risen to pe-2008 levels. The lands currently in inventory should be used -- and used more wisely -- before bringing any more land into the UGB. This decision can definitely be put off until the next five year cycle requires another review.
30 Sep 22, 2010 4:13 PM	Focus on in-fill before expanding to farmlands. Keep city limits well-defined using 'village' theme. Avoid looking like Portland-Gresham area which is miles of sprawl with no clear city core areas.
31 Sep 22, 2010 7:57 PM	The map is not user friendly and easy to see to answer these questions
32 Sep 23, 2010 3:52 AM	If there's a potential to be able to site businesses on 310 acres, why not double the acreage and double the chances for success? What's the downside even if no new businesses are attracted for a long time?
33 Sep 23, 2010 9:09 AM	No.
34 Sep 23, 2010 7:31 PM	no
35 Sep 23, 2010 7:38 PM	No, again, I am not completely opposed to growth, but to have an urban growth boundary and then expand is a violation of its purpose.
36 Sep 23, 2010 8:56 PM	9D, 7F
37 Sep 23, 2010 9:03 PM	Don't Know
38 Sep 23, 2010 9:04 PM	I live in central Portland and none of these areas is familiar to me.
39 Sep 23, 2010 9:26 PM	Without knowing where agriculture land is located, it's impossible to say yes or no. The map is useless for decision making purposes. No quality agriculture land should be included; it is my main concern.
40 Sep 23, 2010 10:43 PM	NO?! The UGB is there to control growth, not expand it when needed?!
41 Sep 23, 2010 11:24 PM	avoid islands whenever possible. Bring back system dev charges for all development to be paid by developers.
42 Sep 23, 2010 11:55 PM	NO
43 Sep 24, 2010 12:21 AM	We should scrap the requirement for having a 20-year land supply. We need to get off the growth path and onto a sustainable path of stable population.
44 Sep 24, 2010 12:31 AM	No.
45 Sep 24, 2010 1:19 AM	No, we have enough land within our UGB for now and probably for the next 50 years...
46 Sep 24, 2010 1:21 AM	We are out of clean water, and building new growth on Willamette River water is sick.
47 Sep 24, 2010 3:38 AM	I cannot make good recommendations since I do not know the agricultural value of the proposed acquisitions. I think it is imperative that we preserve as much farm land as possible. I further think that the recession has opened up much land within the UGB that can be reused for other purposes.
48 Sep 24, 2010 8:27 PM	Areas 7B and 7E should be considered for large lot industrial development to reduce commute time and distance from outlying areas.
49 Sep 24, 2010 9:24 PM	none.
50 Sep 25, 2010 5:49 AM	Let the free market decide!!!!
51 Sep 25, 2010 9:36 AM	NO!
52 Sep 26, 2010 3:21 AM	No!
53 Sep 26, 2010 3:59 AM	Keep industrial expansion, if needed, to the I-5 corridor.

54 Sep 26, 2010 9:42 PM	Given the obvious housing over-supply, which should last several more years, and the undeveloped areas previously brought into the UGB, I can't imagine why further expansion of areas for housing is even on the table.
55 Sep 27, 2010 1:38 AM	Only areas with a reasonable chance of having rail/transit connections in the future. Wilsonville already has plenty of housing, so why more?
56 Sep 27, 2010 4:54 AM	NO
57 Sep 27, 2010 5:12 PM	6B - South Cooper Mt. 4C - Boreland Road Area
58 Sep 27, 2010 5:30 PM	7I for modest industrial growth options and 7C as it is a partially developed urban area on failing septic tanks
59 Sep 27, 2010 6:28 PM	No, the region does not need to prioritize expansion now, but focus on the underutilized land we already have.
60 Sep 27, 2010 6:32 PM	8A is way to far from major transportation I5 and the airport, why waste your money out there!
61 Sep 27, 2010 6:47 PM	4A through 4G. Just b/c some rich people don't want to loose their hobby farms doesn't mean we shouldn't study this area as well.
62 Sep 27, 2010 6:50 PM	East and southeast of Gresham
63 Sep 27, 2010 6:54 PM	I would like to see more coordination with SW Washington for industrial lands. This is a regional issues that spans the state line.
64 Sep 27, 2010 6:57 PM	No
65 Sep 27, 2010 7:35 PM	North Stafford should have developed years ago, and is still not being considered because of politics in the wealthy suburbs of Lake Oswego and West Linn. Because of this, valuable and essential farm lands in other areas have been and continue to be targeted for development. What has happened in Stafford makes the whole decision making process look like a sham.
66 Sep 27, 2010 7:52 PM	All washington county sites should be a priority to match market demand
67 Sep 27, 2010 8:06 PM	Yes, Area 6B should be brought inside the UGB
68 Sep 27, 2010 8:25 PM	You're asking this question now? At the conclusion of the urban reserves project? Seems like an irresponsible and ill-timed public outreach.
69 Sep 27, 2010 8:28 PM	Hillsboro has a huge industrial area already, it brings more and more land into the industrial areas development and no jobs are available today for the people who lives in Hillsboro, property taxes are higher every year, no good services at all, so, why more growth around this area????
70 Sep 27, 2010 8:30 PM	More industrial land is needed to provide a supply and choices.
71 Sep 27, 2010 8:34 PM	Absolutely not.
72 Sep 27, 2010 8:35 PM	All the 4s Wilsonville- Tualatin area is the best located in relation to existing transportation infrastructure we have to reenforce success into an area with fewer natural limits. Maybe also the 5s closer to the freeway and the of Hillsboro on the 26 .
73 Sep 27, 2010 8:39 PM	No
74 Sep 27, 2010 8:43 PM	As always, it's time to tackle the Stafford Triangle debate. How long can we allow a hodge-podge of hobby farms occupy the center of the Metro region? Rather than preserving farming, that community is pushing development out onto real farm land. I say we give them some biggish parks, and get the rest developed ASAP.
75 Sep 27, 2010 8:47 PM	No
76 Sep 27, 2010 8:48 PM	North Portland lots; SE lots where there are empty buildings zoned for commercial. Put in mixed commercial/residential area.
77 Sep 27, 2010 9:52 PM	The Forest Grove and Cornelius areas. If they are not considered along with Hillsboro, I will be happy to work and campaign toward removing Washington County from Metro.
78 Sep 27, 2010 10:02 PM	6C
79 Sep 27, 2010 10:55 PM	don't know, I don't live out there.
80 Sep 27, 2010 11:02 PM	No - I don't see any need for additional land for the UGB on this go-around.
81 Sep 27, 2010 11:06 PM	No

82 Sep 27, 2010 11:31 PM	none
83 Sep 27, 2010 11:31 PM	In 5G the area along Ladd Hill Road for about 1 mile south of Sunset and Oberst lane are already 2-5 acre parcels and should be considered for Urban. However, water and sewer will be an issue.
84 Sep 27, 2010 11:57 PM	Lake Oswego
85 Sep 27, 2010 11:59 PM	Expanding large industrial in Hillsboro will not help develop Forest Grove. In fact, it will hurt Forest Grove's ability to meet nearly all of the policy goals of Metro. I did not support Forest Grove's large request for additional land this past summer (I am Chair, of the Forest Grove Planning Commission), but I strongly believe that we need land for large lot industrial with a small portion for commercial to support the new business.
86 Sep 28, 2010 12:38 AM	Bend, Salem, Medford
87 Sep 28, 2010 1:01 AM	You have got to be kidding me!!! You are folks are fools. You are truly nuts to think that citizens can ask this question. I have studied this intensely for three years, I have a Masters of Urban and Regional Planning and 35 years experience, and even I have a hard time answering it. Talk about throwing the burden on citizens. Where is the staff work. You guys are so lazy. You expect the citizens to work out every complex problem.
88 Sep 28, 2010 2:19 AM	Let's do it, let's grow, create jobs and increase tax revenues!!!!
89 Sep 28, 2010 5:56 AM	No.
90 Sep 28, 2010 7:37 AM	no, internal growth of existing city, push suburbs to grow upward, condos if they must.
91 Sep 28, 2010 8:05 AM	No additional areas should be considered for urban expansion.
92 Sep 28, 2010 2:10 PM	No, develop the ones that are already in the boundary.
93 Sep 28, 2010 4:25 PM	What concerns me the most is that you are asking people to cast their decisions based on pictures on a map. Before making any kind of decision on an area, information on current use, impact of loss of use, proposed future use and documentation of the likely need for this proposed future use should be provided. A benefits analysis and impact on the community should also be included. The idea that you want people to cast an informative decision based on a pretty map leads me to believe that you don't have much respect for those potentially impacted. How many of you would decide which schools had the best program for your child based on a pretty colored map with little school buildings on it?
94 Sep 28, 2010 4:55 PM	NO
95 Sep 28, 2010 5:21 PM	8C should be considered if it is not already.
96 Sep 28, 2010 5:29 PM	Stafford Triangle
97 Sep 28, 2010 5:31 PM	No.
98 Sep 28, 2010 5:50 PM	South Cooper Mountain
99 Sep 28, 2010 5:55 PM	No.
100 Sep 28, 2010 6:52 PM	NO
101 Sep 28, 2010 10:23 PM	Cornelius should be put out of its misery and annexed to Forest Grove or Hillsboro. It struggles to be economically viable - an uphill battle.
102 Sep 28, 2010 11:33 PM	NO
103 Sep 29, 2010 12:51 AM	For large-scale industrial use, only areas that can be easily served with existing or slightly expanded transit infrastructure - for example a short MAX build-out
104 Sep 29, 2010 5:25 AM	71
105 Sep 29, 2010 6:19 PM	No. Take care and develop the existing expanded boundaries.
106 Sep 29, 2010 6:21 PM	Needs to be more employment land in Clackamas County.
107 Sep 29, 2010 6:53 PM	all if requested by local government
108 Sep 29, 2010 8:16 PM	no

109 Sep 29, 2010 8:23 PM	I want to see the current owners of property in the areas listed actively and positively queried as to their desire and willingness to be included in the UGB. In particular, since the cities listed are going to try to annex these areas as soon as they become part of the UGB, at least in Washington County, I would like to see Metro take an active roll in holding the cities back from such action until the owners are ready to develop, if ever.
	Based on economic consideration, you should at least consider the North Cornelius and Forest Grove additions, but only if there are a significant number of landowners that are in favor or that expansion so that they could develop there land.
110 Sep 29, 2010 9:02 PM	I live in 6A and support expansion to include ALL of that urban reserve at this time. That would allow for better concept planning than just including part of the area.
111 Sep 29, 2010 9:34 PM	Yes...There's too many rural acres left out of consideration. Put those back in the mix for more opportunity, more competition and more creativity.
112 Sep 29, 2010 11:36 PM	There seems to be ample evidence that residential growth can be accommodated within the existing UGB for some time. Most of the proposed additions are in areas that are not well served by transit and have a low density of services.
113 Sep 29, 2010 11:38 PM	Among the urban reserves identified by the region earlier this year, these six areas represent the most logical expansion areas and the low hanging fruit. These decisions will be much more difficult and expensive five years from now
114 Sep 29, 2010 11:55 PM	Since I live in East Washington County, the only ones close are 6B or 8C. I think 6B would be a good addition to the expansion list.
115 Sep 30, 2010 12:36 AM	Yes. South of the Willamete river
116 Sep 30, 2010 12:44 AM	Stafford area
117 Sep 30, 2010 1:23 AM	Areas that can add to the supply of affordable housing on the West side.
118 Sep 30, 2010 1:24 AM	Additional density in the gap between Hillsboro and Cornelius may make the extension of MAX to Forest Grove more feasible.
119 Sep 30, 2010 2:05 AM	I think you need to listen to the people not what the government wants to do.
120 Sep 30, 2010 2:46 AM	NO
121 Sep 30, 2010 5:50 AM	The only employment opportunities are going to be in Hillsboro? Are you kidding me? There should be job opportunities in all of the expansion areas and cities listed
122 Sep 30, 2010 4:19 PM	yes the area that beaverton and its school district proposed and requested
123 Sep 30, 2010 5:21 PM	Yes. Take the above areas and TRIPLE them and you will maybe have adequate land supply.
124 Sep 30, 2010 5:43 PM	SW Beaverton/Cooper Mtn. Stafford triangle
125 Sep 30, 2010 5:59 PM	6c
126 Sep 30, 2010 6:06 PM	Additional industrial lands adjacent to the proposed Hillsboro expansion area.
127 Sep 30, 2010 6:36 PM	I would like to add area 2C (Witch Hazel Village South). I believe that it is critical to the success of the existing Witch Hazel Village community.
128 Sep 30, 2010 6:41 PM	Not unless all current lands within the existing UGB are utilized to the maximum.
129 Sep 30, 2010 6:54 PM	The expansion areas should be driven by local support and commitment to provide the necessary planning and infrastructure.
130 Sep 30, 2010 7:17 PM	No. I don't think the economic picture nor the current useage of available land within the UGB makes any argument for expanding the UGB in the next 20 years. To lower climate impact, redevelopment areas should be considered closer to the urban core.
131 Sep 30, 2010 7:23 PM	No

132 Sep 30, 2010 10:25 PM	Land north of PCC Rock Creek should either be preserved or added, not parceled out. le, allow Peterkorts in but neighboring farmers have to stay rural. If you let the Peterkorts in, a natural decision is to let other farmers in up to a natural boundary like Germantown, not to allow Peterkort land in, whose land is adjacent to other farms, and then draw the line in the middle of a field, that is farmed by one person. (The Peterkorts lease their land to a neighboring farmer.) Since you have allowed Peterkorts into Urban reserves and they may someday be added into UGB you also need to require Peterkorts to build in the easements so as not to affect the land of neighboring farmers that has to stay rural.
133 Sep 30, 2010 11:11 PM	Absolutely. The lack of housing and density near the proposed area will cause further congestion, there is no funding to supply new transit lines to the area, and the low residential density won't support transit use.
134 Oct 1, 2010 12:38 AM	No
135 Oct 1, 2010 3:57 AM	NO. Unless you are willing to consider creating dense 50-100 acre towns in areas like Dilley, Gales Creek, Helvetia, Verboort, Manning, Cherry Grove, etc.
136 Oct 1, 2010 5:30 AM	Areas north of Forest Grove from Thatcher Road/ Purdin further north to allow growth.
137 Oct 1, 2010 3:50 PM	#7B NEEDS TO BE INCLUDED AT THE SAME TIME AS #8A FOREST GROVE CONTINUES TO BE IN THE SHADOW OF HILLSBORO.
138 Oct 1, 2010 6:48 PM	Why is just the SW and West side of Portland considered. why not 1C, 1D, 1F, 2A, 3B, or other areas on the east side???
139 Oct 1, 2010 7:10 PM	Yes, any area that a city or county wants to be considered should be considered. Why is Metro being so limited? Cornelius is a very poor city - if Metro is so concerned about affordability and economic development, then help them! And I don't live in Oregon City or Wilsonville, so really, it's none of my business. I live in Washington County. Washington County shouldn't be so concerned with Clackamas County and vis-versa.
140 Oct 1, 2010 8:28 PM	Area 8A in Hillsboro should be expanded at a minimum of 640 acres en-encumbered. This provides large lot industrial for job creation in a market and area that has proven itself to be a leader in job creation. Cluster business will want to build in areas surrounding existing large employer sectors. South Hillsboro provides the housing land availability for North Hillsboro jobs.
141 Oct 1, 2010 11:15 PM	Peterkort and Jin Parks property to allow for needed transportation in North Bethany. Thought should be given to identifying these properties as potential school sites or employment areas for areas north of Highway 26.
142 Oct 2, 2010 1:35 PM	No, density needs to be increased in existing areas.

Are there any areas that shouldn't be considered at this time?

	Response Count
	136
answered question	136
skipped question	476

Comment #	Response Date	Response Text
1	Sep 14, 2010 12:09 AM	Stafford
2	Sep 14, 2010 6:22 PM	The Borland Corridor adjacent to West Linn's Willamette neighborhood and the so-called Stafford Triangle should not be included in the UGB due to unsolvable transportation problems and the destruction of pristine natural areas and riverfront. Expanding the UGB adjacent to West Linn is not a sound, sustainable practice.
3	Sep 14, 2010 11:32 PM	4A, 4B,4C, and 4D
4	Sep 15, 2010 3:22 AM	None should be considered. It's not justified.
5	Sep 15, 2010 5:28 AM	keep stafford rural
6	Sep 16, 2010 3:37 AM	Don't blanket Rural as a lot is not large farmable parcels. Have pods of development in Rural where residences already exist, freeing up options for homeowners to live outside the town while opening up land for business/shopping in town. This will provide affordable housing, affordable land for business, and affordable farming for large parcels in outlying areas. Why are we boxing ourselves in when the changes have already taken place in the rural areas? Why are we pretending they did not?
7	Sep 16, 2010 8:53 PM	All of them.
8	Sep 16, 2010 11:08 PM	The Stafford area. Of all the places in the Metro region to invest in services, this seems the most expensive of the identified "urban reserves" with the least amount of return for the cost.
9	Sep 16, 2010 11:52 PM	^a, 6B
10	Sep 17, 2010 6:37 PM	Any areas that do not already or will be able to provide substantial improvements in transportation to handle the increase in traffic within their communities. Transportation changes have always followed development, rather than be part of the primary plans. This does not mean simply adding bicycle lanes and mass transit routes.
11	Sep 17, 2010 6:52 PM	Roy Rogers West 6c would impact the Tualatin River National Wildlife Refuge.
12	Sep 17, 2010 9:27 PM	The Advance 4H seems ill-advised. Most other areas are already surrounded by development; this one projects into rural land and seems like a "gateway" addition. There is quite a bit of undeveloped land within Wilsonville that should be used first. I'm not impressed with Wilsonville's planning, either, no matter how fantastic you may believe Charlotte Lehan was as our mayor. You obviously do not know the whole story...
13	Sep 17, 2010 11:00 PM	All of the above. Where does it say we have to accommodate unlimited growth?? A moratorium will force our economy to shift from GROWTH of the same old sectors to CREATIVITY and true DEVELOPMENT that genuinely meets human needs rather than mathematical fantasies such as gross state product.
14	Sep 17, 2010 11:09 PM	Areas within 1/2 mile of streams and rivers should be protected from and restored from development. There should be no development in watersheds used for municipal drinking water use.
15	Sep 18, 2010 3:06 AM	Those areas that are already providing livable wage opportunities for their communities.
16	Sep 18, 2010 10:37 PM	All farmland
17	Sep 19, 2010 12:21 AM	3G, 6C
18	Sep 19, 2010 2:42 AM	all of the above

19 Sep 20, 2010 5:01 AM	All of them. Expansion is not necessary at this time and will waste precious land by building horizontally instead of vertically. Our quality of life is being ruined with these expansions. We are becoming too much like Los Angeles with our sprawl.
20 Sep 20, 2010 10:43 PM	All areas should be on the table
21 Sep 21, 2010 1:52 AM	Cooper Mountain
22 Sep 21, 2010 7:06 AM	No areas should be considered unless jurisdictions can demonstrate that the new development can pay for ALL required infrastructure, including roads inside and outside the new area, plazas and civic buildings, and affordable housing. We also need to evaluate how these infrastructure investments compare with return on infrastructure investments inside the current UGB.
	Hillsboro's plans for South Hillsboro can't pay for all roads inside the area and make not attempt to pay for new roads or road improvements needed outside the area to accomodate the added traffic.
23 Sep 21, 2010 5:24 PM	South Hillsboro is a nightmare to commute out of for residential.
24 Sep 21, 2010 5:53 PM	Stafford Area including Borland Rd
25 Sep 21, 2010 9:24 PM	no
26 Sep 21, 2010 10:12 PM	Areas along/near streams of rivers of significance should be closely protected.
27 Sep 21, 2010 10:44 PM	Wetlands and wildlife habitat
28 Sep 22, 2010 3:47 AM	Anything outside of the existing UGB.
29 Sep 22, 2010 3:24 PM	Any areas that are not supported by appropriate transportation needs should be eliminated. It only makes sense that areas next to freeways and other major non-congested arterials be considered.
30 Sep 22, 2010 4:13 PM	Lands adjacent to and east of McKay Creek (8A) should be rural as these are excellent farmlands. Also, flooding considerations if they are paved over and developed (McKay Creek watershed).
31 Sep 22, 2010 9:45 PM	Any area with highest productivity soils and where viable farming exists now. I'm not familiar enough with the areas above to know which those are.
32 Sep 23, 2010 9:09 AM	All of the proposed areas of expansion.
33 Sep 23, 2010 7:21 PM	Southward expansion should be avoided because our transit system is oriented for east-west travel, and not well designed for north-south travel.
34 Sep 23, 2010 8:56 PM	7I, 7C
35 Sep 23, 2010 9:03 PM	Don't Know
36 Sep 23, 2010 9:26 PM	Agriculture land and land better used for parks and schools should be reserved. Rocky and hilly land may be better utilized for housing. Location within or near a particular city or jurisdiction should be of no concern. Zoning and planning should be blind to politics and individual wishes to develop his or her own land for profit.
37 Sep 23, 2010 10:43 PM	The justification for expansion is not clear enough.
38 Sep 23, 2010 10:58 PM	Beavercreek. We need some of that land for a local food shed.
39 Sep 23, 2010 11:55 PM	Any area adjacent to Oregon City that contains steep slopes and geological hazards
40 Sep 24, 2010 12:21 AM	None of the areas should be considered at this time.
41 Sep 24, 2010 12:31 AM	Yes, we need to protect our farm lands!
42 Sep 24, 2010 1:19 AM	All
43 Sep 24, 2010 8:26 PM	We need to have a better idea of what land we're impacting. Is this prime agricultural land? We can't afford to lose anymore. We need this land to drive our economy, maintain some sense of self-sufficiency, and maintain our green brand. Once prime farmland is gone. It's gone forever. There are no second chances.

44 Sep 24, 2010 8:54 PM	All of them need to be taken off the table. There is PLENTY of space within the current UGB to accommodate growth. My house in Hillsboro is surrounded by large open areas within the UGB that can be developed. The overwhelming majority of development within the current UGB is suburban sprawl that consists of mostly one or two story buildings. These areas need to be converted into denser, mixed-use, transit oriented communities.
45 Sep 24, 2010 9:24 PM	Area west of Beaverton and north of the Sunset Hwy.
46 Sep 25, 2010 5:49 AM	Let the free market decide!!!!
47 Sep 25, 2010 9:36 AM	YES. ALL AREAS SHOULD BE OUT OF CONSIDERATION, EXCEPT FOR 8A FOR INDUSTRIAL.
48 Sep 25, 2010 6:51 PM	8B (Shute Road Interchange) has no rational justification for development. Is the inclusion of this area an example of what power and money can buy? I strongly oppose developing this parcel.
49 Sep 26, 2010 3:21 AM	All of the above!
50 Sep 26, 2010 3:59 AM	Avoid further expansion west on 26.
51 Sep 27, 2010 12:41 AM	7I Cornelius North -- There are already large parcels of vacant land (Holladay Street, and 4th Avenue) west of Schefflin Road that should be fully developed before ANY farmland is paved!
52 Sep 27, 2010 4:54 AM	All of them. Figure out how to make do with what we already have.
53 Sep 27, 2010 6:28 PM	Don't go east or south. small expansions for jobs on the westside may make some sense, but only after we're sure we need the extra land.
54 Sep 27, 2010 6:47 PM	3D - talk about a foolish idea from a transportation perspective. Lets focus on areas where we have mass transit links.
55 Sep 27, 2010 6:50 PM	Growth between Hillsboro and Forest Grove - prime farmland!
56 Sep 27, 2010 6:54 PM	Sauvie Island should be preserved for agriculture and natural resources. No additional residential or industrial development.
57 Sep 27, 2010 6:57 PM	Unknown
58 Sep 27, 2010 7:19 PM	all areas
59 Sep 27, 2010 7:23 PM	Stafford triangle
60 Sep 27, 2010 7:35 PM	Areas adjacent to Hillsboro, most everything in Washington County (if ag land is truly valued) should be off the table.
61 Sep 27, 2010 7:52 PM	No more Damascus
62 Sep 27, 2010 8:06 PM	Please, please, please leave Cornelius North out of this. This is valuable farmland that should be protected at all costs. The City of Cornelius is not remotely professional enough or ready enough to manage any expansion onto this land. They only see short-term "solutions" like bringing in Wal-Mart for immediate tax income, at the expense of other local businesses that are now failing. They never see the long term ramifications of their plans.
63 Sep 27, 2010 8:28 PM	Helvetia, Bethany
64 Sep 27, 2010 8:34 PM	All of them: we can grow within our bounds.
65 Sep 27, 2010 8:35 PM	I understand the equity arguments for Cornelius & Oregon City but are we really answering cost of service issues in this areas.
66 Sep 27, 2010 8:43 PM	I cannot believe Cornelius will need more housing anytime soon. It is not a popular living community, and the economic downturn is sure to have hit it harder than most places.
67 Sep 27, 2010 8:47 PM	All areas outside the urban growth boundary
68 Sep 27, 2010 8:48 PM	Hillsboro, Cornelius, Sherwood, Wilsonville. At all. If the livable community is a dream, do not force further residential growth. There are many residential lots in Portland still ready for use.
69 Sep 27, 2010 9:52 PM	No. If these communities want urban growth, they know better than metropolitan voters what they need to survive. Cornelius will not survive with out growth.
70 Sep 27, 2010 10:13 PM	Hayden island
71 Sep 27, 2010 10:55 PM	I think this is up to the people that live near these areas. I don't think anyone has any business telling some one else what to do with their land or land near them.

72 Sep 27, 2010 11:02 PM	Area 8B SHute Road Interchange is a constrained area with 100 year floodplains and over 200 native Oregon white oak trees. After removing the constrained acreage, the number of acres for development is about 30 acres - this small amount does not justify taking foundation farmland out of production.
73 Sep 27, 2010 11:31 PM	all
74 Sep 28, 2010 12:09 AM	exurban areas near the Washington / Yamhill county border
75 Sep 28, 2010 12:38 AM	Stafford basin is too expensive to serve.
76 Sep 28, 2010 12:53 AM	leave the Stafford Triangle alone please.
77 Sep 28, 2010 1:01 AM	A deal is a deal. The ink is not even dry and you already want to change it.
78 Sep 28, 2010 1:41 AM	I do NOT support either the residential or large industrial sites proposed by Washington County jurisdictions.
79 Sep 28, 2010 2:19 AM	No!!!!
80 Sep 28, 2010 3:47 AM	don't expand - redevelop
81 Sep 28, 2010 4:27 AM	There is a glut of unused housing in the area and a shortage of jobs. We should not approve more residential development at this time.
82 Sep 28, 2010 4:57 AM	8B is currently farmland and should not taken from the farmers. It has a woodland, a flood plain and it's part of the Washington County Vineyard and Valley scenic Tour Route. Why would be want to destroy that?
83 Sep 28, 2010 5:15 AM	Helvetia
84 Sep 28, 2010 5:21 AM	Citizens in Helvetia are strongly opposed to the Urban Growth boundary being expanded into rural Helvetia and North of Sunset Highway
85 Sep 28, 2010 8:05 AM	8A - Hillsboro North should not be considered for urban expansion at this time because so many people want that area protected from urbanization.
86 Sep 28, 2010 1:42 PM	stay out of 8B. we need the farmland. there are a lot of failed hosuing development areas and empty indctrial lots/structures that should be considered before expansion into viable farm and forest land.
87 Sep 28, 2010 2:10 PM	All, we don't need to expand.
88 Sep 28, 2010 3:06 PM	8A should not be considered at all it is foundation farmland and the gateway to the historic and vibrant community of Helvetia. Much of the land is unbuildable due to it being in the floodplain and makes no sense to bring just 30 acres or so into the UGB.
89 Sep 28, 2010 3:21 PM	8A
90 Sep 28, 2010 4:13 PM	Please do not consider Area 8B - Helvetia, North of 26.
91 Sep 28, 2010 4:14 PM	Strongly oppose considering Area 8B since the area has some of the best fertile lands for agricultural purpose. In this era of industrial farming and high medical costs, we need small farmers in the vicinity of cities like portland to give us all fresh produce! to ensure fresh produce
92 Sep 28, 2010 4:15 PM	Any farmland that's currently in production.
93 Sep 28, 2010 4:25 PM	Yes, I am familiar with the Hillsboro -West Union Road area north of Highway 26. I think that 8 A and B should not be considered as they are a valuable resource to the community.
94 Sep 28, 2010 4:55 PM	Keep Helvetia rural! All areas North of Sunset, East of Glencoe Rd., West of Bethany need to remain rural for many LEGAL reasons! Also--keep 8b in the rurla reserves!
95 Sep 28, 2010 5:21 PM	8B area should not be considered.
96 Sep 28, 2010 5:39 PM	8B - Interchange should be rebuilt, but should not have development around it at this time. Too important of a watershed area and myriad other reasons.
97 Sep 28, 2010 5:47 PM	Anywhere near Cornelius Road north of highway 26 or near Forest Park.
98 Sep 28, 2010 5:55 PM	No.
99 Sep 28, 2010 6:04 PM	Area 8B contains about 20-25 acres of "high habitat conservation area" according to Metro's Habitat Protection Map
100 Sep 28, 2010 6:05 PM	I oppose consideration of 8B because it would destroy a valuable natural area with little net benefit and breaks up an otherwise contiguous area that is dedicated rural

101 Sep 28, 2010 6:50 PM

SECTION 8B SHOULD NOT BE CONSIDERS FOR THE FOLLOWING REASONS

Area 8B's Foundation Agricultural land is productive farmland and has some of the best soils in Greater Helvetia, indeed in the entire County

Area 8B contains about 20-25 acres of "high habitat conservation area" according to Metro's Habitat Protection Map

Area 8B contains a woodland of over 200 old-growth native Oregon white oak trees, an important natural resource

Area 8B contains about 20 acres of the highest-value habitat, Class I Riparian, according to Metro's "Inventory of Regionally Significant Habitat map"

Area 8B is an important part of the drainage system for Waibel Creek - developing it would negatively impact upland farms

Area 8B contains about 20 acres of constrained land that are not buildable due to 100-year floodplains

Area 8B contains only about 30 net buildable acres - not enough to satisfy the large lot industrial site need of 50 acres minimum

Area 8B is the key gateway to historic Helvetia's rolling hills, productive farmland and vistas of the T

102 Sep 28, 2010 6:52 PM

There should be no expansion of the UGB into Urban Reserve areas for residential development at this time. There is enough land within the existing UGB to handle residential housing demand for the next 5 years.

103 Sep 28, 2010 7:33 PM

the 299 acres north of Hwy 26/Beaverton - should not be supported

104 Sep 28, 2010 8:46 PM

3D Maplelane is not good based on the failing intersections of OR 213 with Beaver Creek Road and I-205. Unless there is some miracle way of getting commuters in and out, this area should be avoided. Also, much of this area is in DOGAMI landslide areas.

105 Sep 28, 2010 10:23 PM

Any areas whose governance is murky or that are in jurisdictional chaos (think Area 93).

106 Sep 28, 2010 11:18 PM

Area 8B, or the Standing property, which is one METRO's "Inventory of Regionally Significant Habitat" map. Developing that area would be a tragic stain on the character of the Helvetia area.

107 Sep 29, 2010 12:51 AM

Areas, which would seem to include most of these, where existing transit structure is not easily added.

108 Sep 29, 2010 5:42 AM

Please do NOT consider 8B. There needs to be a buffer between agricultural and development. HWY 26 acts as that buffer. Area 8B is foundational AG land and it needs to be preserved.

109 Sep 29, 2010 6:53 PM

no

110 Sep 29, 2010 7:04 PM

Take the un-buildable areas of the current boundary less those areas that could be essential for parks (especially areas like Damascas) out of consideration and concentrate on areas that have demand for employment and housing. Use a rational market based analysis for choosing which areas are demanded.

111 Sep 29, 2010 8:16 PM

no

112 Sep 29, 2010 8:23 PM

The North Hillsboro area is ridiculous! Hillsboro already had a huge chunk of land sitting in the UGB, but largely unused, largely because there are no interested buyers, or no interested sellers. Why do they think that they need more???

113 Sep 29, 2010 9:10 PM	<p>What bothers me on principle in some of the proposed residential expansions listed is their size: recipe for wasteful suburban sprawl. This is particularly true of 6A: too large. 400+ acres of 6A might be recommended for large-site industrial use instead of 8A.</p> <p>8A: productive farmland with some of the best soils in Greater Helvetia, gateway to historic Helvetia's rolling hills, productive farmland and vistas of the Tualatin Mountains, it's a big quality-of-life asset for Hillsboro residents. It is on the Washington County "Vineyard and Valley" scenic Tour Route - developing it will destroy the unique character of the Helvetia area.</p>
114 Sep 29, 2010 9:34 PM	No.
115 Sep 29, 2010 11:55 PM	It is totally inappropriate for me to speak to the aspirations and intent of other communities.
116 Sep 30, 2010 12:36 AM	Damascus
117 Sep 30, 2010 1:23 AM	Any area being considered to support new residential growth should be in close proximity to primary employment centers (like the Sunset Corridor)
118 Sep 30, 2010 1:24 AM	Area 8A seems excessive given the current bounty of land inside the UGB already near the Shute/Helvetia/26 interchange. Much of the additional area is productive agricultural land, more so than some areas closer to Cornelius Pass Road.
119 Sep 30, 2010 2:05 AM	Hillsboro area should be left alone
120 Sep 30, 2010 2:39 AM	8C and 9A-9D
121 Sep 30, 2010 2:46 AM	Cooper Mountain
122 Sep 30, 2010 2:52 PM	None should be considered. Growth projections of the last decade have been somewhat mindless linear extensions, and are proving fallacious.
123 Sep 30, 2010 5:43 PM	Any area that doesn't have a realistic chance of developing due to infra-structure constraints or lack of market acceptance. Metro can't afford a repeat of the Damascus fiasco.
124 Sep 30, 2010 6:36 PM	No. Washington County needs all the land it can get to employ and house its population.
125 Sep 30, 2010 7:17 PM	All
126 Sep 30, 2010 7:23 PM	All
127 Sep 30, 2010 8:46 PM	Oregon City
128 Sep 30, 2010 11:11 PM	Washington County. They first need to make better use of their existing industrial lands and empty office parks.
129 Oct 1, 2010 12:38 AM	8A and 7D in particular
130 Oct 1, 2010 1:30 AM	8A is probably some of the best farm ground in Washington County, the top soil is 3 feet deep. It provides a quick escape for Hillsboro residents for biking, farm visits, vineyards. It is the example for what we should strive for. We need the buffer from all the existing development. Have you noticed the micro climate Intel and others have generated from clustering too many businesses in North Hillsboro. The exhaust from those businesses on those cold days condense on the trees and road ways making it very hazardous for driving. Last December was terrible, many traffic accidents, none serious but we need to keep that in mind when calculating impacts and things
131 Oct 1, 2010 3:57 AM	Yes. Everything that was never a town, that isn't already within a city UGB
132 Oct 1, 2010 5:13 AM	Area 8B should NOT be considered. It is best suited to its current use as productive farmland, having some of the best soils in the entire County. It contains approximately 25 acres of "high habitat conservation area" according to Metro's Habitat Protection Map and it would be wasteful to develop and lose this conservation land. Besides being productive farmland, this is a stunningly scenic area that delights locals and tourists alike. Please keep it so for the many generations who will follow us and enjoy it. It is currently serving its highest and best purpose and should be protected as is. It will be a testament to how unique and forward-thinking Portland is, in choosing to do so.

133 Oct 1, 2010 1:08 PM	<p>5B - this area is too far from jobs. It cannot be developed without impacting roads.</p> <p>It (and others) should not be considered unless it can be shown that most new residents can be</p> <p>employed nearby. Not 'have to be employed' but can be.</p> <p>8A - There is sufficient land nearby already to support all conceivable job growth in the next 5 years.</p>
134 Oct 1, 2010 7:10 PM	No - consider them all.
135 Oct 1, 2010 8:41 PM	<p>* Area 8B's Foundation Agricultural land is productive farmland and has some of the best soils in Greater Helvetia, indeed in the entire County</p> <p>* Area 8B contains about 20-25 acres of "high habitat conservation area" according to Metro's Habitat Protection Map</p> <p>* Area 8B contains a woodland of over 200 old-growth native Oregon white oak trees, an important natural resource</p> <p>* Area 8B contains about 20 acres of the highest-value habitat, Class I Riparian, according to Metro's "Inventory of Regionally Significant Habitat map"</p> <p>* Area 8B is an important part of the drainage system for Waibel Creek - developing it would negatively impact upland farms</p> <p>* Area 8B contains about 20 acres of constrained land that are not buildable due to 100-year floodplains</p> <p>* Area 8B contains only about 30 net buildable acres - not enough to satisfy the large lot industrial site need of 50 acres minimum</p> <p>* Area 8B is the key gateway to historic Helvetia's rolling hills, productive farmland and vistas of the Tualatin Mountains - it is on the Washington County "Vineyard and Valley" scenic Tour Route - developing it will destroy the unique character of the Helvetia area</p>
136 Oct 1, 2010 11:15 PM	Expansion of industrial land in North Hillsboro and Shute Road interchange as traveling to Hillsboro from residential areas in the region is already a nightmare.

Is there anything you would like to add about urban growth boundary expansion study areas?	
<i>answered question</i>	Response Count 150
<i>skipped question</i>	462

Comment #	Response Date	Response Text
1	Sep 14, 2010 6:22 PM	Expanding the UGB is not a sound, sustainable practice when there are tracts inside the UGB ripe for redevelopment. Is expansion of the boundary even necessary now that the economy has stalled growth projections for the next five years? Let's develop a tax and economic environment conducive to adding jobs but do it within our existing footprint. As for housing, why build more when we have so much lying fallow? We need support for jobs and housing that benefit the merchants, citizens and the taxpayers we have before undermining them with new development.

2 Sep 14, 2010 10:14 PM	I don't believe there is any need to add expansion areas to the urban growth boundar. Redevelopment within existing areas needs to occur first, no need to expand at the edge and invest in the infrastruture that needs to be extended when the existing infrastructure is in great need of reinvestment for replacment purposes.
3 Sep 14, 2010 11:01 PM	Do not develop farmable land, wildlife areas, geologically inappropriate areas, or scenic areas.
4 Sep 14, 2010 11:32 PM	Not enough resources were applied in Clackamas County supporting Urban expansion. Proper study was not done and the ruling was a travesty that County Commissioners will regret. First up, Ann Liniger. Expect her to lose her seat.
5 Sep 15, 2010 3:22 AM	It's an interesting exercise, but is based on too many squishy factors. "projected population and employment growth"--still not what we thought it was going to be 5 years ago, is it? "efficiency of land use inside the urban growth boundary"--what, you mean like the center of Beaverton, which could house and entertain 15,000 people, but is currently a ghost town? Or the failure of downtown Hillsboro and the only qualified success of Orenco?, "market readiness"--you mean someone is willing to pay a lot of money? that's it?, "financing and governance"--well, yes, no land grabs, please.
6 Sep 15, 2010 5:28 AM	keep stafford rural
7 Sep 15, 2010 7:51 PM	The Advance area needs to take into account roads and the property the school owns. The school property makes this area very desirable for development clear to the natural boundry of Newland creek.
8 Sep 16, 2010 3:37 AM	All we said above. You have the idea, but the implementation is being done as though we have open and conforming land in Rural today, and we do NOT.
9 Sep 16, 2010 8:53 PM	I would like to know what it costs to develop specific areas on the edge in direct comparison to areas in the centers. I would like to the likelihood that expansion areas will provide affordable housing vs. redvelopment areas inside the existing boundary.
10 Sep 17, 2010 6:05 PM	Grow up not out to minimize transportation costs and create livable communities where work, shopping, entertainment and outdoor fresh air park environment can be available without using a car.
11 Sep 17, 2010 6:37 PM	The plans to add the South Alignment through Sherwood is a good idea, but Sherwood's Brookman Road Concept Plan doesn't seem to be considering a possible connector of this size to be in close proximity. Time and investment put into these plans cannot be allowed when plans are not considering all local plans for adjoining communities.
12 Sep 17, 2010 8:38 PM	Urban growth boundary EXPANSION - is an oxymoron (if you say insane things enough times do people then believe it?)
13 Sep 17, 2010 9:27 PM	So you want to expand AGAIN, then AGAIN and again etc. Definition of insanity? I'm glad you're taking this seriously. With "economic development" so important, it's very easy to loose track of what makes, and keeps, Oregon, Oregon. I was at the airport and overheard a man saying that Oregon was the best state in the union to live, if you disregarded its politics. I had to bite my tongue not to say "Oregon IS the best state in the union BECAUSE of its political history". We wouldn't be Oregon were it not for our comprehensive land use/zoning laws. Bravo and keep up the good work!
14 Sep 17, 2010 11:00 PM	Retaining the current boundary will stabilize property values for all of us, which is sorely needed.
15 Sep 17, 2010 11:09 PM	Move it to eastern oregon.
16 Sep 18, 2010 1:53 AM	I believe that areas closest to major arterials/highways should be prioritized for inclusion, dependent on soil ratings. I believe that residential expansion should be concentrated around employment oppurtunities
17 Sep 18, 2010 4:32 AM	Urban growth should avoid good to prime agricultural land (fields, orchards and vineyards) and riparian zones such as the Tualatin River corridor.

18 Sep 18, 2010 3:48 PM	I am concerned that adding to the UGB will result in the need for new roads or to expand existing roads. I much prefer to see the current land supply used more efficiently. Use the whole list of low impact development techniques to achieve greater efficiency. If development will look like it currently does in Gresham, Hillsboro, Beaverton, Tualatin, Tigard, etc. then the UGB should not be expanded at all. By look I mean the lack of design, the (again) inefficient use of land, the impacts to nearby rural areas, the loss of downtowns, the loss of open space, the impacts to transportation, impacts to low income families, etc
19 Sep 18, 2010 10:37 PM	It's mostly wishful thinking. We have to get over the McMansion mentality: every 18 yr old in his own house with his own car. The American dream is a nightmare. If we don't build it, they won't come.
20 Sep 20, 2010 4:26 PM	Why not try to make all communities more self sufficient. This would help cut down on travel trips.
21 Sep 20, 2010 6:27 PM	Expansion of UGB should be dependent on the servicing community having a good plan to incorporate the land in such a way as to minimize sprawl effects. For example, Sherwood has grown tremendously but has done a poor job of providing bike lanes.
22 Sep 20, 2010 10:43 PM	Add density to Dunthorpe
23 Sep 21, 2010 7:06 AM	The Hillsboro North industrial area is too large. Too much of the other land added in this area over the last 8 years sits undeveloped. The St Mary property in South Hillsboro should be considered for industrial land -- it is flat, next to rail and proposed high capacity transit, and next to an existing high tech facility.
24 Sep 21, 2010 5:24 PM	Listen less to Portland. Listen more to property owners and families who want the definition of livability expanded past convenience, density, public transportation to room to play, sun that gets into the yard, privacy from neighbors, gardens, etc. Density serves short term profits, long term social and life-style misery for families who make up a large segment of our population. We should not continue to fill the Tualatin Valley with cars, exhaust, gridlock, noise. Perhaps our population growth is too near what this small valley can contain and serve quality of living.
25 Sep 21, 2010 5:49 PM	Stay out of the floodplain & critical natural habitat!
26 Sep 21, 2010 5:53 PM	Please do not expand the UGB anywhere.
27 Sep 21, 2010 9:02 PM	This needs to consider the people who live in the neighborhood -- how do they envision their neighborhood growing?
	Why do we need large-site industrial when we have so much empty industrial land already in Washington County?
28 Sep 21, 2010 9:24 PM	Why establish goals and benchmarks then not recommend attractive properties? Stafford, why is it not in?
29 Sep 21, 2010 10:44 PM	Over population is not acceptable unless you condense the living space allowed per person.
30 Sep 22, 2010 3:47 AM	It is not needed at this time. Focus on recovering the economy with existing stock.
31 Sep 22, 2010 3:24 PM	Developers from out of state are reaping considerable benefits from the growth in our Portland metro areas while those that live here are required to support the development with higher taxes, decreased livability and more crime. Why are local politicians encouraging this and why is Metro accepting it?

32 Sep 22, 2010 3:33 PM	Are we studying these areas because of the boom economy? Can we step back from expansion with the bust and look at what we already have? Have we initially provided for transportation? or is that an afterthought? How much TOD do we have? Isn't that where we should be going with our plans? Not only "cool" mixed use development, but housing near transportation lines... and not lines for which one needs to transfer multiple times to get where you need, but direct lines. Shouldn't our public transportation infrastructure look more like a web? How are we going to purchase those right of ways?
	FOr example, In Chicago, I lived in a nice house near a subway line. When I came up from the station, there was a church and neighborhood, not a bunch of businesses. I took the subway every day. Then I moved to a house that didn't have a subway nearby. I tried the bus for awhile, but with transfers, it took me an unpleasant two hours instead of the twenty minutes that it took to drive. I drove, and then I stopped going to that place.
33 Sep 22, 2010 4:13 PM	Keep big industry adjacent to major transportation corridors. Or build necessary transportation routes as building occurs; not after. build/use more railroad.
34 Sep 22, 2010 9:45 PM	The land use planning laws need to be changed so that we don't need to identify a 20-year supply; this encourages sprawl.
35 Sep 23, 2010 3:57 AM	More density
36 Sep 23, 2010 9:09 AM	As long as the UGBs continue to expand, all the time and effort invested in the concept merely slows the destruction of the valuable agricultural land in the Tri-County area. By continuously accommodating to ever-increasing population pressures, we are only kidding ourselves as to "protecting" natural areas or quality of life. Actually, we are steadily encouraging growth and development which creates ever more blight and sprawl.
37 Sep 23, 2010 7:17 PM	More land that could potentially support job-creation.
38 Sep 23, 2010 7:31 PM	fill up what we have before adding new areas. Springwater needs to be developed first.
39 Sep 23, 2010 7:38 PM	With each expansion, we continue down a slow road to expansion.
40 Sep 23, 2010 8:56 PM	I suspect that there's plenty of land within the present UGB that s suitable for housing or industrial development.
41 Sep 23, 2010 8:56 PM	Urban growth should be in the hills, not on good flat land!
42 Sep 23, 2010 9:03 PM	I thought the Damascus area was available for development, yet none has taken place. Use what we've got first before expanding.
43 Sep 23, 2010 9:26 PM	Keep it simple, honest and fair. Preservation of land and Oregon's lifestyle should be paramount. We do not want to look like or become a California.
44 Sep 23, 2010 11:24 PM	Utilize linside the UGBore any new lands are brought in.
45 Sep 23, 2010 11:55 PM	I di not support expansion of the UGB
46 Sep 24, 2010 3:40 AM	Hillsboro has vacant land and empty office buildings in spread out suburban areas. Why would anyone build more? The jobs aren't lacking because the space is lacking. I see it every day.
47 Sep 24, 2010 5:15 AM	It is essential that landscape buffers be maintained and enhanced between freeways and selected arterials and adjacent land incorporated into the growth boundary.
48 Sep 24, 2010 5:37 PM	Primary emphasis should be upon making better use of land already within urban growth boundary. Much land within boudary is under utilized. Expansion consideration should be given to areas where efficient and adequate transportation infrastructure is already available or under development. Developing lands where transportation infrastructure is inadequate will reduce overall competitiveness of region.

49 Sep 24, 2010 8:27 PM	It is inconsistent with the idea of distributing the benefits of urban growth equitably across the region by identifying only one expansion area (Area 8A) for large-site industrial use.
50 Sep 24, 2010 9:24 PM	no
51 Sep 25, 2010 5:49 AM	Let the free market decide!!!!
52 Sep 25, 2010 9:36 AM	We are big enough! We do not need to expand. Everything should be compact so transportation systems can work. The end of suburbia is coming, so get used to it.
53 Sep 26, 2010 12:33 AM	I wish I was more informed about the outskirts of Portland so that I could make educated comments. I am just glad that you all are considering things and working towards the best options.
54 Sep 26, 2010 3:21 AM	I think we should retract Damascus, however. Young people want lively URBAN neighborhoods--not the burbs. We need more TOD, more great corridors. There's plenty of room for housing in downtown Oregon City--and once it gets light rail, this location will be a winner--great sense of history, great views of the Willamette. . . There's plenty of room in my neighborhood too--downtown Portland!
55 Sep 26, 2010 3:59 AM	Perhaps it's time to pull some areas back...
56 Sep 26, 2010 4:02 AM	The effected community can sign petitions to be excluded and tell your washington county commissioner so and we still get taken over and sold out. Residents have no voice.
57 Sep 26, 2010 9:42 PM	I hope someone has a feasible financial plan for infrastucture this time.
58 Sep 27, 2010 1:38 AM	Stop big box development. Because these are regional draws, it doesn't matter all the other planning you do, someone will drive from Oregon City to a big box in Troutdale. How are we going to reduce driving, overall?
59 Sep 27, 2010 2:15 AM	Quit obsessing about it and taking some much time and money to make a decision about it.
60 Sep 27, 2010 4:54 AM	Hillsboro North is prime farmland that should be protected for the business it is being used for already, farming.
61 Sep 27, 2010 6:45 PM	we have plenty of land in the UGB, use it first. I doubt that it will be developed in the next 20 years.
62 Sep 27, 2010 6:47 PM	PLEASE - focus on expansions only to areas that have the opportunity for decent transit connections! Traffic is bad enough we don't need to keep moving people to the periphery only for them to drive into town for work.
63 Sep 27, 2010 6:50 PM	Consider NOT expanding the boundaries.
64 Sep 27, 2010 6:57 PM	There should not be any additions to the UGB line until a complete infrastructure package, including schools, is part of the addition.
65 Sep 27, 2010 7:03 PM	I can't really support or oppose these without studying them further.
	I don't understand why we're considering approving more residential land when people can't sell the houses they're in right now. I don't see the need at this point so, unless such approval is to be spread out over a long period of time it doesn't make sense. I don't know enough about study area 8A to have an opinion.
66 Sep 27, 2010 7:52 PM	Is this really all that's needed for 50 years. That seems impossible unless you cram even more in my east Portland neighborhood. We've done our share, move the boundary.
67 Sep 27, 2010 8:08 PM	DONT DO IT!! We cant maintain what we have!
68 Sep 27, 2010 8:22 PM	Without trying hard at all, I can see several areas in the Metro areas that are inside the current growth boundary and could house many more residents than they do currently. In addition, there are several industrial areas already developed and zoned as industrial sitting unoccupied.
69 Sep 27, 2010 8:28 PM	I am writing, but honestly is a waste of time, why do not Metro listen to the population that lives in the areas that would be affected by the urban growth boundary instead of only listen to City of Hillsboro Officials?????

70 Sep 27, 2010 8:35 PM	I'm opposed to any expansion of the UGB until we thoroughly vet and maximize all of our existing options. See previous comments.
71 Sep 27, 2010 8:39 PM	Current use of all area within the urban growth boundary should be studied. Many are empty or underutilized and should be looked at prior to an expansion.
72 Sep 27, 2010 8:47 PM	We have plenty of available land for urban infill housing and non industrial jobs. Build up, not out.
73 Sep 27, 2010 8:48 PM	Yes. When considering yours - ASK ALL THE STAKEHOLDERS. Do not make investments or decisions without hearing from the farmers, foresters, residents, business owners small and large, and everyone involved.
74 Sep 27, 2010 9:33 PM	Redevelop Rockwood and other substandard areas within the UGB before allowing any more greenfield development.
75 Sep 27, 2010 9:52 PM	I think my opinion is clear. Metro needs to start supporting outlining areas, especially due to the anti business policies of City of Portland. If you opened more areas outside the City a larger area would have more of a use for Metro and it would grow as well. Staying true to only Multnomah County could mean the end of a need for Metro because I believe Washington County and Clackamas will move on alone.
76 Sep 27, 2010 9:55 PM	The UGB has been a disaster
77 Sep 27, 2010 10:27 PM	People who live/work near these areas would know better than I would. If you expand the UGB without compensating the Cities it directly impacts for services I can understand why there would be opposition.
78 Sep 27, 2010 10:55 PM	I want the growth to be what we need with basic services of safety. Nothing else is needed.
79 Sep 27, 2010 11:06 PM	I'm not convinced we need expanding. There are so many low density residential areas within our current boundaries that should be redeveloped before going to virgin land.
80 Sep 27, 2010 11:31 PM	Local governments have not yet realized how important it is to achieve more development within their UGB.
81 Sep 27, 2010 11:59 PM	I am not convinced that UGB expansions is a positive method of dealing with growth. We need to rethink our models of development. Redevelopment should be our model for the future!
82 Sep 28, 2010 1:01 AM	Leave Stafford alone, you creeps. Washington took too much farmland and Clackmas left too much undesignated. Clackamas did not even follow the statutes on "subject to urbanization" and did no staff work what so ever on market values. The three mile limit by our Chair traffic engineer was arbitrary and bears no relation to farm and forest protection.
83 Sep 28, 2010 1:11 AM	The Beavercreek area should get some kind of designation. Being undesignated does not allow the people in the area to plan for the future. You need to make it either a urban reserve or rual reserve.
84 Sep 28, 2010 1:24 AM	This map does not seem to include WASH CO 733 Land Ordinance. Hard to comment when it is not current.
85 Sep 28, 2010 2:19 AM	Poor Dorothy English, her name will live forever in our hearts!
86 Sep 28, 2010 4:27 AM	We have had a number of UGB expansions that have resulted in stunted growth and economic hardship for the neighborhood. Future expansions should come only with plans for financing development.
87 Sep 28, 2010 4:39 AM	The large lot calculus cannot drive the decision - its a dangerous temptation in these economic times. Brownfields and infill must be the regional priority - their up front development costs are higher, but the long term infrastructure costs for greenfields is even higher.

88 Sep 28, 2010 5:21 AM	<p>1) 8B farmland has been recommended by Farm Service to be maintained as farm land. I agree.</p> <p>2) I lived in Helvetia during the floods in the 90s and 8B area flooded---not appropriate for industrial land or high development housing. Also the area of West Uniion and Helvetia Road have regularly flooded in winter and spring---whatever that stream is called that runs into 8B and the land upstream is affected by that stream</p> <p>3) The Helvetia area has a beauty that brings bicycle enthusiasts to the area as well as PDX and Hillsboro residents to Helvetia for weekends for Christmas Trees and pumpkins and strawberries and to smell clean air and look at well manicured grass farms. It is a soothing, back-to-nature area with alpaca and farms. It is disturbing that the process of Urban expansion that I have been following for months does not seem to listen to the the Farm Bureau or the citizen tax payers that live in rural <u>unincorporated Washington County...I am hoping that this time they will be heard.</u></p>
89 Sep 28, 2010 6:00 AM	The ONLY way the urban growth boundary expansion should be implemented is if it fully incorporates regulated adaptive development.
90 Sep 28, 2010 7:37 AM	Why are we always trying to grow? We have a perfectly sized city, high unemployment. Why expand outward to accomodate people who move here. They add to a workforce that is not at capacity as is, we don't need to grow outward. Focus should be placed on creating a community, not growth for growth sake.
91 Sep 28, 2010 8:15 AM	Don't destroy the UGB!
92 Sep 28, 2010 2:10 PM	Stop spending money on studies and fund the expansions you already have done.
93 Sep 28, 2010 3:21 PM	Lets make sure there is actual demand for the land before expanding the UGB!
94 Sep 28, 2010 3:59 PM	PROTECT OUR FARMLAND!!! Grow sustainably and always consider existing use area first!
95 Sep 28, 2010 4:13 PM	The growth boundary's purpose is to protect valuable farmland from development. The point is also to keep development interests within the existing boundary to improve the quality of life for everyone. Please do not develop further outside the boundary when there are still so many options for positive development within the urban growth boundary. Expanding the growth boundary is solving problems our community doesn't have. Instead solve the problems we do have!
96 Sep 28, 2010 4:15 PM	For every suggested industrial expansion area, the entire metro area should be examined for a comparably sized area. Then the cost of building new infrastructure (including the cost of lost farmland or other use) should be applied to the improvement of the existing parcels. Improvements to existing lands always provides greater benefit to the community/region as a whole.
97 Sep 28, 2010 4:25 PM	Please see my comment above as far as providing detailed documentation on the need for expansion, the need for expansion in a particular area and why resources are better spent expanding into undeveloped land than making use of what we already have in within the urban growth boundary.
98 Sep 28, 2010 4:55 PM	NO
99 Sep 28, 2010 5:31 PM	The Maplelane are is currently agriculture and Oregon City has plenty of land in the UGB that could be developed if needed. What about local foodshed? What a bout peak oil and climate change? More sprawl is incompatible with what our future requires. And none of the economic accounts I have seen indicate the economy will make the Maplelane land needed in the next 20 years.
100 Sep 28, 2010 5:55 PM	Look only at fill-in, with NO expansion of the UGB.
101 Sep 28, 2010 6:52 PM	Metro should only expand the UGB into Urban Reserve area 4H after all infill areas within the Wilsonville city limits are developed and areas within the Wilsonville UGB are master planned or developed.

102 Sep 28, 2010 7:33 PM	Hillsboro and Cornelius should not be able to expand - they are adding more congestion to highway 26 with no plans to fix the tunnel into the center of metro area, which decreases the livability for those that live closer to the center and are not sufficiently served by TriMet buses or Max lines.
	1000 acres for residential without putting jobs close these homes - should not be considered.
103 Sep 28, 2010 8:19 PM	Need to have a balance of residential & industrial land in all areas. People should live close to where they work.
104 Sep 28, 2010 8:46 PM	Oregon City, which has trouble supporting itself, should not be a candidate for expansion until it has shown that it can manage the open space it already has. It has turned Industrial lands into Residential, then claims it needs more Industrial. Watch those liars.
105 Sep 28, 2010 10:23 PM	If governance and financing are resolved and the need is demonstrated, I support UGB expansions.
106 Sep 28, 2010 10:43 PM	I live in Lake Oswego. I am very concerned about the proposed expansion of the urban boundry into the Stafford area which includes Lucia Farms and beautiful rolling countryside. It would be tragic if destroyed.
107 Sep 29, 2010 12:09 AM	Should these sites be considered seperate. Can the residential and industrial sites be an intergrated community to reduce travel time and increase community interaction around a work, education and living idea.
108 Sep 29, 2010 12:51 AM	It's disturbing that the map shows roads but omits MAX lines. Why are roads shown but not MAX?
109 Sep 29, 2010 2:41 AM	I would like to echo my agreement with the "Local Jurisdictional Addition" in regards to the industrial expansion in 8a. One has a hard tme understanding why the prime industrial land immediately off the highway was not originally included in the expansion area. Given the area is already tagged urban reserve, it makes sense to pull in the Northern part of Jackson School Rd up to the freeway. The area indicated as local jurisdictional addition for 8a is primarily large lots, perfect for large business campuses, located directly off a brand new overpass. I would not support this expansion unless it included the local jurisdictional addition up to the freeway.
110 Sep 29, 2010 5:42 AM	Can't money go towards replacing 2 or 3 story commerical buildings with 10 or 15 story buildings? Wouldn't that make more sense to build up. Our population will only keep growing, We want Oregon to remain liveable. Please invest in our beautiful land by investing in buidling up and not out.
111 Sep 29, 2010 1:56 PM	The closer to the highway, the better.
112 Sep 29, 2010 2:05 PM	Have you ever gone back to look at how well previous expansion studies have predicted actual development? Seems like most new areas brought into the UGB have remained undeveloped, which raises questions about the strategy of having Metro model how development will occur.
113 Sep 29, 2010 5:40 PM	The model for a 20 year land supply, and for the recently completed urban/rural reserves, is a total sham. There are so many variable with so many outcomes that will affect population and employment in the region over that period, and this process creates obstacles that ignore feasibility of virtually every option
114 Sep 29, 2010 6:21 PM	Make them bigger
115 Sep 29, 2010 6:53 PM	The area is too small. Market forces are facing artificially constraints, and the expense of the development go up. This is contrary to providing both affordable housing and an attractive employee base to stimulate stronger business growth.
116 Sep 29, 2010 8:16 PM	no

117 Sep 29, 2010 8:23 PM	There really doesn't seem to me to be any good reason to expand the UGB at this time. There aren't very many people moving into the area, and there are probably more leaving than coming. (No jobs, so people leave or don't come... pretty simple math)
	Some exceptions to that would be economically depressed areas, such as Cornelius and Oregon city.
	Wilsonville, Sherwood, Gresham, Tigard, Beaverton, and Hillsboro are doing fine, and really don't need more.
118 Sep 29, 2010 9:02 PM	You received a request from Wink Brooks to include only Witch Hazel Village-South and his exhibit E (Otak report) indicates that sanitary sewer could be provided to our property (5750 SW River Road) as well. Please, include all of the area south to Rosedale Road to ensure good planning for services to the entire area! It makes sense to concept the entire urban reserve and Hillsboro has indicated a willingness to do that work!
119 Sep 29, 2010 9:13 PM	Consider the impact of UGB expansion on center redevelopment efforts.
120 Sep 29, 2010 10:25 PM	I believe that Metro shouldn't expand the boundary any further until you can come up with a way to pay for the expansion already in place. We live in Pleasant Valley Urban renewal area and our nice rural area has been ruined by turning it into a bunch of rental propert because there was no plan in place for finance the infrastructure for the density you require. No one now wants to develop our property or to purchase as home acreage because of this uncertainly and we are stuck with highere taxes, with no benefits and more restrictive zoning. We are stuck in this situation and I think Metro needs to have a plan on how to move Pleasant Valley Urban Plans forward before planning and starting another area.
	Jean and Gary Braden
	18711 SE Giese Rd,
	Gresham, OR 97080
	503-667-2569
121 Sep 29, 2010 11:55 PM	It is totally inappropriate for me to speak to the aspirations and intent of other communities.
122 Sep 30, 2010 12:36 AM	Don't study to long
123 Sep 30, 2010 1:23 AM	Adding more land in Clackamas County - especially around the Damascus area would be a huge mistake. these areas have extremely poor access to jobs, urban services do not exist and will be extremely expensive to provide - economic feasibility should be the top priority for new growth areas. Housing costs are directly affected by the cost of services. Paying high taxes to support services makes affordable housing UNAFFORDABLE !
124 Sep 30, 2010 1:24 AM	I know this is looking out 20 years, but there are so many vacant industrial properties already, that with a little creativity the current supply should need little amendment in terms of industrial land.

125 Sep 30, 2010 2:39 AM	The areas 9A-9D have been very pressurized in the rural reserves process from developers and a very small minority of land-owners looking to make a large amount of money, at the expense of the rest of the neighborhood. Please, hands off these areas, these are important for all the reasons they were made rural reserves- wildlife, recreation, etc etc
126 Sep 30, 2010 2:52 PM	See previous comment.
127 Sep 30, 2010 3:42 PM	Governance and investment in infrastructure are important factor in selecting areas for either residential or industrial use. Home builders cannot afford to build all the streets and provide the new sewer systems. Industries will seek partnership for their needs. Annexation or other means is needed to gain the appropriate tax base to provide for essential services. Selecting areas for growth without understanding where or how these aspects are going to be addressed is putting the cart before the horse.
128 Sep 30, 2010 3:59 PM	Thank you for taking such care about these expansions.
129 Sep 30, 2010 5:21 PM	Has anyone thought about the basic economic principal that short supply of land, creates high priced land, which becomes unaffordable. Additionally, it forces ground up construction with higher rise development. High rise development is much more expensive. The population cannot afford to pay these higher prices not to mention there will not be enough land to support the infrastructure needed for schools, police, fire after the increased density. It would be significantly cheaper and more affordable to expand out. I understand the need for balance, and to prevent another Las Vegas or Phoenix from happening in Portland, however, there has to be a balance. The current land use policy is way too tight, and is contributing to this region's troubles.
130 Sep 30, 2010 5:43 PM	Please recognize that the owrld is moving too rapidly to believe that projections of anything over even a 10 year period have any veracity. UGB analyses need to be tempered with huge amounts of skepticism. The UGB should not be a land use battleship, difficult to maneuver and capable of producing only limited outcomes. It should constantly be montiored.
131 Sep 30, 2010 6:06 PM	Expansion of the UGB for employment should support economic strategies. It should not be delayed as the region engages in brownfield clean-ups and the provision of planning for areas such as Springwater and South Tualatin. Brownfields and these other employment lands presently within the UGB will require immediate and on-going attention and investment, but due to the many issues they face (including brownfield legal issues) they are not part of the region's immediate employment land needs and focus. They are a 15-20 year land asset; not an immediate asset.
132 Sep 30, 2010 6:36 PM	Always keep in mind James Carville's famous quote - "it's the economy, stupid"
133 Sep 30, 2010 7:17 PM	Metro should focus on effective and efficient use of land inside the current UGB and spend public monies considering how to improve efficiency of those lands.
134 Sep 30, 2010 7:23 PM	Do not expand the urban growth boundary
135 Sep 30, 2010 8:18 PM	Tight boundaries make land prices inside the boundary too much more valuable than those next door, but outside the boundary. Again, softer, gradual boundaries, with increasingly denser zoning as you get closer to metro centers
136 Sep 30, 2010 8:37 PM	My agreement with 8A is predicated on the inclusion of the local jurisdictional addition taking the land all the way to Sunset Highway on the east side of NW Jackson Sch Rd. That makes a lot of sense to me as the new UGB boundary and supplies some choice open fields for big industry right off the new exit.
137 Sep 30, 2010 8:46 PM	I think there is adequate opportunity to offer housing for the next 20 years. There will be very little development over the next 15 years due to the current economic crisis.
138 Sep 30, 2010 9:52 PM	I believe the need for increased industrial land will be extremely limited going forward due to our high development costs, strict environmental regulations, and high labor costs.
139 Sep 30, 2010 11:11 PM	Same as above.

140 Oct 1, 2010 12:38 AM	The number of cancelled projects, "For Sale" and "For Lease" signs, and acres set aside in 2002 (and before) yet to be touched are good indicators that NO additional land is needed with the UGB during the next 5 years. Considering the depth of the current recession, it will be remarkable if the already-included UGB lands will be developed with 10 years, let alone 5. The future is notoriously hard to predict accurately, but it seems a very safe bet that this region has plenty of developable land at least for this Periodic Review period.
141 Oct 1, 2010 1:23 AM	The UGB came too late. Really all the best farm land has already been developed.
142 Oct 1, 2010 3:57 AM	The UGB should never have included any flood plain. Industrial land that cannot be supported by the residential population of the surrounding 1 mile radius should be located elsewhere. Stop putting jobs in places that require heavy transportation infrastructure.
143 Oct 1, 2010 5:30 AM	The UGB are a line that causes real estate values to be over priced. Eliminate the UGB and let the market do the talking!
144 Oct 1, 2010 1:08 PM	<p>Priorities are 1) Compactness - new housing needs to be close to existing 'home' infrastructure such as schools and shopping and where existing jobs are or will be.</p> <p>2) Increase density of employment 'sites' and their support infrastructure such as lunch facilities.</p> <p>It is likely that much growth will be in medium industrial (such as integrated circuit and solar fabs) and software/engineering facilities. Getting this into concentrated areas has advantages for travel and for having the needed infrastructure develop from profit-motive.</p>
145 Oct 1, 2010 6:48 PM	I think expansion of the boundary is smart
146 Oct 1, 2010 7:10 PM	Yes - counties and cities should focus on themselves and their own circumstances and stay out of the business of the other cities/counties. If Hillsboro has the potential, then facilitate it! Don't allow Clackamas or Multnomah Counties get in the way due to some ambiguous land use goals.
147 Oct 1, 2010 8:28 PM	They need to be free of any restriction or replenishment plans. Not that a plan is bad, it just needs to be a separate component and not be any part of a roadblock to the land use. Cities and counties need to have a very specific say in where, and how much. Particularly when having a good plan. Densities should be mutually agreed on.
148 Oct 1, 2010 8:46 PM	NO MORE EXPANSION. PERIOD. Keep the urban growth boundary intact as it is.
149 Oct 1, 2010 11:01 PM	Without corresponding mass transit options, putting any new residential or employment centers on outskirts of urban areas only exacerbates existing problems.
150 Oct 2, 2010 1:35 PM	Do not expand UGB, increase density in existing urban areas, especially those close to town centers.

Do you have any additional comments or suggestions?

	Response Count
	107
answered question	107
skipped question	505

Comment #	Response Date	Response Text
1	Sep 14, 2010 6:25 PM	Focus on jobs and new development within our current footprint.
2	Sep 14, 2010 11:04 PM	Encourage density, health, affordable and sustainable lifestyles, clean air, renewable energy & water.
3	Sep 15, 2010 5:30 AM	KEEP STAFFORD RURAL
4	Sep 15, 2010 7:54 PM	The property owners in the areas being considered need more detailed maps and notifications. The boundries keep changing all the time and the study areas are not clear. These are people's lives you are dealing with.
5	Sep 16, 2010 3:46 AM	When I last went to the meeting for metro in Sherwood, your outgoing Chairman told me, "I am not here to answer questions" when I asked why they were not telling the truth about Rural designation. That it takes ALL our present rights to ammend our property with the county, etc..... All he would say was that it "only means you will not be taken into the Urban Growth Boundary." I knew that was not true, but he refused to address our concerns. I contacted Washington County, who also did not know this, but they immediately appealed to LCDC to get their rights back in Rural areas. But who is standing up for us homeowners? Why are we not provided protection of State rights allowed to other areas in our State? How much unfairness to rural owners have to stand before someone calls fowl? I will go to the Sherwood meeting again....I hope you will listen this time, before it is too late.
6	Sep 17, 2010 6:19 PM	Metro effects communities that have no representation on Metro. We need a vote! The Hy 26 west traffic to the coast is endangering our communities to such a great extent that it is hard to drive in the local area or have our children safe at bus stops or on their bikes. Highway 46 has no shoulder and is very dangerous. The linear trail will help but they still have to cross the road to get to it. The speed should be reduced to 35 mph for everyones safety. The growth in the last 35 years has changed the area drastically without proper infrastructure and speed limits.
7	Sep 17, 2010 6:40 PM	More outreach for public is needed. The way I became aware of this survey is inadequate to show true intentions to acquire public feedback.
8	Sep 17, 2010 7:40 PM	Thank you for the opportunity!
9	Sep 17, 2010 8:47 PM	Future surveys - Yes, Internet panel - No It would be so nice if all residential areas, new and old, were governed by affordable HOA's just to keep the neighborhoods from deteriorating. People shouldn't buy homes unless they agree to maintain them. And I am aware that this is not an issue for Metro. But somebody needs to step up and clean up the trash. Affordable housing shouldn't mean slums.
10	Sep 17, 2010 9:06 PM	This survey presents too many false choices, and has too many issues or choices clouded by code words for longstanding issues. I think this makes the results pretty useless.
11	Sep 17, 2010 9:30 PM	Thanks for the opportunity to comment.
12	Sep 17, 2010 11:01 PM	Thanks for the opportunity to weigh in.
13	Sep 17, 2010 11:12 PM	Stop destroying the reason people came here in the first place.
14	Sep 17, 2010 11:15 PM	Serving on the local CPO4K board almost from it's inception. We receive and discuss a number of issues in our 'neighborhood'.
15	Sep 18, 2010 3:48 PM	Good luck!

Comment #	Response Date	Response Text
	16 Sep 18, 2010 10:42 PM	When you talk about increased density, people think of the South Waterfront fiasco and the tram. The buildings are for millionaires, block the river and mountain views, are mostly non-taxable and are a gift to the rich. The "affordable" component was never built. That part must come first, development must not block others' views, and preference must be given to taxable development.
	17 Sep 20, 2010 5:07 AM	Your decisions will affect the quality of life for all residents of this region. I have lived here 36 years and have seen the sprawl created by previous growth ruin the beauty of the hills and fields that once surrounded Portland. There are better ways to grow than to build homes that are too large and too expensive!! Why not build industrial buildings that go up instead of sprawling across acres of prime agricultural land? I hate the landscape that has been created as I drive west on Hwy 26. We can do better.
	18 Sep 20, 2010 10:20 PM	build streets wide enough to handle future growth
	19 Sep 20, 2010 10:55 PM	Growth needs to pay for itself and not be taxpayer subsidized. Bicyclists need to pay their own way instead of using motorist paid taxes and fees as a never ending ATM. Transit needs to become far more financially self-sustainable whereby transit fares better reflect the costs of providing the service - including helping to pay for the roads the busses use. If tolls are to be part of the CRC funding package, all users of the CRC including bicyclists and transit passengers MUST be charged a fee. Any tolls or fess must not be for social engineering purposes. Property taxes and utility fees need to be restrained to not increase faster than the rate of inflation to keep housing affordable. The City of Portland must not be allowed to take control of Multnomah County's Willamette River Bridges.
	20 Sep 21, 2010 7:08 AM	Ask some people outside Metro to check your survey questions before releasing these surveys. This it the third or fourth consecutive on-line Metro survey that I have filled out with confusing/misleading quesitons.
	21 Sep 21, 2010 5:57 PM	Please rethink the designation of Stafford as Urban. It flies in the face of your own criteria. It should have a Rural Reserve designation.
	22 Sep 21, 2010 10:14 PM	Thanks!
	23 Sep 22, 2010 3:45 PM	To me, the most important part of this is incorporating the cities or townships. I regret living in an unincorporated area because I have little voice in what is going on around me. Incorporation increases accountability and community. We wouldn't be left out in the dust with county officials telling us that it's not their job...
		Also, please! as we infill, pay attention to pedestrian connectivity! A path connecting two developments that are back to back increases walk-ability... and neighborliness. We have to look for solutions to our cul de sacs that are being created when a developer builds up a property, and then another builds the property next door. We have back to back neighbors who can't access each other without driving miles! Look for those opportunities. Require those opportunities.
	24 Sep 22, 2010 4:15 PM	Am already on your email list.
	25 Sep 22, 2010 9:05 PM	Transportation planning should never result in the destruction of existing - successful, vibrant, and highly livable - neighborhoods to provide a better commuting experience for future residents of an area newly brought into the UGB (North Bethany). Metro should not endorse values such as "investing in safe, livable neighborhoods" if they are not prepared to uphold them for all citizens in the region.
	26 Sep 22, 2010 9:49 PM	I'm already on Metro mailing lists.
	27 Sep 23, 2010 3:54 AM	I hope Metro are not going to base their decisions on adding up the results of a completely random survey like this.
	28 Sep 23, 2010 9:13 AM	Good luck on reconciling the array of responses you will receive.
	29 Sep 23, 2010 7:19 PM	Doesn't seem very scientific or broad-based

Comment #	Response Date	Response Text
30	Sep 23, 2010 9:05 PM	No, thank you
31	Sep 23, 2010 9:34 PM	Thanks for asking. Keep the focus on livability, not growth and look to the future, at least 100 years from now. Considering bring a futurist in to describe what may be in our future and things to consider as we plan for the next 100 years.
32	Sep 24, 2010 1:23 AM	We need to work on the trails connecting Portland South to Wilsonville, and along the Willamette to Albany. Unless we secure that land and access we will lose the opportunity for livability.
33	Sep 24, 2010 3:43 AM	I believe that compromise and balancing all interests is not always possible. Leadership needs to give clear reasons for their decisions, and be willing to sell them to the people. At the same time, I believe it is the responsibility of citizens to give a ground swell of sentiment to propel leaders into leadership, and not just doing what the status quo (ie., monied interests) wants.
34	Sep 24, 2010 4:39 AM	Yes. I had intended to use the comment areas in the survey but think that it would be better to respond in a separate communication.
35	Sep 24, 2010 9:00 PM	The bottom line is that the entire Portland area needs to immediately take aggressive actions to reduce car dependence. The key question you need to ask yourselves is "What happens when gas is \$10 per gallon?" The more car dependent we are, the more vulnerable we are to massive problems such as peak oil and climate change. If you continue to grow the UGB in the name of "jobs" you are only going to end up with more dead suburbs to contend with in the future. Do you want Portland to one day look like Detroit does today?
36	Sep 25, 2010 5:51 AM	de-fund yourselves and give the money back to the property owners.
37	Sep 25, 2010 9:41 AM	Bigger is not better. Reduce single occupancy vehicles. Reduce air pollution. Portland is polluted and smoggy. So is the Gorge. Ban diesel cars, buses and heavy equipment if possible, even so-called "bio diesel". Ban gas leaf blowers. Make scooters take the DEQ test. Do something about the smelly, poisonous air in Portland.
38	Sep 26, 2010 12:35 AM	If you need any 35+ yr old interns or volunteers please let me know.
39	Sep 26, 2010 3:33 AM	I'm already on some Metro lists and I get too much email for me to handle. The one email list I would like to be on, you don't have: One to notify M/WBEs about contract opportunities. The same old companies get most of the work with minority contractors getting a few bones to do physical labor.
40	Sep 26, 2010 4:02 AM	The Metro area is already too big. Redirect future growth to other urban areas, such as Salem.
41	Sep 26, 2010 9:44 PM	In Damascus, we feel planned to death. Time to start building something eh?
42	Sep 27, 2010 2:18 AM	I wouldn't base your decisions on people like me who take the time to respond to completely unscientific on line surveys.
43	Sep 27, 2010 5:31 PM	Thanks for asking
44	Sep 27, 2010 5:47 PM	The issue of equity in urban expansion is near and dear to my heart. Also, while I understand and agree with many other community requests, I feel that Forest Grove has more than made its case for having a spot in line for industrial expansion.
45	Sep 27, 2010 6:27 PM	No

Comment #	Response Date	Response Text
46	Sep 27, 2010 6:34 PM	This survey is seriously flawed: 1. the issue of tradeoffs related to taxation and provision of providing services is not addressed at all 2. surveys taken in the mid-70's (LCDC, Community involvement efforts) had exactly the same problem and have led to the problems we have now: poor mass transit and too-costly government--most people do not have adequate understanding of the issues to offer opinions based on fact-- people do not understand the benefits of high density as they relate to provision of governmental services-- even planners in the city of portland don't seem to get it--we now have high rise housing, but planners don't yet realize that children live in them-- there are no play structures for children in the entire core (high rise housing) areas--
47	Sep 27, 2010 6:50 PM	As a former METRO Councilor 1984-1988, member of EMPAC and currently Fairview City Councilor I think METRO needs to slow down on it's social engineering mission. Do what you do best and let others deal with what makes sense in their communities. Your help in planning to the specific needs of the Cities has always been good.
48	Sep 27, 2010 6:51 PM	There is TOO much bureaucracy in this city that overlaps without any audit control.... SO much waste. Some offices simply seem like big careers in paper shuffling.....meetings that do nothing.
49	Sep 27, 2010 7:04 PM	I already receive updates.
50	Sep 27, 2010 8:09 PM	keep up the good work - better you than me. :)
51	Sep 27, 2010 8:26 PM	Metro needs to do more to educate the public about why the urban growth boundary is so important. What it does for quality of life in the area. The problems facing people, not only here, but worldwide due to overpopulation. Difficult choices have to be made. They will be hard now but much worse for future generations if the general public does not become better informed and show a will to act sustainably.
52	Sep 27, 2010 8:38 PM	I'm more than happy to speak to Metro about the needs and opportunities, especially as they relate to my Neighborhood.
53	Sep 27, 2010 8:44 PM	I think that it is important to recognize that trying to equalize development into the less accessible UGB communities is not going to be a successful policy we need to emphasize development into areas that can be accessed it's more likely that they can generate private capital to build the services needed. Use the underaccessed areas as advanced transportation springboards to extraUGB urban nodes or Centers as well as complete new communities if they pencil out.
54	Sep 27, 2010 8:44 PM	Looking at land use on paper oversimplifies things. It's important to look into actual use of our existing space and make changes using what we already have. Bigger and more is not the way to improve quality of life.
55	Sep 27, 2010 8:50 PM	Please get much more specific with future questionnaires
56	Sep 27, 2010 10:00 PM	I am a 3rd generation Portland, Oregonian. I lived 50 years+ in the City of Portland and finally moved partially because I was unhappy with the local government. I think there is a need for Metro services but Metro needs to change. I have been happy to receive updates from Metro and appreciate my representative, she seems to be a hard worker and truly wants to represent us.
57	Sep 27, 2010 10:15 PM	If you can, please add a spell checker to your surveys
58	Sep 27, 2010 10:57 PM	no, I have chewed you all out enough.
59	Sep 27, 2010 11:06 PM	Thanks for an opportunity to say what I've been thinking for a long time.
60	Sep 27, 2010 11:06 PM	My age/income/ethnicity ain't none of your business.

Comment #	Response Date	Response Text
61	Sep 27, 2010 11:45 PM	<p>Somehow we need to educate folks that the same old same old is no longer acceptable and cannot serve the needs of coming generations. An example, the CC project, billions for something that is old school!</p> <p>the construction trade, bigger and bigger houses! Planning, as if the Pacific Ocean isn't there!</p> <p>It's time to come to grips with what the future holds for us. It doesn't have to be bad, I believe it can and should be better. But those in charge need to recognize that and have the courage to make real changes. Back to Peak Oil... I forget who wrote this, but folks in the 22nd century when apprised of our use of oil will say in disbelief, "They burned it?"</p>
62	Sep 28, 2010 12:02 AM	I would attend the meeting with the Director, but I will be out of town.
63	Sep 28, 2010 12:27 AM	COMMENT.REMOVED.due.to.inappropriate.content
64	Sep 28, 2010 1:06 AM	I do not know how many surveys are left in me, but I know METRO does bad things, when good people do nothing.
65	Sep 28, 2010 1:43 AM	good to have a poll although the questions seemed pretty simplistic
66	Sep 28, 2010 2:21 AM	Investigate Kitzhabers shady dealings!!!!
67	Sep 28, 2010 4:31 AM	We need to come up with ways to finance redevelopment of blighted areas and brownfields. Urban renewal is problematic for existing government bodies. Those who profit from development need to share the cost of growth.
68	Sep 28, 2010 5:23 AM	listen to the citizens
69	Sep 28, 2010 6:03 AM	We must stay within existing budgets and concentrate on infrastructure.Social amenities are nice, but we cannot afford them.Oregon already has a budget deficit. We can no longer pass this deficit along to our children, merely for our own pleasures.
70	Sep 28, 2010 6:08 AM	If Metro is to be on the forefront of innovation regarding the environment, ecology, business and development, then it should seriously embrace the idea of regulated adaptive development it goes beyond sustainability and enters a realm in which we can come as close as possible to existing in a balanced state with our ecological systems while - at the same time - meeting the needs of the growing population.
71	Sep 28, 2010 8:11 AM	(I am already on your automated email list for Metro updates). Public surveys like this one are fantastic ways to give community members a chance to make our voices heard on decisions that effect us all.
72	Sep 28, 2010 12:49 PM	I want the proposed Lake Oswego light rail to go along Macadam in John's Landing.
73	Sep 28, 2010 2:08 PM	Please protect floodplains! Rivers will need more room to adjust to changing hydrology due to climate change and urbanization. Building structures adjacent to rivers is a great risk to environmental integrity, public health, and safety. Rivers should flood; it's only a disaster when people are in the way.
74	Sep 28, 2010 2:17 PM	STOP expanding. You expanded Pleasant Valley and walked away without funding. Now a once beautiful rural area of close knit neighbors has turned into a rental house area and has gone to pot. Is this the way to expand and grow? You ruined a lot of lives by expanding the boundary. No one wants to put any money into a once nice home for fear it will be torn down for row houses. Either expand with funding or don't expand. It isn't fair to people to turn their lives upside down with higher taxes and new rules without a way for development.

Comment #	Response Date	Response Text
	75 Sep 28, 2010 4:21 PM	We in Plesant Valley went throught 11 years of planning for nothing. Between Metro and Gresham. Things got way out of controll. Gresham went through at least 6 different planners. everyone had these big plans. And in the end it boiled down to what the devoleper wanted he got and metro and Gresham went along with it, Like little sheep. We the property owns got left with nothing but higher taxes and having new regulations, Like burning only twice a year while our neughbors burn when they want, we can only burn twice a year and only ten days. I,m next to a school have no water or sewer, can,t build anything, Have developments on 2 sides of me. I well die before I see a sewer connection to my property. You guys need to start thinking how you can steamline goverment paper work and start thinking of us little people that pay your wages, and you might not have so many people mad at you all the time. Did you ever think that those people that say you are doing a great job are saying that just to get something out of you
	76 Sep 28, 2010 4:33 PM	Portland has done many things well in the past, otherwise my wife and I wouldn't have moved here. The city's emphasis on reining in urban sprawl, promoting mass transit, saving farmland, etc. have helped create a community that has many advantages over other metro areas. Now is the time to leverage those advantages rather than abandon them. Vision got you here. Now a greater, more expansive vision will take you the next step. Portland should not copy the approach of other cities. Portland is unique. The city (and region) needs to capitalize on the vast creative renaissance that is bubbling throughout the larger community. Portland -- at the moment -- is a city of ideas. I, for one, believe that the people who live here could actually create a new type of economy that is based on sustainability rather than growth.
	77 Sep 28, 2010 4:58 PM	Keep Helvetia rural to avoid lawsuits that WILL cost us tax payers lots of money--and lots of elected positions too!
	78 Sep 28, 2010 5:57 PM	I am already on your email list.
	79 Sep 28, 2010 7:00 PM	I am and have been concerned about the fact that I do not get to vote for Metro President and Council members. Our area is outside the Metro voting area. Metro Council decisions affect all of us in the region and my property but I do not get to vote.
	80 Sep 28, 2010 8:49 PM	Remember Goal One of Oregon Land Use Planning. We, the people, don't want to be ignored.
	81 Sep 28, 2010 10:26 PM	Oregonians need to be given a process to prioritize our various needs so that the financing of these can be determined. This begs the question of educating the masses to make informed choices, a problem since most citizens have little civic intelligence.
	82 Sep 28, 2010 10:51 PM	Befor arriving in Oregon in 2006 I lived in Southern California from 1950. What was once a beautiful coast line is now jammed with new development, from single family residences to hotels. We must preserv our "wonderland" and therefore I say, build UP, no OUT.
	83 Sep 29, 2010 4:00 AM	I think we need to preserve as much of our farmland as possible. Some of the richest farmland in the world is right here. What people don't realize is that small farms can make a difference and provide organic vegetables and specialty items. and also some iincome. They can also be efficient. I suggest that Metro read some of the classic works on organic small farming : You can start with the work of Eliot Coleman and John Jeavens, both of whom address the feasibility of small scale agricuture through out the seasons. Maybe some of the smaller rural parcels can become more efficient along with the city. And I hope that affordable housing means room for a vegetable garden. Or at least access to community gardens.
	84 Sep 29, 2010 1:58 PM	Growth is going to upset someone, no matter what. Just keep focused on the best for the long term.

Comment #	Response Date	Response Text
	85 Sep 29, 2010 4:23 PM	It appears that Metro is "micro" managing the regional land supply. Having lived in this area for over 50 years, I believe that Hillsboro, Beaverton, Gresham, Tualatin, to name a few jurisdictions, and Wash. and Clack. counties, have managed to expand economically and with a growing population base WITHOUT the help Metro limiting the supply of land in the name of good planning. Our Portland area is very desirable. Give these communities and adequate land supply, and their creative genius and character will emerge better than when they are subject to the whims of land use professionals who seem to never get the grass roots input from John and Sally Q public in formulating their "elitist" land use plans.
	86 Sep 29, 2010 7:08 PM	Thank you for the opportunity to respond to your questions. I think some of the questions are written in order to receive the answer that is desired and should be revised in the future to be more neutral.
	87 Sep 29, 2010 7:23 PM	I think our lack of achievable vision for a dynamic high wage regional economy will in the long run be the demise of Metro. Too many places can compete with Portland, and I feel we have no plan to compete. We arrogantly proceed on the notion that we are so special that great jobs will migrate in because we are so special. I fear we are beginning to pay for that arrogance, and will continue for some time. The tax base necessary to support a community investment strategy has been significantly reduced, and can now come only at the reduction of other government spending. I hope that Metro will work better with local governments to help foster a stronger economy, or get out of their way and let others do it.
	88 Sep 29, 2010 8:18 PM	no
	89 Sep 29, 2010 8:29 PM	Metro should be shrinking its area of interest, not growing it. Until we in the counties can see you as something other than a shill for the city of Portland, it is going to be impossible for you to present ideas that are not tainted by our impression of the great sucking sound of our money being siphoned off to support the bad ideas that flow from Portland's city government. The way you are going now will cause the grumblings that exist today to swell into a full grown movement to de-establish Metro as a governing body. And though I might find that a positive thing, there are things that you do today that a lot of people would miss.
	90 Sep 30, 2010 1:26 AM	I feel that I'm already kept up-to-date sufficiently (relative to my free time to participate) the the email information I receive from my Metro councilor and other sources.
	91 Sep 30, 2010 1:26 AM	Investment priorities must focus on maintaining affordable housing in close proximity to primary business areas like the Sunset Corridor.
	92 Sep 30, 2010 2:56 PM	The 20-year-supply-of-land for development undermines the urban growth boundary's purpose.
	93 Sep 30, 2010 4:01 PM	Keep up the good work.
	94 Sep 30, 2010 5:03 PM	I'm already on at least a few Metro email lists, including MTAC. (noted just to help avoid duplications)
	95 Sep 30, 2010 5:49 PM	Why would you ask for personal identifying information in the context of a survey ? If you want to receive candid feedback, ask for it anonymously. I appreciated the opportunity to participate in the survey. The questions sometimes posed choices which raised issues far more complex than the set of answers permitted.
	96 Sep 30, 2010 6:08 PM	Thank you for conducting the survey.
	97 Sep 30, 2010 6:39 PM	To do any job you need to: 1) Plan for it. 2) Do it. 3) Clean up. You do a masterful job at planning. DOING needs a lot of work. Cleaning up remains to be seen - you need more doing before this can be evaluated.

Comment #	Response Date	Response Text
98	Sep 30, 2010 6:47 PM	Attempt to get feedback from residents in the study areas for the UGB expansion - beyond this survey.
99	Sep 30, 2010 8:21 PM	Thank you for asking and listening
100	Sep 30, 2010 8:48 PM	I will monitor for surveys, i appreciate the opportunity to voice my opinion.
101	Sep 30, 2010 11:13 PM	Thank you for the tough job managing the many demands from local governments.
102	Oct 1, 2010 12:46 AM	We and our forebears have spent over 500 years exploiting the resources of this continent as if there were no limits, no calling to account. Our comforts and advances are a happy result, but we are rapidly learning that for our progeny to live very far into the future, we have to change our practices, especially in land and water use. Metro et al do not need to pander to "business as usual" interests, even to get some (short-term) jobs. This region is uniquely suited to leap towards a truly sustainable future - but we've got to mean it, we've got to do it. Prosperity will follow leadership.
103	Oct 1, 2010 1:33 AM	Everyone I know hates the skinny houses and want a normal home and yard. Sometimes I think you use sprawl like it is a bad thing. I have move out of the city because of crime, public schools and in search of a better place. We don't want to be like New York City and I hope we never are. Everyone should be able to choose their own life style, be it city or county. Be it walk, bike or drive, it should be their choice.
104	Oct 1, 2010 4:10 AM	The projected industrial expansion could be met by putting one floor of buildings over the existing industrial parking lots. The projected residential expansion could be met with residential towers in city centers and industrial zones. The infrastructure is already in place and the commute is shorter.
105	Oct 1, 2010 5:33 AM	Read my comments in the survey!
106	Oct 1, 2010 1:18 PM	An ideal solution (recognizing that ideal is not necessarily realizable) would be to develop relatively high-density housing (probably 6 or more stories high) with underground parking for 2 cars per housing unit (many housing units will have 2 or more job holders) and with most of one floor dedicated to in-house schooling and day care. The in-house schooling would be for K through say 3rd grade. Both residents and nearby families could send kids to these mini-schools reducing over-capacity of local schools. There would be no need for busing. At home mothers could get to school quickly in an emergency, including forgotten lunches or homework. They could also volunteer in the classroom. Oh, about the inside parking: 1) it rains here a lot. 2) Minimizing parking lots allows some chance of better/bigger greenspaces near the apartment buildings. 3) For safety, the parking levels should not be at ground-level. You want some distance from access to discourage various kinds of crime.
107	Oct 1, 2010 6:51 PM	We need to develop neighborhoods, not just affordable housing. All new development should have to put some money towards the cost of new schools, parks, and infrastructure near the area developed.

APPENDIX B

Stakeholder engagement

Meetings with stakeholder groups and interested parties, August 10-October 1

Following the release of the Community Investment Strategy, Metro COO Michael Jordan, Metro Councilors and other staff met with 29 groups and organizations to discuss the highlights of the Community Investment Strategy, outline upcoming growth management decisions by the Metro Council, and begin a longer regional dialogue about how the public sector can better focus its limited investments in ways that generate greater private development outcomes.

The ideas shared in these discussions will be used to inform the development of specific proposals for consideration by the Metro Council, local governments and the Oregon Legislature, as well as leaders from the private sector. These proposals will seek to provide communities with new and enhanced tools to support jobs and economic growth and improve livability while protecting valuable farm and forest land.

Below are brief summaries of each of the meetings. Most of these meetings were also chronicled on Metro's online newsfeed. For more information, go to www.oregonmetro.gov/news and select the "Community Investment Strategy" keyword link.

Metro Policy Advisory Committee, August 11: This discussion focused on how the effort would be governed and how local and state government officials would be engaged in its development. MPAC members also inquired about what the risks might be to the region's economy if Metro's forecasts for housing and employment are too low, as well as how efficient the region can be in providing more capacity for jobs and housing inside the urban growth boundary.

City and County Managers, August 13: This presentation covered the COO's recommendations, including the community investment strategy and specific land use recommendations. More than two dozen officials from 18 local governments attended. Following Michael Jordan's overview of the report and his recommendations, most of the discussion focused on why certain potential UGB areas were chosen for study, who Metro staff and Councilors are meeting with in the private sector to help develop and refine the Community Investment Strategy, and what actions may be required of the state in order to provide additional resources for public investments.

1000 Friends of Oregon board of directors, August 16: Michael Jordan and Councilor Robert Liberty met with six board members and staff to discuss the COO report and its recommendations. Discussion from the board mainly focused on how many groups and organizations Metro is reaching out to in building support for the Community Investment Strategy and what Metro Councilors and staff think the biggest hurdles will be in achieving implementation of the strategy.

Washington County Farm Bureau, August 17: Michael Jordan and Councilor Kathryn Harrington met with about 20 members of the Washington County Farm Bureau to talk about the COO report and its recommendations. Feedback received from Farm Bureau members focused on why 800 acres of industrial land brought into the UGB since 2004 that remains in farming isn't sufficient for future industrial lands needs, how Metro can provide incentives and investments to focus more growth inside the urban growth boundary, and how to keep unused industrial land in agricultural use and work with industrial employers to keep water rights for agriculture.

NAIOP, August 18: Michael Jordan, Andy Shaw and Councilor Kathryn Harrington met with eight NAIOP board members and discussed the need for ensuring that the large-lot replenishment system act swiftly to maintain the inventory of industrial sites of 50 acres or more within the urban growth boundary that are available for prospective large employers. NAIOP members also stressed the need for certainty and flexibility in providing lands for employment needs and the need for the region to adopt a "we're open for business" mindset.

Housing Organizations for Communities of Color, August 18: Michael Jordan and Andy Cotugno met with a coalition of local community development corporations to discuss the COO report and its recommendations centered on the Community Investment Strategy. Seven representatives from five organizations were present. Discussion focused on wide disparities in access to services between poor white residents and minority communities and the need to address inequities in race and have uncomfortable conversations around that topic. Attendees stress that community-based organizations need to be at the table more often in discussions about how public funds are invested and that Metro staff should improve its competencies in outreach to minority communities and facilitating dialogue with minority communities around these issues.

Columbia Real Estate Economic Coalition, August 19: Michael Jordan and Councilor Kathryn Harrington met with ten members of CREEC to discuss the COO report and the Community Investment Strategy. Discussion focused on how Metro might accomplish better integration of public and private sector investment and envision enforcing cooperation and collaboration among service providers and local governments. Participants also noted that without economic development plan at the regional level, it will be difficult to achieve the six desired outcomes.

Columbia Corridor Association, August 20: Michael Jordan and Councilor Rex Burkholder met with about a dozen members of the Columbia Corridor Association to discuss the COO report and the Community Investment Strategy. The presentation was well-received, and questions

focused on how the region could more effectively clean up brownfields and what changes have been employed forecasting methodology over the last five years.

Neighboring Communities, August 24: Elected officials and planning staff from six neighboring jurisdictions attended a briefing with Michael Jordan and Councilor Rod Park to discuss the Community Investment Strategy. The discussion focused on how urban reserves may affect densities within the UGB and how growth is paid for. One neighboring city manager thanked Metro for engaging the community in the local aspirations process and considering its aspirations with those of other cities in the region.

Clackamas County Economic Development Commission, August 25: This discussion included about 30 business and elected leaders from Clackamas County. Questions from the attendees dealt with the risks of waiting another five years for expanding the UGB for residential land, what the status of development in Damascus is (and how it is accounted for), whether housing choices for seniors have been considered in Metro's analyses, and whether the region should focus more on employment lots smaller than 50 acres.

Westside Economic Alliance, August 26: This breakfast forum had nearly 150 business and elected leaders in attendance. Questions were submitted in writing, very few of which Michael Jordan was able to address at the forum. Those that were addressed included questions about the role of the Columbia River Crossing in the region's transportation system, whether UGB expansions in Washington County restrict investments in other parts of the region, and how Metro measures economic prosperity. Mr. Jordan offered to answer all of the written questions that were submitted and post answers on Metro's newsfeed. The written questions that were submitted, along with Mr. Jordan's answers, can be found on Metro's newsfeed at www.oregonmetro.gov/news and by clicking on the "Community Investment Strategy" keyword link.

Washington County Coordinating Committee, August 30: About 30 individuals were present at Michael Jordan's presentation to the Washington County Coordinating Committee. Questions raised dealt with the expectations of higher density development in future UGB expansion areas, achieving regional equity in providing benefits from regional investments and policies, whether past urban growth boundary expansion areas are likely to be developed in the next 20 years and how Metro is engaging with the private sector in developing the Community Investment Strategy.

Oregon Opportunity Network’s Portland Policy Committee, September 1: Michael Jordan and Andy Cotugno met with 12 local affordable housing providers and advocates to outline the Community Investment Strategy and discuss how the strategy can complement a regional effort to promote development of more affordable housing in more places. Attendees stressed the need for Metro to provide regional leadership in helping local governments across the region recognize the vital role that affordable housing plays in community and economic development, as well as set regional expectations about the amounts of new money that will be needed to address long-term infrastructure challenges.

Portland Business Alliance’s Land Use Committee, September 7: Four members of the Portland Business Alliance’s land use committee plus PBA staff met with Michael Jordan, Andy Shaw and Councilor Rex Burkholder. The discussion focused mostly on infrastructure: how can state and local governments put a greater priority on funding infrastructure (and reprioritize spending in other areas, like health care), and what can Metro do with its existing authority under the charter and functional plan to require local governments to address infrastructure needs.

Gresham Chamber of Commerce’s Public Affairs Committee, September 8: Andy Shaw and Ted Reid presented information on the Community Investment Strategy to an audience of six people, including Gresham City Councilors Shirley Craddick and Paul Warr-King. Councilor Park was also present. Questions were raised dealing with how East Multnomah County communities can best lobby Metro to achieve a more equitable share of regional resources for development, how the region can find innovative and out-of-the-box thinkers to tackle tough challenges like changing the public finance system, and what kinds of investments the region should “say no to” in order to better prioritize its limited resources.

Clackamas County Business Alliance board, September 8: Michael Jordan presented information to about a dozen members of the CCBA board with Councilor Carlotta Collette in attendance. Clackamas County Commissioners Ann Lininger and Jim Bernard were in attendance along with Happy Valley Mayor Rob Wheeler. Attendees stressed the need for Clackamas County business leaders to be involved in a regional effort to evaluate public investments and to make sure that this effort is not open-ended process that drains public and private resources.

Homebuilders Association’s Government Affairs Committee, September 9: About two dozen members of the Homebuilders Association of Metropolitan Portland met with Michael Jordan and Councilor Kathryn Harrington to raise their concerns about anticipated refill rates, the market demand for higher density and multi-family housing, and whether Metro has considered

demand for multiple types of housing in achieving the numbers of new housing units needed to close the capacity gap. Written questions were submitted to Michael the day before the meeting, and there was not time to address all of them. Mr. Jordan responded to the questions in writing after the meeting.

East Metro Economic Alliance, September 9: Michael Jordan gave a presentation on the Community Investment Strategy to about two dozen business, elected and non-profit leaders from East Multnomah County. Councilor Rod Park attended the meeting along with elected officials from Gresham, Troutdale and Fairview. Questions from attendees dealt with how Metro will measure success, what Metro means by equity in the six desired outcomes, what the expectations are with development in areas brought into the urban growth boundary in 2002 (notably Damascus, Pleasant Valley and Springwater), and whether there are other regions in the United States and elsewhere that have been successful in implementing a coordinated private- and public-sector effort like the one Metro is proposing.

Special Districts Association of Oregon, September 13: About 20 representatives of special districts met at Metro with Michael Jordan and Councilor Kathryn Harrington to discuss the Community Investment Strategy. This audience was one of the more skeptical about Metro's involvement in investing in public structures or its fiscal or legal capabilities to do so. Some of the attendees stressed the need to improve the economic climate for small businesses in the region while others focused on the need to address affordable housing.

Coalition for a Livable Future, September 14: Councilors Rex Burkholder and Robert Liberty joined Michael Jordan in a discussion with members of the Coalition for a Livable Future, who shared a variety of ideas for Metro to consider in promoting greater development in existing communities, including tax-base sharing, inclusionary zoning (currently outlawed in Oregon), streamlining of services between service providers (such as parks), and improving citizen involvement.

Oregon Association of Nurseries' Government Affairs Committee, September 14: Michael Jordan and Councilor Rod Park met with the government affairs committee of the Oregon Association of Nurseries. Attendees raised concerns about too much regulation on local governments and the need to place buffers between development and active farmland.

Clackamas County Coordinating Committee, September 16: John Williams presented to the Clackamas County Coordinating Committee at its annual retreat in Milwaukie, at which Councilor Carlotta Collette was also present. Aside from some introductory remarks by one local elected official involving a wheelbarrow full of recent Metro studies and reports, the discussion

focused on whether it is realistic to achieve 15 units per net developable acre in new UGB expansion areas and how Metro can improve transportation linkages between housing and employment areas.

Portland Metropolitan Association of Realtors, September 16: Robin McArthur and Councilor Kathryn Harrington discussed the Community Investment Strategy with about 10 members of the government affairs committee of PMAR. This group also raised questions about the issue of having development at 15 units per acre in expansion areas and how the region plans to close the identified \$27-41 billion gap in infrastructure funding. Questions were also asked about whether Metro would seek to get involved in efforts to curtail voter-approved annexation.

North Clackamas Chamber of Commerce’s Public Policy Committee, September 20: Michael Jordan and Councilor Carlotta Collette met with members of the North Clackamas Chamber of Commerce, whose questions focused more on uncertainties around 20-year needs for certain types of employment lands, what the prospects might be of having to revise the urban and rural reserves designations, and whether Metro will look at ways of streamlining business regulations.

Coalition of Communities of Color, September 27: Michael Jordan presented the overview of his proposed Community Investment Strategy to members of the Coalition of Communities of Color, a group founded nearly ten years ago to address disparities and inequity of services experienced by minority communities. Although only five members of the Coalition attended the briefing, the discussion was instructive in underscoring the importance of continual engagement with, and involvement of, communities of color to the Metro officials who were present, including Councilors Rex Burkholder and Robert Liberty. Discussion focused on the importance of addressing education and human capital and concerns about displacement communities of color to outlying areas when new investments come to existing neighborhoods. Others emphasized the importance of having diverse representation in the development and implementation of the Community Investment Strategy.

Greater Hillsboro Chamber of Commerce, September 28: Michael Jordan and Councilor Kathryn Harrington met with about 20 members of the Greater Hillsboro Chamber of Commerce board to discuss the Community Investment Strategy and new mechanisms for addressing large-lot employment needs. The proposal for a large-lot replenishment mechanism was met with skepticism by some Chamber members who were concerned about the ability of Metro to provide an additional large-lot site – inside or outside the urban growth boundary – in a timely fashion once a large site has been taken by a new employer. The Chamber also expressed its support for the City of Hillsboro’s request to add 690 acres to the urban growth boundary for future large-lot industrial sites, whereas Jordan, to this point, has only recommended a 310-acre expansion.

South Metro Business Alliance, September 29: Ten members of the South Metro Business Alliance, which includes business leaders from Tualatin, Sherwood and Wilsonville, met with Michael Jordan and Councilor Carl Hosticka to talk about the Community Investment Strategy, how it could be implemented (and by whom), and what effects investment and growth inside the urban growth boundary might have on neighboring communities such as Newberg. Participants also stressed a central importance on creating a regional economic development strategy.

Westside briefing for local elected officials and planning commissioners, September 29: Nine elected officials, planning commissioners and staff from local governments on the west side of the region met at Hillsboro Civic Center to discuss the Community Investment Strategy with Michael Jordan. Councilors Kathryn Harrington and Carl Hosticka were also in attendance.

The discussion focused primarily on how to get local governments to collaborate better on policies and investments that serve growth and how to collaborate on development of a regional legislative agenda for the upcoming session.

Eastside briefing for local elected officials and planning commissioners, September 30: About 30 local elected officials, planning commissioners and other interested citizens from Portland and East Multnomah County communities engaged in a conversation with Michael Jordan about how the public sector can better communicate with the citizenry about the need for certain types of public investments and how limited public resources can be invested more equitably across the region. Councilors Rod Park and Kathryn Harrington were also present.

Organization	Date	Councilor(s)	Staff	Estimated attendance*
Metro Policy Advisory Committee	August 11	Hosticka, Liberty, Park	Jordan	16 plus those in audience
City and county managers	August 13	Park	Jordan, Shaw	18
1000 Friends of Oregon - executive committee	August 16	Liberty	Jordan	14
Washington County Farm Bureau	August 17	Harrington	Jordan	20

Organization	Date	Councilor(s)	Staff	Estimated attendance*
NAIOP Oregon Chapter Board of Directors	August 18	Harrington	Jordan	8
Housing Organizations of Color Coalition	August 18		Jordan, Cotugno	5
Commercial Real Estate Economic Coalition	August 19	Harrington	Jordan	10
Columbia Corridor Association	August 20	Burkholder	Jordan	12
Neighboring Communities	August 24	Park	Jordan	6
Clackamas County Economic Development Commission	August 25		Jordan, Williams	30
Westside Economic Alliance	August 26		Jordan	150
Washington County Coordinating Committee	August 30		Jordan	30
Oregon Opportunity Network - Portland Policy Committee	September 1		Jordan, Cotugno	12
Portland Business Alliance - land use committee	September 7	Burkholder	Jordan, Shaw	5
Gresham Chamber of Commerce - Government Affairs Committee	September 8	Park	Reid, Shaw	6
Clackamas County Business Alliance - board	September 8	Collette	Jordan	12
Homebuilders Association of Metropolitan Portland - government affairs committee	September 9	Harrington	Jordan, Shaw, Williams	22
East Metro Economic Alliance	September 9	Park	Jordan	20
Special Districts Association of Oregon	September 13	Harrington	Jordan	20

Organization	Date	Councilor(s)	Staff	Estimated attendance*
Coalition for a Livable Future	September 14	Burkholder, Liberty	Jordan	18
Oregon Association of Nurseries - government affairs committee	September 14	Park	Jordan	20
Clackamas County Coordinating Committee	September 16	Collette	Williams	40
Portland Metropolitan Association of Realtors	September 16	Harrington	McArthur	10
No. Clackamas Chamber Policy Committee	September 20	Collette	Jordan	18
Coalition of Communities of Color	September 27	Burkholder, Liberty	Jordan	5
Greater Hillsboro Chamber of Commerce - board	September 28	Harrington	Jordan	20
South Metro Business Alliance	September 29	Hosticka	Jordan	10
Westside Mayors, City Councilors, County Commissioners and Planning Commissioners	September 29	Harrington, Hosticka	Jordan	9
Eastside Mayors, City Councilors, County Commissioners and Planning Commissioners	September 30	Harrington, Park	Jordan	30

APPENDIX C

E-mail and letter comments

Community investment strategy

Date	Format	Name (Last name first)	Organization	Topic (key words)	Comment summary
8/10/2010	email	Sevier, Marty		Private Sector	Add emphasis on private sector jobs and capital to the investment strategies (specifically to "promote economic development and good PRIVATE SECTOR jobs")
8/10/2010	email	Altman, Ben	SFA Design Group, LLC	Infrastructure	We are long overdue for infrastructure investments, and need to invest now. Need to plan when, how and who will pay for these improvements, and stop putting off costs to later generations.
8/10/2010	email	Hodges, Lee		Bias	Political spin and bias in the headlines/content of the report.
8/10/2010	email	Hoff, Charles		Appreciation	Thanks for report and involvement in the region.
8/10/2010	email	DeBruin, Charlene		Sustainability, water	We have some standards in building codes, but sustainability is still optional. Need to look at life-time costs and consider cost savings in financing. Should require rainwater capture in all new structures.
8/10/2010	email	Beau, John			Report is political sound bites - uncertainties of Obama administration and more regulation and higher taxes has an effect
8/11/2010	email	Gustafson, Rick		Infrastructure, financing, density	Focus on understanding the kinds of infrastructure investment we need; different strategies require different investments: density requires investment in alternative transportation, open space, and affordability. Need to understand how to promote higher density job locations.
8/11/2010	email	Wallis, Bob		Regulation, investment	Regional, state and federal agencies take control away from local governments, and thereby disconnect those local agencies from their "place"; investment could be more efficient if we let local governments fund local infrastructure.
8/12/2010	email	Russell, Pat		Salmon, street expansion, infrastructure	Less money for projects that widen/increase capacity of roadways, and more investment in restoring salmon habitat. Current projects are increasing harm to already endangered salmon.

8/18/2010 email	Seigneur, David		Oregon Benchmarks, goals	Questions what goals are being used to evaluate municipal and regional planning progress. Lack of awareness of Benchmarks, and differentiation between these and Oregon Planning Goals (or "requirements")
8/16/2010 email	Sills, Kelly	Clark County	Efficiency, infrastructure	Agrees with goal of increasing investment efficiency. Bridges cost more today, in constant dollars, than they did in prior years. Attached spreadsheet comparing costs of bridges over time.
8/16/2010 email	Wintergreen, Lore	East Portland Action Plan	Criteria, Regional Centers	Concerned about lack of project funding criteria relating to Regional Center development, specifically Gateway.
8/18/2010 email	Colleen		Family-friendly	Policies, investment and planning fail to include enough emphasis on family-oriented development and programming. Lists several specific examples.
9/10/2010 email	Baker, Jean	Alliance of Portland Neighborhood Business Associations	Centers, Corridors, Main Streets, small business	Requests that Metro consider offering assistance to centers, corridors, station communities and main streets for attracting and keeping businesses. Current policies often move too slowly to take advantage of small business opportunities.
9/21/2010 email	Cusack, Tom	Oregon Housing Blog	Housing affordability, regional equity	Argues that regional housing affordability is unevenly distributed throughout the metro region. Lack of transparency in Metro's methods. Suggests requiring affordable housing, and designating a portion of "residential initiatives" spending for affordable housing.
9/21/2010 comment	Parker, Terry			Local government mindset is socialistic, backlog of road repair and maintenance, too much spent on public transit. no accountability
9/23/2010 email	Lionberger, Daniel		Urban & Rural Reserves, protect farmland	Reference to urban and rural reserves, which have already been designated. Encourages protection of farmland and natural areas, reduction of carbon emissions, building efficient infrastructure and supporting vibrant centers and corridors.

9/27/2010 email	Paulsen, Ken		politics, too much government	Is worried that there is too much regulation and interference by government. Thinks "recommendations" and "desired outcomes" are too ambiguous and can lead to too much power.
9/28/2010 email	Stephens, Craig		jobs, live/work communities, transportation efficiency	Metro should stress job creation in communities rather than always advocating for densification. Need to enhance transportation corridors, and locate employment centers on or near these corridors rather than downtown
9/30/2010 email	Cusack, Tom	Oregon Housing Blog	housing affordability	Submits data to support the claim that lower income renters are much more cost burdened than other income groups. Suggests several "corrective actions" to take in order to mitigate these trends.
9/30/2010 email	Turnquist, Marcia		jobs, growth	Does not agree with theory of man-made global warming, says pay attention to jobs and growth
9/30/2010 email	San Soucie, Marc			Comments on state and legislature, regional issues such as financing and resources, transportation, Metro's work as research partner and aggregator, jobs per acre metrics, concentrating development in downtown Beaverton, parking, residential development, corridors
10/1/2010 email	Briggs, Cathey	Oregon Opportunity Network	affordable housing, regional equity	Comment from Oregon Opportunity Network, including letter from Cathey Briggs; strategy is lacking an equity strategy for affordable housing and implementation tools
10/1/2010 email	Sauvie, Nick	ROSE Community Development	infrastructure, east Portland, regional equity	Translate goals into measurable outcomes, oppose the Columbia River Crossing, give east Portland a fair share of the regional infrastructure budget

Urban growth boundary expansion areas

Date	Format	Name (Last name first)	Organization	Topic (key words)	Comment summary
8/12/2010	email	Harrington, Kathryn		industrial lands	Industrial employment land needs and Hillsboro Enterprise Zone, including memo to Mayor Willey and Hillsboro City Council from Sarah Garrison, Economic Development Manager, re: Enterprise Zone Expansion 2010
8/12/2010	email	Russell, Pat		habitat, salmon, no ugb expansion	If we continue to promote expansion of the UGB by committing to roadway construction further and further out, we are exacerbating the environmental impacts on salmon habitat - Clackamas County specific comments
8/12/2010	email	Thomas, Nicholas		Specific property	Wants 3 parcels - 15 acres each - to be added to area 6A, and included in the UGB expansion.
8/19/2010	email	Nacrelli, Mike		UGB, Damascus	Questions logic of expanding UGB when Damascus still hasn't developed.
8/19/2010	email	Thomas, Nicholas		Specific property	Additional clarification of previous email on 45 acres just east of the Reserve Golf Course. Feels that inclusion of these parcels would fit within Metro's goals of efficiency, etc.
8/23/2010	email	Oakes, Karie		Sustainability, 20-yr land supply, smaller UGB, specific area	Invest in sustainable communities, not just livable. Need to re-evaluate the 20-yr land supply rule and look at developing more inside the UGB before expanding. Stafford Triangle should not be developed; designation of this area as Urban Reserve indicates that special interests "won."
8/28/2010	email	Edgar, Paul	Canemah Neighborhood Association	Local jobs, specific area	Lack of new jobs, increased traffic on already overburdened roads, and cost of improvements indicate a need for new strategies. Available land south of the Canemah neighborhood is highly suitable for urban expansion to accommodate new employment land (although response from Doug Neely notes this land is already inside the UGB).

8/31/2010	letter	Colonna, Jerome	Beaverton School District	schools, specific area	Urban growth boundary study - concern that Metro UGB Analysis Areas map does not support new school construction needed by the Beaverton School District - please include area 6B in next UGB expansion.
8/31/2010	letter	Balderas, Gustavo	Hillsboro School District	ugb expansion, schools, specific area	City of Cornelius urban growth boundary expansion - Hillsboro School District letter of support.
9/1/2010	email	Ogden, Lou, Mayor of Tualatin	City of Tualatin	ugb expansion, specific area	Request from City of Tualatin for UGB expansion areas, referencing area 5F, with map.
9/1/2010	letter/email	Doyle, Denny	Mayor, City of Beaverton	specific area, UGB expansion,	Letter in support of adding 530 acres of land to the Cooper Mountain area UGB expansion analysis. Cites majority support from landowners to be included and to fund planning efforts if brought into the UGB.
9/2/2010	letter	Bash, William, Mayor of Cornelius	City of Cornelius	ugb expansion, specific area	City of Cornelius requests the addition of three areas adjacent to current City boundary, namely areas 7C, 7I and an area of 53 acres referred to as Cornelius East, including attachments Cornelius North Analysis Area (7I) with maps, Cornelius East Analysis Area (7C) with maps, Letter from Bill Reid dated July 19, 2010 - Competitive large industrial site need and Letter dated August 31, 2010 - City of Cornelius urban growth boundary expansion Hillsboro School District letter of support
9/3/2010	letter/email	Greenfield, Mark	Attorney	employment land, specific area	Letter written on behalf of Jim Standing, a landowner in analysis area 8B. Argues in favor of including Mr. Standing's land in the next UGB expansion as available industrial/employment land. Lists several criteria to support his case (including low cost of infrastructure, available services, and proximity to Hwy 26).
9/3/2010	email	Quartz, Katherine	Northern Paiute Tribe	specific area, tribal lands	Would like to see these properties included in the UGB, to be used as ceremonial grounds for the tribe. Cites health benefits and other gains from connection to nature.

9/3/2010	letter	Willey, Jerry, Hillsboro Mayor	City of Hillsboro	ugb expansion, employment land, economic development, specific area	City of Hillsboro UGB requests, including maps, chart of competitive market development ready site supply, Group Mackenzie letter re: North Hillsboro Industrial Strategy August 26, 2010
9/3/2010	letter	Brooks, Winslow C.		ugb expansion, specific area	Response to Chief Operating Office Recommendations - Community Investment Strategy, August 10, 2010 - Proposal to Consider the Witch Hazel Village - South Area of the South Hillsboro Community Plan as an Addition to the Regional Urban Growth Boundary (UGB)
9/4/2010	email	Hill, David and Karen		Expand UGB, Washington County, specific area	Cornelius urban growth boundary - Expand Cornelius' urban growth boundary to assure jobs in the area
9/7/2010	email	De Moortele Dean, Ruth Anne		ugb expansion, specific property	Urban growth boundary at Cornelius - Owners of property on Susbauer Rd are in support of their urban reserve property being added to the UGB
9/10/2010	email	Baker, Jean	Alliance of Portland Neighborhood Business Associations	employment, centers and corridors	Requests that Metro consider offering assistance to centers, corridors, station communities and main streets for attracting and keeping businesses. Current policies often move too slowly to take advantage of small business opportunities.
9/13/2010	resolution		West Linn-Wilsonville School District	ugb expansion, specific area	Resolution in support of the inclusion of the Advance Road property inside the UGB (Urban Growth Boundary), Resolution No. 2011-05, by the West Linn - Wilsonville School District, submitted at the 09-14-10 Wilsonville CIS Open House
9/14/2010	email	Folsom, Kim		No UGB expansion, specific area	Urges no UGB expansion for Cornelius - utilize existing capacity first, protect farmland, increase livability.

9/14/2010	comment:	Hitesman, Gary		specific areas, less study area	Remove area 4B from urban designation - requests a public audit of areas 4A, 4B and 4C; in particular, area 4B was not subjected to proper research and study.
9/14/2010	comment	Pierce, Midge		specific area, no ugb expansion	Borland Rd corridor south of I-205 should not be brought into the UGB
9/14/2010	letter	Hewitt, Mike		No UGB expansion	UGB boundary near Cornelius - Preserve current UGB in the Cornelius area; recent Cornelius city newsletter directed residents to provide input favorable to only one viewpoint (expansion), with attached newsletter article
9/15/2010	email	Miller, Bill	William Richards Nursery	specific area	Question re status of area 1C and if it will be brought into the UGB, with response from Rod Park
9/16/2010	comment	Nyberg, Ann		large lot industrial, specific area	Supports adding area 8A to Hillsboro as a large lot industrial area
9/17/2010	letter	Segel, Joe		specific area, ugb expansion	Supports adding area 2C Witch Hazel south of Hillsboro into the UGB
9/20/2010	email	Huffman, David		UGB expansion, employment	Please consider expanding the UGB north of Cornelius to support new employment land and job growth for the city.

9/21/2010	letter	Ogden, Lou, Mayor of Tualatin	City of Tualatin	specific area,	Community Investment Strategy Comments from the City of Tualatin, including refill rate is unattainable, area 5F should be considered for UGB expansion, lack of clarity on greenhouse gas emissions analysis, local governments should be involved in development of targets, comment on title 1 proposed changes
9/22/2010	comment	Sprinkel, Bill and Inga		specific area, UGB expansion	Requests inclusion of area 2C into the UGB
9/22/2010	comment	Lutz, Art		specific area, UGB expansion	Requests inclusion of area 2C into the UGB
9/22/2010	comment	Segel, Jolene Anne		specific area, UGB expansion	Requests inclusion of area 2C into the UGB
9/22/2010	comment	Gilbough, Marilyn		specific area, UGB expansion	Requests inclusion of area 2C into the UGB
9/22/2010	comment	Gilbough, James Jr		specific area, UGB expansion	Requests inclusion of area 2C into the UGB
9/27/2010	email	McNulty, Wilma & Joel		Helvetia	Keep Helvetia rural.
9/27/2010	letter/email	Konkol, Tony	Oregon City	specific area, no UGB expansion	Official letter from the City of Oregon requesting that none of the analysis areas surrounding OC be included in the UGB expansion analysis areas. Supporting inclusion of 310 acres in the North Hillsboro analysis area for UGB expansion.
9/27/2010	letter	Johnson, Ellen	Housing Land Advocates	Affordable housing, equity	Metro needs to include concrete, measurable recommendations for ensuring affordable housing availability in all Metro jurisdictions; includes five recommendations, including tie UGB expansion and funding for transportation and natural resource protection to local jurisdictions meeting affordable housing goals
9/28/2010	letter	Haney, Richard	Westlake Consultants	Expand UGB, employment lands, specific area	Great number of people support a reasonable expansion of the UGB north of Cornelius that the City has requested for future jobs
9/29/2010	Comment	Jacobs Muhler, Harry and Lithia		Specific property	Would like to have their property included in the UGB
9/29/2010	letter	Armstrong, David and Alice		Specific property	Request to include their property, 8 acres located north of Cornelius, in the UGB

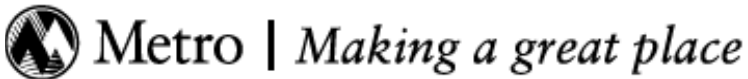
9/29/2010	letter	Greg Manning	NAIOP	large lot industrial, specific area	Comments on small and large lot industrial; says that 310 acres of gross industrial land north of Hillsboro is insufficient, recommends using middle third measure for large lot industrial land.
9/30/2010	letter/email	LeFeber, Bob	CREEC	more industrial/employment land, small-lot employment	Current trends and data indicate that the current COO recommendations will only provide enough developable land for a 5-year supply. Need to expand the UGB to allow for a potential 20-year supply given these numbers (presented in the letter).
9/30/2010	email	Hodges, Chris		large lot industrial, specific area	8A comments on Metro COO Recommendations; agrees with large site industrial expansion in North Hillsboro.
9/30/2010	email	Ciz, William		No UGB expansion, specific area	Resident of Advance urban reserve area 4A does not support expansion of the UGB into this area - the City of Wilsonville has sufficient residential land, there are not public or private financing tools available, plus other reasons
9/30/2010	letter	Mays, Keith	Mayor of Sherwood	specific area	City of Sherwood comments on potential urban growth boundary expansion areas - area 5B - additional residential land will not be needed for 20 years, area can be served by existing water, storm and sanitary sewer, concern re: condition of 15 units per acre
10/1/2010	email	Holan, Jon	City of Forest Grove	specific area, ugb expansion	Proposed UGB expansion for a portion of the Purdin Road area (urban reserve area 7B), from the City of Forest Grove; COO's recommendation of 310 acres is too small, with letter and Johnson Reid memo (memo date: 07/19/2010).
10/1/2010	email	Palm, Deanna	Hillsboro Chamber of Commerce	large lot industrial, specific area	Attached letter details support for two UGB expansions in Washington County - north Hillsboro to address the need of more large-lot industrial land and the expansion needed to implement the South Hillsboro Community Plan.

10/1/2010	email/ette r	Bachmeier, BJ	Coalition for a Prosperous Region, Portland Business Alliance	economic development, expand ugb	With attached letter from the Coalition for a Prosperous Region, with comments on housing, employment and funding mechanisms; if UGB is too tight, market will go to communities outside of Metro.
10/1/2010	email	Hodges, Lee		Expand UGB, Washington County, specific property	Wishes to have 3 contiguous parcels totalling 80 acres north of Waible Creek to Meek Rd included in the UGB - include all land along Jackson School Rd to hwy 26.
10/1/2010	letter	Brown, Ralph and Carol (also: Jean E. Kruse, Anne Hamilton & illegible, Linda Van Winkle & Jean Benson, Wanda F. Chappell and Virginia Branstettler, Cathy Carter, Paul Helm and illegible, Arlene L. Cout, Richard Haney)		specific area, industrial/employment land	Supports addition of industrial land to the City of Cornelius, specifically for light industrial. This is a form letter sent by a total of 9 parties (the other 8 did not include their contact information).
10/1/2010	comment	Erickson, Dale		Expand UGB, specific area	Comment: Supports expansion of the UGB in the area of NW Speischart Rd

APPENDIX D

Engagement

overview



Community Investment Strategy

Building a sustainable, prosperous, and equitable region

Metro's Chief Operating Officer recommendations issued Aug. 10, 2010 are intended to inspire a public discussion about community investment and to kick off decision-making processes about growth management choices related to the urban growth boundary. Some key dates:

OPEN HOUSES

Monday, Sept. 13, 5 to 7 p.m. – Lents Boys and Girls Club, Community Room
9330 SE Harold St., Portland

Tuesday, Sept. 14, 5 to 7 p.m. - Wilsonville City Hall, Conference Rooms I & II,
29799 SW Town Center Loop E, Wilsonville

Thursday, Sept. 16, 5 to 7 p.m. - Sherwood City Hall, Community Room
22560 SW Pine Street, Sherwood

Monday, Sept. 20, 5 to 7 p.m. - Clackamas County Development Services Building,
Community Room; 150 Beavercreek Rd., Oregon City

Tuesday, Sept. 21, 5 to 7 p.m. – St. Johns Community Center, Classroom 4, 8427 N.
Central, Portland

Wednesday, Sept. 22, 5 to 7 p.m. – Hillsboro Civic Center, Room 113C
150 E Main St., Hillsboro

Thursday, Sept. 30, 5 to 7 p.m. – Gresham City Hall Conference Center,
1333 NW Eastman Parkway, Gresham

OTHER EVENTS

Engagement opportunities are planned through the fall including a series of staff presentations at diverse stakeholder meetings around the region, walking tours and discussions in local communities (dates TBD), and related speaker series and workshops. Additional briefings are scheduled as follows:

Wednesday, Sept. 29, 6:30 to 8 p.m. – Hillsboro Civic Center Auditorium, 150 E.
Main St., for public officials, planning commissioners, interested parties

Thursday, Sept. 30, 6:30 to 8:00 p.m. –Gresham City Hall Conference Center, 1333
NW Eastman Parkway, for public officials, planning commissioners, interested
parties

OTHER KEY DATES

Aug. 10-Oct. 1 – Public comment period on COO recommendation. A survey will be available on the Metro web site and at open houses Sept. 13-Oct. 1.

Early October – Metropolitan Policy Advisory Committee and Metro Council review of public comment

Mid-October – Metro Council decision on UGB study areas

Nov. 17 – Final MPAC recommendation on growth management decisions

Late November and early December – Public comment period and public hearings (tentatively Nov. 29-Dec. 9) on growth management ordinance

December 16 (tentative) – Final growth management decisions by the Metro Council

GET INVOLVED

For details on comment opportunities, dates for events and hearings, more information, or to download the recommendations, visit www.oregonmetro.gov/investment. An online survey will be available on the site from Sept. 13-Oct. 1.

Comments may also be submitted by e-mail to 2040@oregonmetro.gov or mailed to: Metro

Community Investment Strategy comments
600 NE Grand Avenue
Portland, OR 97232

For more information, call Metro at 503-797-1735.

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APPENDIX E

Media log

Media log for Metro COO recommendations on a Community Investment Strategy

DATE	HEADLINE	TYPE	SOURCE
8/10/2010	Metro COO calls for unprecedented collaboration, investment to address community needs (1st reporter briefing)	News release and direct phone calls	Metro
8/10/2010	Metro Recommends Expanding Portland-Area Urban Growth Boundary	News story	OPB
8/10/2010	Metro exec questions I-205 MAX line	News story	The Portland Tribune
8/10/2010	Metro's Revolt against the 'Oregon Tax Revolt'?	News story	Portland Mercury
8/10/2010	Metro calls for collaboration, investment	News story	Portland Business Journal
8/10/2010	Fulfilling the promise of our region	Newsfeed	Metro
8/11/2010	Metro eyes Hillsboro for bringing residential, industrial land into growth boundary	News story	The Oregonian
8/11/2010	Metro suggests expanding urban growth boundary	News story	Daily Journal of Commerce
8/13/2010	MPAC endorses regional housing equity effort, receives Metro COO report	Newsfeed	Metro
8/15/2010	Report says Metro should add 310 acres of jobs land north of Hillsboro	News story	Hillsboro Argus
8/16/2010	South Hillsboro expansion gets nod from Metro staff	News story	Hillsboro Argus
8/17/2010	City, county managers discuss Metro COO recommendations	Newsfeed	Metro
8/17/2010	Community Investment Strategy discussed with 1000 Friends of Oregon board	Newsfeed	Metro
8/18/2010	Beaverton trims urban growth boundary request to 530 acres	News story	The Oregonian
8/18/2010	Washington County Farm Bureau raises critical questions about investment, growth in region	Newsfeed	Metro
8/19/2010	Industrial land focus of commercial real estate development association	Newsfeed	Metro
8/20/2010	NAIOP asks Metro for more industrial land	News story	Daily Journal of Commerce
8/20/2010	Region's success requires strategy	News story - Opinion piece	The Portland Tribune
8/20/2010	Coalition of housing organizations considers Metro COO report	Newsfeed	Metro
8/20/2010	Metro COO makes pitch to commercial real estate group	Newsfeed	Metro
8/23/2010	City skeptical of request for denser South Hillsboro	News story	Hillsboro Argus
8/23/2010	Metro Councilor and COO meet with Columbia Corridor Association	Newsfeed	Metro
8/24/2010	Metro to host community investment strategy open house in North Portland	Newsfeed	Metro
8/27/2010	Metro chief says better relationships needed between public and private capital	Newsfeed	Metro
8/27/2010	Jordan makes case for public-private partnerships to business forum	Newsfeed	Metro
8/30/2010	Debate arises over Portland industrial land use	News story	Daily Journal of Commerce
9/1/2010	Washington County officials question Jordan on Community Investment Strategy	Newsfeed	Metro
9/3/2010	Affordable housing leaders make case for strong housing strategy	Newsfeed	Metro
9/7/2010	Take part: Metro's Community Investment Strategy needs resident participation (Lents open house)	News release	Metro
9/7/2010	Take part: Metro's Community Investment Strategy needs resident participation	Newsfeed	Metro
9/7/2010	Envisioning infrastructure funding	Newsfeed	Metro
9/8/2010	Jordan eyeing regional task force to help projects along	Contract writer	Metro
9/9/2010	Homebuilders question denser development	Contract writer	Metro
9/9/2010	Metro asks residents to take part in forming Community Investment Strategy	News release	Metro
9/10/2010	East Multnomah leaders hear more about task force	Contract writer	Metro
9/10/2010	Metro asks residents to take part in forming Community Investment Strategy (Wilsonville)	news release	Metro
9/10/2010	Metro visits Wilsonville to discuss Community Investment Strategy	news release	Metro
9/10/2010	Metro asks residents to take part in forming Community Investment Strategy	Newsfeed	Metro
9/13/2010	Metro visits Wilsonville to discuss Community Investment Strategy	Newsfeed	Metro
9/13/2010	Metro asks residents to take part in forming Community Investment Strategy (2nd reporter briefing)	direct phone calls	Metro
9/14/2010	Sherwood next stop for Community Investment Strategy town hall	news release	Metro
9/14/2010	Sherwood next stop for Community Investment Strategy town hall	Newsfeed	Metro
9/15/2010	Special districts leaders worry about funding	Contract writer	Metro
9/16/2010	Varied group, varied questions	Contract writer	Metro
9/16/2010	A wheelbarrow of planning and a room full of questions	Contract writer	Metro
9/17/2010	Metro invites residents to discuss Community Investment Strategy, adds open house in Gresham	Newsfeed	Metro
9/21/2010	Jordan questions UGB review calendar	Contract writer	Metro
9/27/2010	Last chance to weigh in on Community Investment Strategy	Newsfeed	Metro
9/28/2010	How annual industrial replenishment could work	Contract writer	Metro
9/28/2010	Hillsboro chamber members want more expansion for jobs	Contract writer	Metro
9/29/2010	Portland region needs cohesive growth strategy, Metro says	News story	The Oregonian
9/30/2010	Nursery owners ask planning questions	Contract writer	Metro
9/30/2010	South metro business leaders ask about big picture	Contract writer	Metro
9/30/2010	Westside leaders talk about collaboration, legislature	Contract writer	Metro
9/30/2010	Metro begins dialogue with communities of color around investments, policies	Newsfeed	Metro
10/1/2010	Outreach, equity topics at Gresham briefing	Contract writer	Metro
10/1/2010	Jordan follows up on issues raised at Aug. 26 Westside Economic Alliance forum	Newsfeed	Metro



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Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

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Carlotta Collette, District 2, Acting Council President

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Kathryn Harrington, District 4

Rex Burkholder, District 5

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