



METRO

Meeting: **FUTURE VISION COMMISSION**

Date: March 7, 1994

Day: Monday

Time: 4:00 p.m. - 6:30 p.m.

Place: Metro, Room 370

1. CALL TO ORDER

2. ROLL CALL

3. PUBLIC COMMENT (*two minute limit, please*)4. MINUTES
No minutes were approved5. COMMENTORS - COMMUNITY AND SOCIAL WELL BEING
Bob and Dee Dee Coons of Crime Victim's Assistance, Dr. Nancy Wilkenbush
of Marylhurst College, Hazel DeLorenzo of the Chamber Music Society

6. DISCUSSION WITH PRESIDING OFFICER JUDY WYERS

7. OTHER BUSINESS

8. PUBLIC COMMENT on Items not on the Agenda

Approximate
Time
5 minutes

110 minutes

20 minutes

10 minutes

5 minutes

Please R.S.V.P. to Barbara Duncan at 797-1750
by March 4th if you are unable to attend

M E M O R A N D U M



METRO

DATE: March 3, 1994
TO: Future Vision Commission
FROM: Barbara Duncan
RE: Public Comment

Attached are testimony submitted to the Future Vision Commisison:

- Written text of oral testimony heard from Tom Tucker and Shane Jackson at the February 28th meeting.
- Written testimony from Wendy Gordon.



February 28, 1994

Len Freiser
Chairperson
Future Vision Commission
600 NE Grand Ave.
Portland, OR 97232-2736

TEXT OF PUBLIC COMMENTS THAT I WOULD LIKE TO PRESENT

Dear Sir:

Here are the comments that, had time permitted, I would have presented at the 1/24/94 meeting. I am a native Oregonian, graduate of OSU's school of Engineering, father, computer consultant, and concerned citizen. I am currently working on a book that projects what the world is most likely to be like in the year 3000 by making projections on current trends. Naturally, I realize that past experiences don't always hold true when projected into the future, and this is one of the reasons for this letter.

I urge the members of Metro's Future Vision Commission to apply the test of time when making your recommendations. Too often we Americans only look into the short-term future and then adopt policies that could not be justified if we had the wisdom to look further into the future. Examples range from the high school student, anxious to earn money, takes a job rather than finishing his education, to our government's financing of its national debt using short, rather than long-term bonds and failing to adopt policies that eliminate the mounting debt. What does this have to do with our region's future?

I urge you to look into the future sufficiently far enough to assure that your future imagines can be sustained indefinitely into the future. We can do this with our national parks, national borders, national treasures, etc., so, why apply the same ideal to our precious region? Portland's fathers had the insight to designate the Bull Run watershed as a preserve for Portland's future nearly a hundred years ago, and so why can't we take a similar look into the future?

The year 2040 is not that far away, and I am sure that we will be able to accommodate current growth somehow until then, but what about the years 2080, 2100, 2200, 2300, etc.? I respectfully submit to the commission that any dreams that you have for our region's future in the year 2040-2080, won't be valid in the year 2100 and beyond unless we get at the root causes of our current dilemma.

The no-growth slow growth committee essentially said that we must accept our fair share of the growth of the nation's population and that any efforts to divert or to stop growth would most

8812 NW Springville Ct. ▪ Portland, OR 97231 ▪ Phone (503) 286-1536 ▪ Fax (503) 234-6170

likely fail. This fact, which I accept, is bad news to those of us who don't want to see our region's quality of life deteriorating to the level of Boston-Washington DC corridor or LA region.

Metro says to us that we have to accept all of the people who want to live here and this is a source of frustration for many who don't understand why. I urge the commission to expand its horizon to identify the root causes of our region's growth so that the electorate will be better informed about why we are growing at the rate that we are. Once the voters are well informed, then perhaps a national consensus will be formed to actually do something about the root causes. Please don't turn away from a clear examination of the root causes of why you are meeting and of why future generations may have to see our region's quality of life deteriorate.

Most people don't realize that the region's growth we are planning for and experiencing now comes from two sources: 1) national population growth, 2) job seekers migrating from other regions such as the "rust belt". **Change one or both of these sources of population, and our region's growth could stabilize, along with that of the rest of the nation.**

Although it is seldom discussed, our nation's population growth could be dramatically reduced or eliminated if we developed the national will to gain control of our borders by implementing the appropriate immigration policy. This is because most Americans naturally limit the number of children they have and hence have already achieved a sustainable level of population "growth". The US Census for 1990 has details on which demographic group is growing the most and I would recommend that this be researched. Surprisingly, our immigration policy is one of the two major factors driving our region's growth. Although I am not against immigrants, after all, the US wouldn't be what it is today without immigrants, however, I think that it is time we asked ourselves, "How many more can we accommodate", and "Are we going to allow our country to become overpopulated along with third world countries which may never have a stable population?"

The second area, migration within the US, is also worthy of mention because a significant number of people come here because we happen to have a few more jobs available than the NE or Texas, etc. On one hand, we are trying to find ways to pay for growth (i.e. new highways, planning, emissions testing, etc. and on the other hand, we are offering tax incentives for businesses to relocate here. If the relocated businesses only hired local residents, our region's growth wouldn't be impacted, however, this is far from what actually happens. Why not imagine a future where local regions work together with businesses and to provide incentives for relocation where infrastructures are already in existence? By not having to build new schools, roads, freeways, local regions would have lower taxes and hence a higher quality of life. But how could we get by without growth? Perhaps the available jobs could be shared by using much shorter work weeks? I would like to imagine a future where the population has stabilized, our forests and fisheries are harvested at a sustainable rate, and where our citizens enjoy living in stable communities where congestion from growth is no longer a problem.

In conclusion, to those who feel the above is beyond the scope of the Future Vision's charter, I would like to remind you that unless the root causes of our region's growth are identified and

dealt with, our regions growth is destined to continue unabated until our region is choked by people, vehicles, and air pollution. I hope that you will be able to identify a hypothetical population stability point or value which will be achieved during the next century provided your recommendations for stabilizing our nation's population are adopted at the national level. This point could then be used as a basis for your assumptions and visions of our future. This will also highlight the appropriate actions that our region's voters and politicians must take if they are to play their part in making your vision come true.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tom Tucker', with a stylized, flowing script.

Tom Tucker

cc: Oregonian/Editor

Out line for testimony to the Metro Future Vision Commission.

I) The present urban growth boundaries must be maintained to keep metro Portland a viable place to live.

II) Reinvestment will respond by concentrating on opportunities within the urban growth boundaries.

III) It is a stated goal of Portland to have neighborhoods with a mixed of incomes develop.

IV) Several problems are just beginning to emerge.

A) We want people to become home owners so they become stake holders in the future of the metro region.

B) The poor often have to buy in what we call marginal regions.

C) As seen in our metro region and other regions once a substantial number of units become owner occupied the marginal neighborhood often undergoes a renaissance through community activity by the stake holders. (i.e. the king neighborhood.)

D) The neighborhood then becomes more attractive to a wider range of people who are willing to pay higher prices for residence, such as Northwest Portland, this is often called gentrification.

E) As higher and higher prices for real-estate develop, it is reflected in the property tax for the neighborhood as a whole.

f) What happens next is that the poor people who have worked so hard to make their neighborhood a livable place are priced out and are denied the full fruits of their labors. They then must move on to another marginal neighborhood and start the fight all over.

G) We then therefore ^g can conclude that the property tax structure is inherently Geo-classiest and is working against the poor who are trying to help themselves.

WHAT IS TO BE DONE!

V) We must find a way to then provide tax relief to those poor who find their property values skyrocketing on them.

VI) I suggest that there be a cap put on the amount a ^{property} tax rate can rise for an income bracket. The difference in taxes can then be paid when the home is sold or can be outright forgiven.

In general we must find a way for these people to reap the benefits of their community labors or we will be just finding another way to squash initiative and exploit there labors.

^{fully}
Respectively submitted Feb. 28, 1994.



P. Shane Jackson
2035 SE Cypress Ave.
Portland OR 97214
233-0241

3-1-94

To whom it may concern,

I have wished to attend your Monday afternoon meetings of the Metro Future Vision commission, but family commitments make it impossible. Therefore I am sending you my personal "Vision" statement. I have also sent a copy to Robert Textor.

Please call me if you have any comments or questions.
Thank you for your time and attention!

Sincerely,
Wendy Gordon
2911 NW Cornell
Portland, OR 97210

Like many Oregonians, I came from somewhere else. I moved here from Long Island, New York, which a generation ago was a pleasant area of rolling farmlands and sandy beaches. Now one has to drive 100 miles from New York City, practically to the tip of Long Island, to find the last few remaining farms. The beaches are still there, but on the Long Island sound side they are virtually unswimmable. There is no oxygen in the water, so there are hardly any fish, and the fish that survive have too many toxic residues to eat anyway. On the ocean side, the water is relatively clear if you feel like driving through a traffic jam to get there and if no medical waste washes up.

Because Long Island has so few farms, most of its food has to be trucked in. Because it has too many people that produce too much waste, most of its garbage has to be trucked out. Because its workplaces, living places, shopping and recreational areas are so widely scattered, one wastes a great deal of one's time on the highway, sandwiched between trucks.

Long Island, home of Levittown, was the first place in the nation where people pursued the suburban dream of a home, a yard, and safe streets for their children. A lingering--and structural--recession has eroded that dream for many. Racial and ethnic conflict, drug dealing, carjackings, and now random shootings, are no longer merely "city problems".

I come from Long Island, but immigrants from all over the country could tell the same story. Twenty-five years ago, if you said "L.A.", surfing and palm trees came to mind.

To move to Portland is to step back in time. Ten minutes from downtown, the landscape opens up into forest and farms, with only the "for sale" signs providing an ominous hint of their probable destruction. But we don't have to blindly follow down this foolish path. We can learn from other city's mistakes. We can do it right.

Portland has been protected so far by a relatively small population and intelligent urban planning. Maybe you have to be from somewhere else to truly appreciate Portland's livable, affordable city neighborhoods, its clean, safe downtown, its pedestrian friendly streets, its forested parks, the mountains shimmering in the clear air. Yet I fear that Portland's projected growth will be used as an excuse to fatally weaken Portland's landmark environmental protection laws.

Business and civic leaders repeat "growth" like a mantra, but growth is not an unalloyed good. Another word for uncontrolled growth is cancer. Don't these people--who contrast "environment" and "jobs"--get it? No one is saying you cannot fish for salmon or cut down a tree. Its just if

you consume resources greedily, thoughtlessly, you ultimately destroy the source of your own wealth.

Portland's population is not growing because native Portlanders are madly reproducing. Its growing because people are fleeing other parts of the country. A recent study showed that most new Portlanders moved here not for jobs nor money, but for quality of life. If in our rush to "grow" the economy we destroy the quality of life that attracts people to Portland we will destroy the source of the growth.

Narrow economic statistics do not define wealth. Higher consumer spending or increased housing starts cannot take the place of an entrenched, diverse community, quality schools or clean air. Nor can a community grow beyond its ecological limits--for food, water, waste disposal, transportation--and remain a sustainable entity. I recently attended a community forum where much attention was directed to the issues of crime and homelessness. These are important issues, but they are secondary. To react to such issues in isolation is to apply a bandaid instead of treating the root disease.

How can we grow intelligently? For one thing, utilize available city space instead of tearing up virgin farmland. Our city is full of lovely older homes that just require a little renovation to be restored to their former beauty. Vacant lots can be filled in with rowhouses or garden apartments. Businesses can locate in underutilized industrial space instead of building sterile corporate fortresses twenty miles outside the city. Old Town and the Pearl District are filled with empty spaces crying out for apartments and offices.

Maintain the services that make for a viable neighborhood. Our public transportation is excellent--keep it that way, and add service where necessary. Fund public schools adequately! Maintain the parks. Encourage supermarkets, dry cleaners, hairdressers, doctor's offices to locate within walking distance of people's homes.

We should provide economic incentives for farmers to stay on their land and not sell out to developers. We should encourage community supported farming, where members of the community provide financial support for farmers and have a stake in their success.

None of these ideas are new. They are all floating about in numerous well-intentioned urban planning reports. What is lacking is consistent political and legal enforcement of urban planning goals. All too often, while planners dream, developers strike deals with politicians and yet another ugly subdivision sprouts up. We need plans, and LAWS WITH TEETH to support these plans. Developers cannot be allowed to use money and influence to bend the rules. It would be

great if they voluntarily demonstrate their commitment to a sustainable community, but if they do not, they must be forced to.

We in the Northwest have been blessed with abundant wealth. The question is not whether we can build that wealth, but whether we have the vision and self-discipline to maintain what we have and use it for the benefit of all of our residents. We have learned we can't just use and throw away our cars and bottles. We can't use and throw away our cities either.

ROBERT B. TEXTOR
3435 N.W. Luray Terrace
Portland OR 97210-2726

Tel: 503/223-6370

Fax: 503/222-2521

Mon Mar 7/94

To: Mr. Len Freiser, Chair, Future Vision Commission
Members, Future Vision Commission
Staff to Future Vision Commission
Other Interested Persons

From: Bob Textor

Re: Further Thoughts on the Spirit, Scope, Structure, and
Style of a Vision Statement

Dear Colleagues:

Inclosed is a re-working of a proposed lead-in for the Future Vision Statement. It is designed to help form consensus within our Commission. With this purpose in mind, it attempts simply to be clear. It does not attempt to be eloquent. That can come later.

As you will note, the draft places great emphasis on my belief that our final Statement should be value-driven. Therefore, it attempts to spell out what some of the key values-in-action are, in my opinion.

If we can get consensus on the matters covered in the draft, I think we will have made real progress.

I would appreciate your feedback.

Cheers,

Bob

27 TIME HORIZON

28 The time horizon for this Statement, given to us by the
29 Council, is A.D. 2040. We project that the desirable future way
30 of life here envisioned will be realized by this date, and in
31 some respects well before then.

32 A REGION WITH MULTIPLE BOUNDARIES

33 Our Metro Region has no single boundary. To visualize our
34 common future intelligently, we must conceive of these boundaries
35 flexibly, depending on the particular problem under consideration
36 -- whether ecological, logistic, economic, or demographic. An
37 added reason for flexibility is that some of these criteria will
38 change radically through time. Examples:

39 ♦ A prime ecological criterion is watershed.
40 Ecologically, we conceive of our Region as bordered roughly by
41 the Lewis River on the north, the Coast Range on the West, the
42 Cascades on the East, and the drainages of the Tualatin, Sandy,
43 Clackamas, and lower Willamette Valleys.

44 ♦ The logistic criteria include the high probability
45 of new forms of rail transportation making it possible to travel
46 from Roseburg or Seattle to Portland in about an hour. With the
47 ever-increasing use of the new information technology, Metronians
48 will be in ever closer contact with people worldwide, and
49 telecommuting will become a major feature of our regional
50 employment market.

51 ♦ The economic criteria include the near-inevitability
52 of a continuing trend toward regional and global integration of
53 economic functions.

54 ♦ For logistic and economic reasons, the borders of
55 our area demographically are also subject to profound change,
56 just as they have been ever since the 1840s, to the point where
57 today Portland and Salem are in the same federal statistical
58 area.

59 GOVERNANCE

60 We note in passing that virtually no aspect of our Regional
61 future is subject to the authority of just one governmental unit.
62 Regardless of what boundary criterion one uses, parts of our
63 Metro Region are beyond the jurisdiction of the current Metro
64 government. And even within that jurisdiction, with respect to
65 any given problem, some authority is likely to be exercised by
66 the federal government, two states, several counties, and various
67 municipalities.

68 This Vision Statement takes no position concerning how our
69 Regional governance might be organized in the future, but instead
70 focuses on the desirable way of life that these various
71 governments must find ways to deliver to our people. Despite all
72 this governmental complexity, we believe that, with good
73 leadership and good citizenship, we in the Metro Region can take
74 charge of our common destiny -- design it intelligently, pursue
75 it vigorously, and enjoy it fully.

76 SEEING OUR FUTURE AS A WHOLE

77 In writing this Statement, we have tried to visualize the
78 Metro future as a whole system of values in action -- a "Metro
79 Culture" -- that will preserve and enhance the good life for all
80 of us, and especially for those as yet unborn. We here envision
81 a Metro Culture that will integrate our basic ecological,
82 political, legal, technological, economic, social, and aesthetic
83 values into a harmonious whole that will inspire the commitment
84 and pride of all Metronians.

85 Like all cultures, our regional Culture will constantly
86 evolve. Our future Metro Culture will be an outgrowth of our
87 present Culture, just as the present one has grown out of our
88 past, dating all the way back to the days of President Jefferson.

A FUNDAMENTAL PROBLEM

A fundamental problem we face, in envisioning a desirable future Metro Culture, is that many of the key values of our present culture were crystallized during a historic situation of low population density and wide open spaces. With the passage of time, as the population of our nation has grown, so has that of our Region.

Whether we like it or not, it seems inevitable that the population of our Metro Region will continue to grow for some while, for at least the following reasons:

♦ The overall population of our nation is growing, and the demographic momentum is such that net growth will persist for several more decades. This is true even if we make the most optimistic assumptions about widespread use of family planning practices, and about federal control of immigration.

♦ We live in a federal republic which essentially guarantees freedom of movement from state to state (including the freedom of Metro people to move elsewhere).

♦ Our livability will attract people from elsewhere, including many who will choose to live here yet earn their living by telecommuting to distant places.

Therefore, a fundamental challenge of this Vision Statement is to design ways to preserve the essence of our Metro Culture's key values despite the unavoidable future necessity to accommodate more Metronians.

While our Vision includes and favors appropriate action by elected authorities to find legal, ethical, and practical ways of moderating net population inflow, the key to a satisfying future way of life for all Metronians clearly lies less in preventing than in managing demographic growth.

119 USING OUR VALUES TO GUIDE CHANGE

120 Only by consistent action based on the key values of our
121 emerging Metro Culture can we prevent outside demographic,
122 technological, or economic forces from destroying that very
123 Culture. Among these key values-in-action are the following.

124 ♦ Our Metro Culture will assign the highest priority
125 to the preservation and enhancement of our livability -- while
126 also making plans and provisions for the orderly accommodation of
127 newcomers who move here, often attracted by that very livability.

128 ♦ Our Metro Culture will emphasize pride in our
129 special Metro identity and sense of place -- while also
130 encouraging our knowledge of other cultures and languages
131 worldwide, with whose peoples we will be in ever-closer contact
132 as the global economy continues to expand inexorably.

133 ♦ Our Metro Culture will allow the greatest possible
134 individual liberty in politics, economics, ethnicity, lifestyle,
135 belief, and conscience -- while also instilling social
136 responsibility toward the Community as a whole.

137 ♦ Our Metro Culture will provide maximum economic
138 opportunity for all our people -- while also offering suitable
139 social mechanisms to insure equity for all, and compassion for
140 those in need.

141 ♦ Our Metro Culture will encourage the preservation
142 and enhancement of the best possible built environment -- while
143 also conscientiously protecting and preserving our natural
144 environment.

145 ♦ Our Metro Culture will allow and support individual
146 choice in housing arrangements -- while also encouraging a
147 settlement pattern creatively designed to provide maximum
148 environmental, aesthetic, recreational, and other benefits for
149 our entire Community.

150 ♦ Our Metro Culture will enable all our people to live
151 an abundant life -- while also systematically protecting our

152 people's right to an unpolluted workplace and environment, and
153 unimpaired sustainable natural ecosystems.

154 ♦ Our Metro Culture will minimize environmental
155 degradation, in part by requiring that those who do the degrading
156 will pay user's fees that reflect the true cost of such
157 degradation -- while also insuring that such fees do not cause
158 distress for the least privileged.

159 ♦ Our Metro Culture will maximize convenience and
160 efficiency in transportation of persons and goods -- while also
161 minimizing residential crowding, traffic congestion, pollution,
162 and environmental degradation.

163 ♦ Our Metro Culture will embody the most creative uses
164 of the new information technology for the economic, political,
165 and personal benefit of all Metronians -- while also supporting
166 institutions that provide the unique ambience of direct personal
167 contact.

168 ♦ Our Metro Culture will encourage maximum
169 intellectual and aesthetic stimulation and innovation -- while
170 also encouraging a reflective life that takes into account the
171 wisdom of the past.

172 ♦ Above all, our Metro Culture will, through public
173 and private schools and all other means, affirmatively seek to
174 insure that every Metronian child -- regardless of gender, race,
175 ethnicity, religion, family, wealth, or residence -- will
176 maintain the greatest possible opportunity to fulfill her or his
177 potential in life.

178 MAKING THE CONNECTIONS

179 Each major element of our Vision Statement is intended to
180 support the other elements. It is the intelligent design of
181 these connections among elements that will make the difference
182 between an excellent future and a mediocre one. For example:

183 ♦ To have responsible and equitable environmental
184 policies, we must have political leaders who know how to listen
185 creatively, and who are beyond reach of corruption.

186 ♦ To have true civic democracy -- especially in an era
187 of frequent electronic polling -- our schools must teach
188 citizenship with skill and passion.

189 ♦ To maintain our environmental consciousness, all
190 Metronians, including those residing in city cores, must have
191 daily opportunities to experience nature in their neighborhoods.

192 ♦ To sustain our tradition of natural spontaneous
193 friendliness -- a quality visitors quickly notice and widely laud
194 -- we must have an economy that will sustain high employment at
195 family-wage jobs.

196 ♦ To lead a truly examined and fulfilling life, we
197 must maintain a vibrant system of lifelong learning
198 opportunities.

199 DEMOGRAPHY

200 eee

201 [Map or maps to be attached.]

202 SETTLEMENT PATTERN

203 eee

204 [Map or maps to be attached.]

205 LOGISTICS

206 eee

207 [Map or maps to be attached.]

208 ECONOMICS

209 eee

210

ENVIRONMENT

eee

212

COMMUNITY WELL-BEING

213

eee

214

SENSE OF PLACE

215

eee

216

LIFE-LONG LEARNING

217

eee

218

INTELLECTUAL, EXPRESSIVE, AND RECREATIONAL LIFE

219

eee

220

A FINAL WORD

221

eee

THE ATRIUM, SUITE 400
99 W. TENTH AVENUE
EUGENE, OR 97401-3001

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24 February 1994

RECEIVED
MAR 2 1994

Karen Buehrig
Assistant Region Planner
Metro
600 N.E. Grand Avenue
Portland, OR 97232-2736

Dear Ms. Buehrig:

In your letter to me dated 3 February, you asked me to review and comment on a document you sent me entitled "Future Vision—Combined Edit, Second Draft." I explained that previous commitments would keep me from the meeting scheduled for 28 February, but that I would be happy to send you comments in writing on the draft. Here they are.

If the purpose of the vision is to make a list of all the good things one might hope for an area, then your mission is about accomplished. I found little in the document to dispute: arts, education, economic prosperity, natural amenity, quality of life, and so on. These desired characteristics look very similar, if not identical, to those that emerge from other long-run visioning processes with which I am familiar. If the Commission needs any reassurance, then I am here to offer it: I do not think the vision that I read will cause much controversy stemming from having identified the wrong goals.

I do, however, see two possible criticisms. The first might be easily dismissed if the Commission argues, as I think it could, that its mission was to focus on the *physical* attributes of the region only. I am referring to the fact that other visioning exercises often talk more about social goals: things like per capita income, personal freedom and choice, social justice, and the distribution of wealth. I'm not suggesting that such goals necessarily should be included in your vision—I'm only pointing out what occurred to me in my review.

Second, and more important, it is precisely the uncontroversial nature of the vision that should cause the Commission to consider what it thinks this vision will do for the region. The issues Metro and the citizens of the region must address related to growth and development are hardly uncontroversial. There will never be consensus in any larger sense about regional growth—put any growth issue to a vote, and I would be surprised if two-thirds of the voters would vote the same way. Governments, if they are to be effective, must nonetheless make decisions about issues on which their citizens disagree. Until the vision gets reflected in real policies that have an impact today, not 50 years from now, it will have little influence.

I sympathize with and even endorse the vision thing in some contexts. During my tenure on the Oregon Progress Board, board members spent a lot of time developing a vision for Oregon's economy and government (*Oregon Shines*). But we moved quickly to ways we could measure our progress toward our goals (*Oregon Benchmarks*). Those benchmarks are a bridge from the vision to reality. Some of them may prove unattainable, but they will push Oregon in a different direction because we try to attain them. By analogy, the vision described in the document I reviewed is a good preface to a Ray Akteson book, but will not have any impact unless it talks about real policy prescriptions (e.g., freeze the UGB, add a 50¢ per gallon gas tax, increase systems development charges, outlaw or limit suburban shopping malls, and so on).

I don't claim to understand how Metro is planning to draw all the pieces of its regional planning—*Future Visions, Region 2040*, the Regional Urban Growth Goals and Objectives, the Regional Transportation Plan, and so on—into clear regional policies that will be binding on local governments and service providers. I do believe, however, that it will have to if all this regional planning is to have any meaning. I don't think I can be of much help until the metropolitan region moves the list of good visions to a description of specific policies that the region will adopt in the hopes of attaining those visions. When it does, I would be willing to review and comment on the policies proposed.

Regards,



Ed Whitelaw

**Oregon
CHILDREN'S
THEATRE
COMPANY**



MAK 4 1994

March 2, 1994

Karen Buehrig
Assistant Regional Planner
Future Visions Commission
600 NE Grand
Portland, OR 97232

Dear Karen,

I have read the Future Vision draft which you sent me with great interest. **Oregon CHILDREN'S THEATRE COMPANY** is a program which combines children, arts and education, all of which are emphasized in the Future Vision statement. **Oregon CHILDREN'S THEATRE COMPANY** believes that by educating the young people in all segments of our community to the wonders of live theatre, we not only enrich their lives today, but we also help them to develop an appreciation of the arts which they can carry with them into adulthood. By building a future audience for all the performing arts organizations in this way, the **Oregon CHILDREN'S THEATRE COMPANY** contributes to securing a solid support base for the arts thereby enhancing the quality of life in the metropolitan area.

Education is vital to the future of our community. Providing our children with an education which contributes to their development as happy, productive individuals is essential to creating a safe and liveable city. We are all aware of the bleak situation education is currently facing and what the future holds is certainly unclear. Paring back education in general and arts education specifically is a disservice to this generation of youth and to generations to come. For this reason, I believe that there should be more emphasis on education in the final draft.

I think that some good ideas are suggested in the draft, especially regional partnerships of business and arts groups. A major existing problem which is touched on very briefly is available performance space. The growth of arts organizations is dependent upon facilities. Many opportunities are never realized or are not successful because of inappropriate or non-existent performance space. Again, I believe that more emphasis should be given to this issue.

I appreciate the opportunity to review the draft and hope that these thoughts are helpful. Let me know if I can be of further assistance.

Sincerely,

Sondra Pearlman
Executive Producer

Prepared remarks of Councilor Judy Wyers, Metro Presiding Officer, before the Future Vision Commission, Monday, March 7, 1994.

Good afternoon. My name is Judy Wyers. I am the Presiding Officer of the Metro Council.

With me is Jon Kvistad, the Chair of the Council Planning Committee.

We on the Council understand that you as a Commission are meeting this Saturday to review where you are and what you have left to do on the important work of our Future Vision. We are here to explain what our Council needs and how that relates to your work and to let you know how important we think your effort really is.

First, our decision. The Council met in a full day retreat on February 12 to review 2040. Toward the end of the day individual Councilors indicated enough about the decisions they think we are ready to make to enable me to suggest to you an outline of what we will be deciding in August or September of this year. That decision or set of decisions will most likely include:

1. the Urban Growth Boundary;
2. Urban Reserves;
3. a reaffirmation of our Greenspaces Policy, possibly with some greenbelt elements;
4. amendments to the Regional Urban Growth Goals & Objectives, to make the RUGGO's consistent with what we have learned from Region 2040 and your "draft" Future Vision; and

5. Adoption of new functional plans, if necessary to expedite implementation of the RUGGO's and if agreed upon by most of the players in regional planning.

You notice that I referred to the "draft" Future Vision only once in this list. In fact, we are hoping it will serve as a guide for each of the above, as a document against which we, our constituents, local governments and other interested parties can gauge our decisions.

I am not here to tell you either how to do your job or what the product should look like. What I would like to do is try to give you some indication of what would be most useful to the Council by describing what we will be doing and how it relates to your effort.

A year ago when the Council was discussing the question of how the Future Vision relates to Region 2040, we were concerned that we not have two efforts doing the same or conflicting work. We still have that concern. Our hope is that the two efforts can and will complement each other without duplicating effort. While Region 2040 has asked people of the region what they like and value about the region, this Commission is charged by mandate of the Charter to provide

a "... conceptual statement that indicates population levels and settlement patterns that the region can accommodate within the carrying capacity of the land, water, and air resources of the region, ..."

To us this says that your work should be, and hopefully will be, the document which embodies the values of the region, the goals against which our efforts can be judged. While the Charter

specifically mentions population, settlement patterns and carrying capacity we don't think any of these questions can be answered without implicit or explicit assumptions about the values of this community. How can you answer questions about population or settlement patterns without asking and answering the questions of why you have chosen these against all others? We believe it is in the area of articulating community values that your work will be of greatest value; for while each and every one of us has some feel for these, you as a group have spent the most time grappling with their articulation. We urge you to concentrate on this primary task.

The importance of your effort lies in how well your draft and final products do in fact capture community values. It is of vital importance to the future of this region that we not have a series of fits and starts at growth management. Nothing could be more harmful to our long term objective of maintaining the best quality of life for the region. The Council now sitting will make some very important decisions this Fall, the new Council will adopt a Future Vision in the first half of calendar '95. Elements of the Regional Framework Plan will follow. These decisions will all be moving forward as guided by the set of community values articulated by you and validated by the citizens of the region. If this is the case, and if it is obvious to most players, we should be able to avoid speculation, upheaval, and chaos.

So you see much of the future does depend on you and your work here. If your vision differs widely from that held by our community it is likely to have much less impact on Council decisions. On the other hand, if it resonates with the public, it will likely be embraced by this

Council or our successor. The Future Vision should be one of those long term over-arching guides to help each of us be sure we are grounded as we move ahead with managing growth to preserve our rightfully prized quality of life.

My personal guess is that once you have articulated the values which make this region what it is, you will have less difficulty answering questions about settlement patterns and populations.

This is very important and difficult work. We want to be helpful to you without getting in your way; work with you without exerting control. We want you to know that a "draft" Vision Statement will have the most chance of influencing the shape of our decisions this fall if it is available by June or July. That would give the Region 2040 participants, including the Council, MPAC, and staff an opportunity to put our work in context with a common set of community values. We understand that this is a large task and will take time. But we must move forward. We strongly urge that you resist the impulse to take on tasks that deter you from your primary focus - no matter how related they appear. Find your guidance in the words of the Charter.

But please do let us know how you are doing. Talk with us individually or as a group. The Metro Council wants to be periodically advised. You can do that by regularly briefing our Planning Committee of your progress. We want to move in concert together and can only do so if we understand your basic direction and you understand ours. We both have very difficult tasks. I know we're all equal to it. Good luck. I would be happy to answer any questions you might have.

Oregonian MAR 7/94

PORTLAND & MUNICH

Times are tough everywhere for those who long for cities of old.

Except, perhaps, in Portland and Munich, Germany.

The two cities looked like shining lights at an international planning conference held last week in Washington, D.C.

Tri-Met General Manager Tom Walsh attended the conference and heard plenty of discouraging news. He learned that:

- The European model of well-defined cities surrounded by farms is falling apart. European cities, like American ones, are spreading out over ever more territory.

- High gas prices don't seem to make a difference. Germans pay more than \$3 a gallon for gas, but they are using their cars to get around cities more than ever.

- Toronto's well-known efforts to contain growth are collapsing, and its growth controls won't hold much longer.

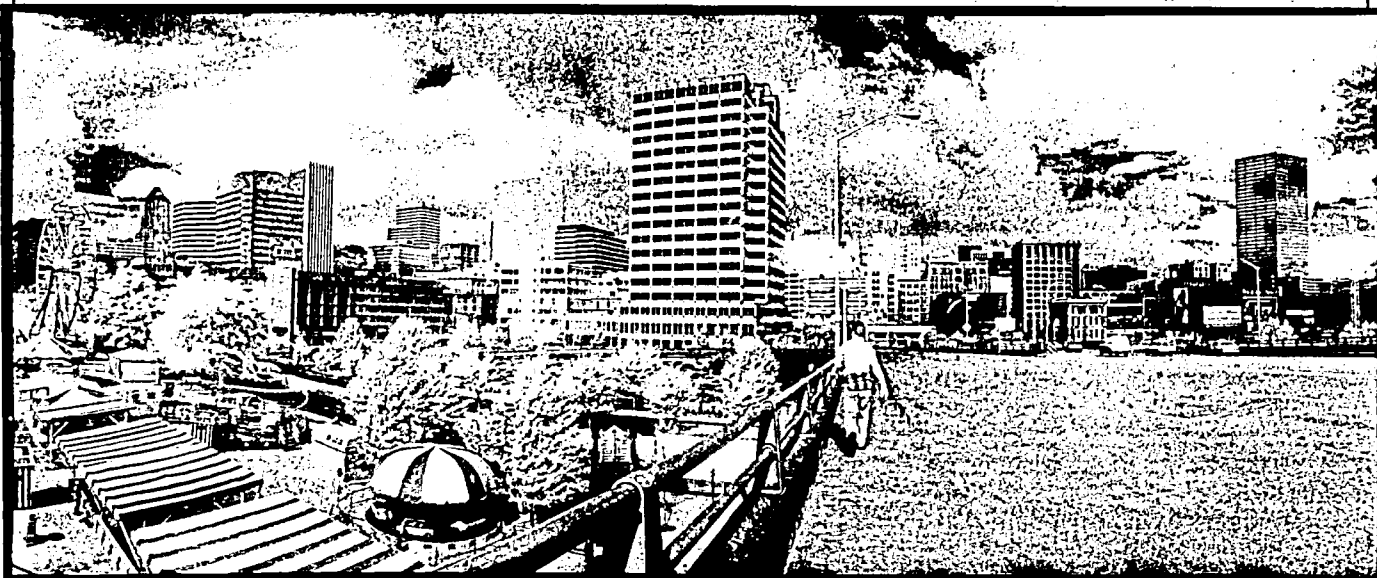
Walsh said all eyes were on Oregon at the conference, sponsored by the German Marshall Fund and the Center for Clean Air Policy. "The Germans knew more about Oregon land-use planning than I did," Walsh said.

Participants concluded that Portland and Munich had done better than anyplace else on either side of the Atlantic, Walsh said. The Tri-Met leader, aware of how much remains to be done in his city, was amazed at the accolades.

"I just started laughing," he said.

— Gordon Oliver

NORTHWEST



REFLECTIONS OF A STREETWALKER

*Portland reveals itself
to the ambler of its streets, the idler in its parks
and the philosopher of its squares.*

INSIDE: Brandy Dandy • A Cape Cod Beach Home • Far East Exercise • Pet Fashions

REFLECTIONS OF

*An Ode
to Life
as Seen
From
Street Level*

ESSAY BY
TERENCE O'DONNELL

HOLD ON! A PROMENADING TART IS not the only meaning of the word "street-walker." In the less hurried past when time had more give to it, a streetwalker also could be an idler, an ambler, a person whose pleasure it was to dawdle about on city streets and savor a city's life. In this old sense of the term, there are still a few streetwalkers about, and I am one of them. Downtown Portland is my beat.

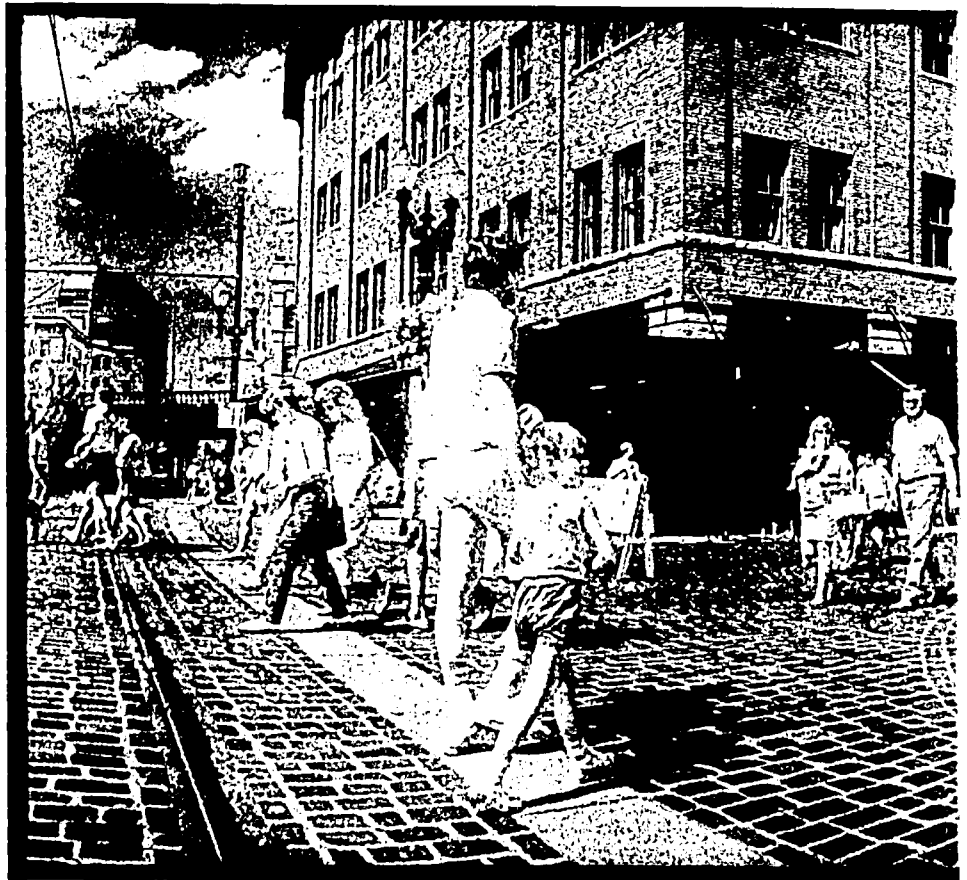
For one thing, Portland's downtown is simply a pleasant place in which to walk. For another, it is in its way instructive. Just as the human face may reflect the character behind it, so the face of a place may reflect the attitudes and values, the general bent, of the people who over time have lived in it and formed its spirit.

But first to the simple pleasure of walking in the downtown: This mile-wide, sloping shelf between the river and the hills is defined and bounded, not some sprawl lost in distance, an overpowering vastness reducing one to insignificance, to feeling like a fly. It is literally walkable, for a slow stroller like myself, no more than half an hour from one end of the shelf to the other, and even less to cross the shelf from the

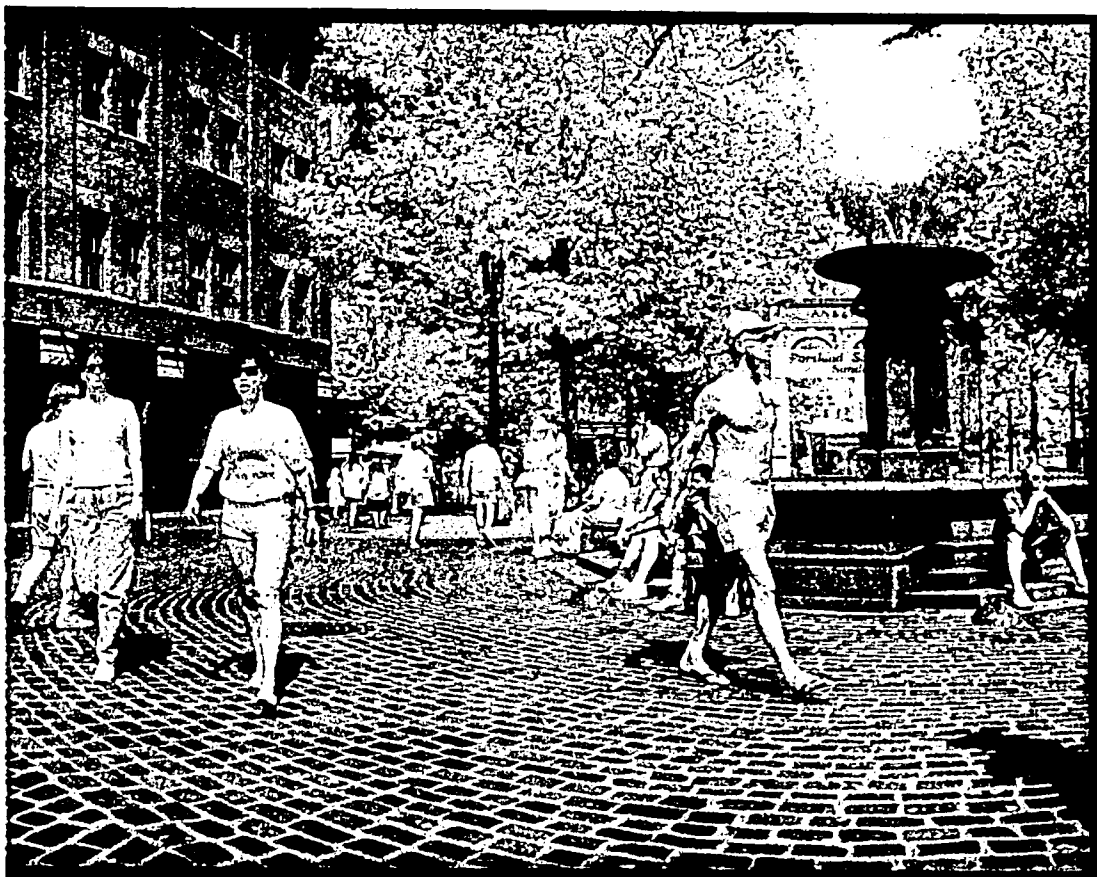
river to the hills.

Next — and remembering that a streetwalker is also an idler — the downtown is well equipped with agreeable places to sit and observe the passing show. There are the benches on the Fifth and Sixth Avenue's malls, the benches of the parks and, most inviting of all, the 20 or so set in the balustrades of the library. Also, and much favored for sitting by idlers like myself, are all the downtown ledges and low walls, Pioneer Courthouse Square replete with the former, Pioneer Courthouse with the latter.

Then there are the sidewalk cafes. And at last — because for some

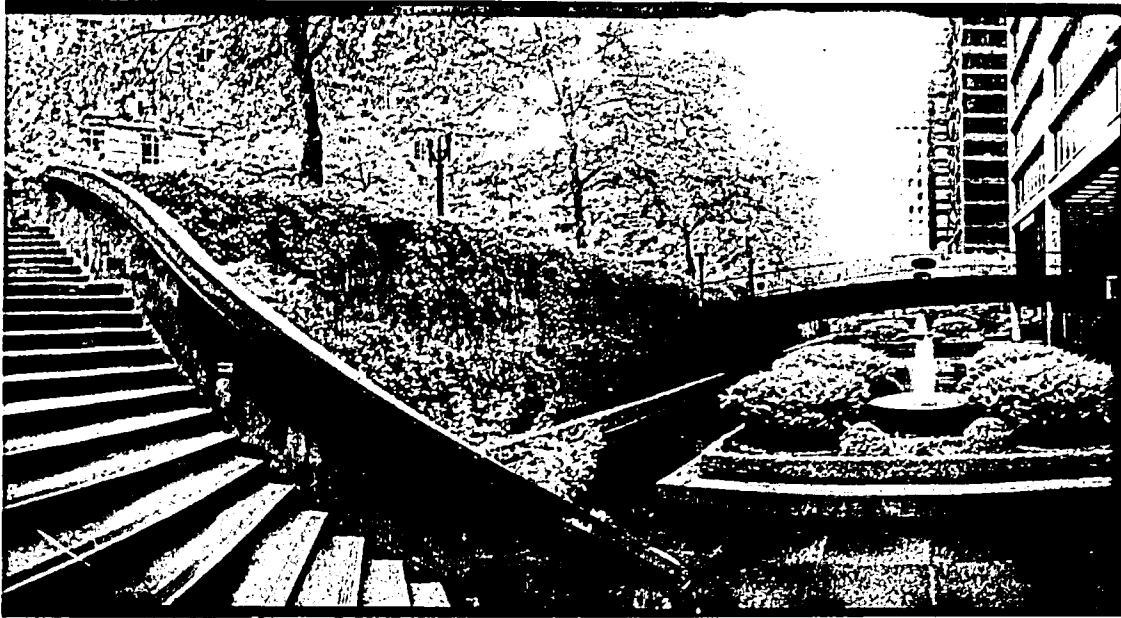


A STREETWALKER



years they were prohibited. In an earlier time, elders reproved this streetwalker for walking down Fifth Avenue eating an apple. Bad form, eating on the street. Not done, in the proper Portland view. Indeed, the city seems always to have been concerned for its decorum. In 1852 The Oregonian complained that "our city has, of late, been the scene of disgraceful bacchanalian revelry, disgusting to every sober mind." Thirty years later, on opening his theater, John Cordray forbade catcalls, whistling and the eating of peanuts. "We regard all our patrons," he announced, "as ladies and gentlemen and expect all to conduct themselves as such." Still another 30 years later, all streetcar steps were

**PHOTOGRAPHS BY
STEWART HARVEY**



lowered so that the ladies of the town could "ascend and descend without being subjected to the leers of male loiters." And today we have the green-jacketed "Portland Guides" patrolling the streets to see that we do not misbehave.

Nonetheless the bonds of decorum have been loosened, somewhat, and sidewalk cafes are now permitted — to the idling streetwalkers' delight — and where, as the Irish say, they may watch (even leer) as the world and his wife go by.

The three main downtown districts span more than a century, making downtown "time deep," a reminder that we are only passing through.

Streetwalkers, of course, have other demands besides places to sit. Shade in summer, for example, provided by the street trees and the trees of the six downtown parks, and then a roof in winter, provided by that device with which all Portland streetwalkers are equipped, the umbrella. The most essential condition, however, for any dedicated streetwalker is variety, a variety of districts, of institutions and of people.

With respect to a variety of neighborhoods, there is, first of all, Portland Center. This 54-block area at the south end of the downtown shelf originally was one of the town's few ethnic districts. Portland has never been a very ethnic city, nor has it ever sought to be so. In the 1890s, that decade when the ethnic character of many American cities became pronounced, The Oregonian Handbook to Portland

proudly reported that "the dregs" had not reached us. "The beauty of the city [is] not marred by the debasing influence of foreign paupers." In the 1940s, urban planner Robert Moses found another reflection of this attitude on his visit to Portland. Portlanders, he wrote, "believe it is neither possible nor desirable to keep all of the war workers attracted from other parts of the country."

Some residents would argue that the result of such attitudes, which is to say the relative absence of ethnicity, has made for a rather

the downtown center: traffic and crowds, offices, shops and government. Here the basic architectural character is from the first quarter of the century, "some of the most beautifully detailed and dignified 20th-century Classical Revival buildings in the country," wrote the New York Times, referring to those white terracotta-and-brick façades, which light the downtown like a lamp.

Next on the shelf, and again in total contrast, is the North End — to call this historic district by its historic name rather than the trite and trendy "Old Town." Here is the 19th-century city, here in the 1860s that the first cast-iron fronts went up and which, with their successors, form today one of the largest collections of such façades in the nation. Here, too, is that mixture of ethnic restaurants, boutiques and flophouses which contribute to the North End's special identity.

Each downtown Portland neighborhood is the product of a different historical period, each with its own architectural style, each with its own function and all three traversable, as noted earlier, by a sauntering streetwalker in no more than half an hour. It is an easily accessible variety of which few American downtowns can boast. In addition, these three districts span more than a century between them and thus make the downtown "time deep," a reminder to the musing streetwalker that we are only passing through, that there were others here before us and that others will be here after we have left — a circumstance it is perhaps as well to keep in mind.

Another variety which a streetwalker enjoys (and missing from the suburban malls, it might be noted) is the downtown's variety of institutions: two courthouses, a hospital, some schools, a university, private clubs, churches, the city hall, several child-care centers, a

bland city, one lacking in that flavor which ethnicity imparts. In any event, it is not surprising that when funds for urban renewal became available in the 1960s, the area chosen for leveling was Portland's last remaining ethnic neighborhood — that distinctness lost. Still, what replaced it is distinct as well, however different from the environment which preceded it. With its residential high-rises — perhaps the best of Portland's '60s architecture — its quiet, tree-lined footpaths, three parks, two grand fountains, lots of bird song and no cars except at the periphery, no other place in the city is like it (although this is not to discount Portland Center's neighbors, RiverPlace and Portland State, distinct environments as well).

Proceeding north, the next neighborhood — a district which, though immediately adjacent to Portland Center, is in total contrast to it — is



library, a detox center, a few museums. There is even a jail, those narrow windows of the Justice Center's middle stories behind each of which there is a cell. "Out of sight, out of mind," the old saying goes. The reverse, of course, is true as well. Passing the jail or the hospital, the streetwalker feels sorrow for the sick and the confined but also grateful for being free and being well. Indeed, the importance to the streetwalker of all these institutions is that they are emblems of the many human states and activities, not just buying and selling but also governing and judging, teaching and learning, praying and playing, birthing and dying, all those things which make up a society and which the observant streetwalker is not apt to forget, walking the downtown streets.

A variety of routes, going places different ways, is another matter of importance for the streetwalker. Here in a sense the downtown is deficient, for here as in most American cities the streets are laid out on a grid. "Straight is the line of duty, curved is the line of beauty," goes a Norwegian folk saying. And a streetwalker by definition is not much interested in either straight lines or duty.

There are, however, two escapes from these dutiful straight lines. One is the "cut-through," that is, the ability to pass from one street to another through the ground-floor levels of a number of the downtown buildings. This, at least, permits a zig-zag, if not a curve. Further, it provides some distinct contrasts in the human scene: the aisles of the department stores, the foyers of office buildings, the corridors of the courthouse.

The other escape from the grid are the parks; the Park Blocks and Plaza Blocks, the parks of Portland Center, the park on the riverbank. Few American downtowns place a pedes-

trian no more than three or four blocks from a park. But Portland, like no other city, allows the streetwalker to pass easily from pavement and building walls to spongy turf and shade of trees. In addition to this refreshment, and the license the parks provide for an errant path, is the related fact that with all the planters on the Fifth Avenue and Sixth Avenue malls as well as the number of landscaped setbacks, the downtown, especially in spring, is a garden.

The final and perhaps most important variety which a streetwalker must have is a variety

comfortable, certainly less "threatening," but it is also certainly more narrow and certainly more dull.

Those who prefer a spectrum of human types will find it in the downtown, the one place in the city where all the different kinds of people who make up the city come together: executives walking to their clubs, punk kids congregating at their corner of the Square, food vendors with their carts, cops trotting by on horseback, matrons waiting for a taxi, joggers loping past, old people at rest on the benches of

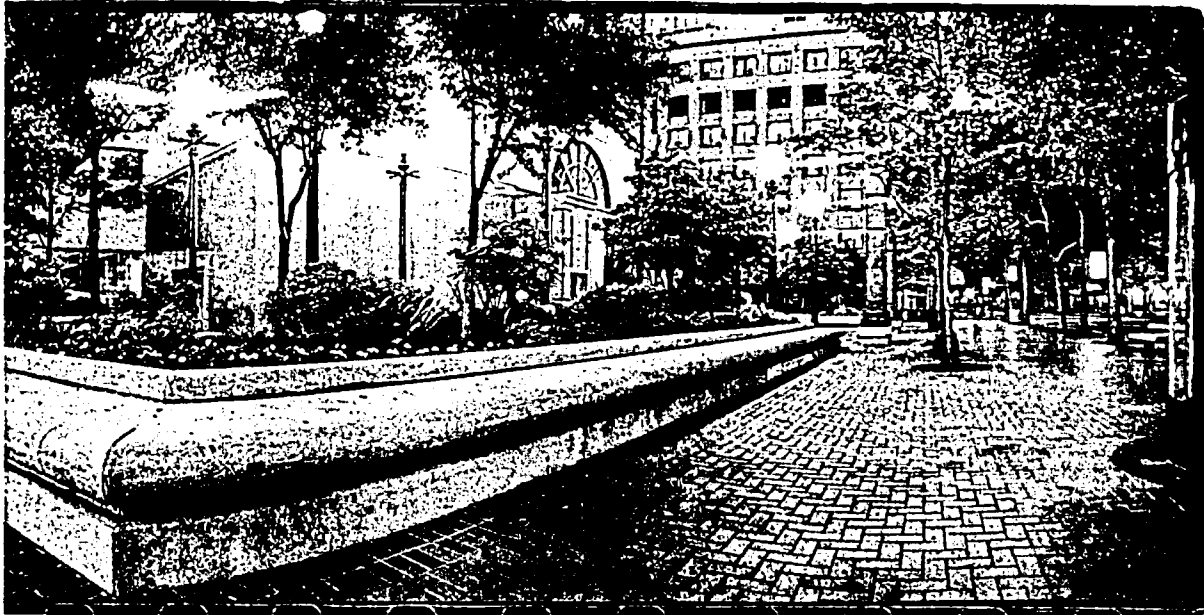
Perhaps more fundamental to this reluctance to brave the downtown scene is the simple, plain fear of differentness.

of people to watch. Is the streetwalker peculiar in relishing this form of variety? Some suburbanites appear to think so. "Oh, I *never* go downtown," they announce with a proud sniff of disdain. Why? Parking problems, the homeless, safety. These problems do figure in the reluctance of some to venture into the downtown, but often, and suspiciously, they exaggerate the problems to the point where it may be wondered if they are not pretexts. Perhaps more fundamental to this reluctance to brave the downtown scene is the simple, plain fear of differentness, that old American fear which we do our best to obliterate with efforts at conformity. Thus the preference for the suburb with its local mall, everyone at about the same income level, everyone having about the same values, everyone pretty much a mirror image of each other. It is certainly more

the park, toddlers from the nursery schools holding hands at crossings, old and young, rich and poor, the sane and mad, black, brown and white — all of us.

These, then are some of the varieties which pleasure a downtown streetwalker. But there is another feature which for streetwalkers makes the downtown an ideal place. They can look out and see the land in which the city lies and they can as well look up and see the air and sky.

The downtown comprises about 300 blocks. Fifty of these are in parks and plazas — for an American city, an extraordinary proportion of open to built-on land. Then our blocks compared to most cities' are small, and thus we have more streets which in turn means still more openings to the sky. Also, the average building height is only about 10 stories. Some of the recent, extreme exceptions to that



average compensate in part for their light-blocking height by setbacks from the river. The result of all this is that to a far greater degree than in most cities we can see the sky and receive its light. Nowhere is this more happily the case than the east-west, four-block strip which forms the very heart of the downtown, those blocks occupied by Nordstrom, Pioneer Courthouse Square, Pioneer Courthouse, Pioneer Place — three lowrise blocks, one entirely open. Thus, and so importantly, is the center a place of air and light.

Next there is our ability to look out as well

little valley as fertile as any anywhere, while beyond the boom and roar of the Pacific surf. And these visions, this knowledge of what exists around us, is essential to our sense of where we are, reminding us that this huddle of humans called a city is not unto itself but is part of the land in which it lies and to which it owes its life. It is a realization perhaps well to keep in mind, and which Portland helps to keep there for the simple reason that, from this city, we can still look out.

But is there, perhaps, a dark side to this great good fortune? Streetwalkers may wonder

block our vistas through the streets to the land beyond.

Good development means other things as well, but these two proscriptions are essential. Will they be enforced? After all, city officials, entrepreneurs, the others who steer the city's course, are no less venal than the rest of us, no less susceptible to money, power, manipulation. And so it may be that some will turn a blind eye to the breaches in the dike, the debris passing through the sluice gates.

What will happen? Perhaps the best way to determine what a person will do in the future is to get some idea of what they did in the past. The same is true for cities. Further, the character of a city, like the character of a person, has much to do with its beginnings. San Francisco and Seattle were founded by people looking for gold. Portland was founded by people looking for Eden, a place of fruitfulness, gentleness and moderation — profits, too, but in general not to the detriment of those other qualities. And Portland, they determined, was to be the capital of that Eden, a capital congruent, suitable to the natural splendor in which it lay.

This may explain the emphasis the city placed on nature right from the beginning, in 1851, the year of its incorporation, platting out the Parks and Plaza blocks, among the first, if not the first, urban parks in the United States. This value given to parks and open space continued and in a sense expanded to include that other prime element from nature, water. Today, relative to its size, Portland must have more fountains than Rome. Finally it is not surprising that when, at the beginning of this century, the city chose a symbol for itself, it chose not from industry or commerce, the smokestack or the dynamo, but from nature, the rose.

Those other values, moderation and gentle-

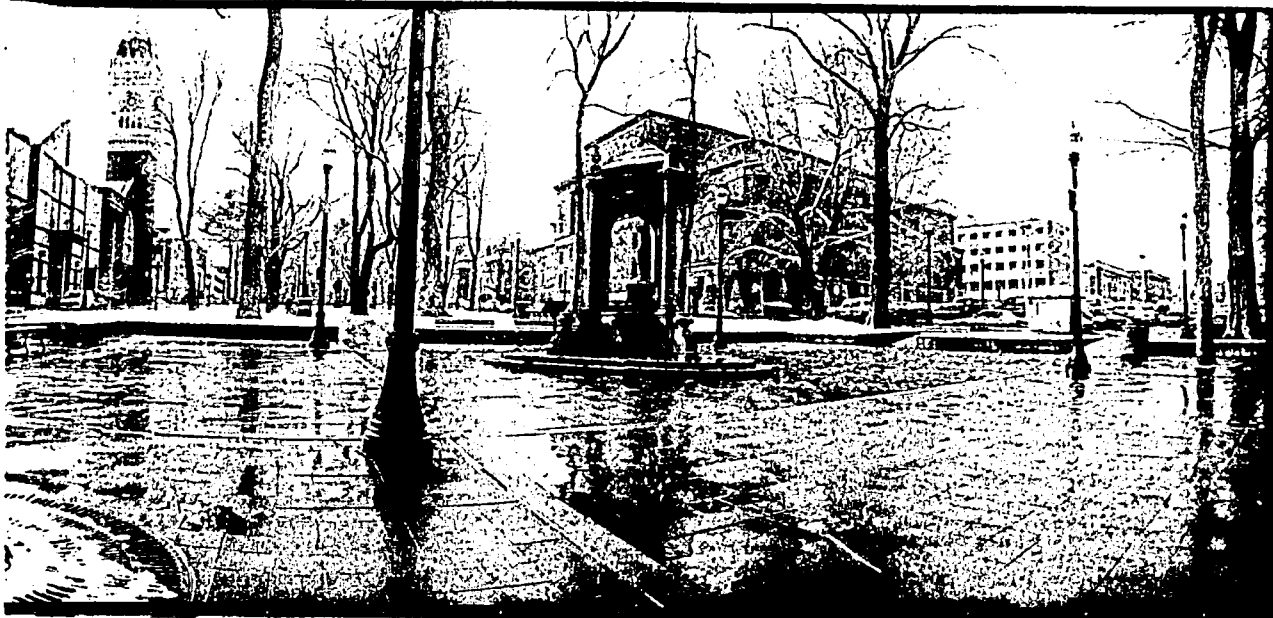
The belief in moderation and gentleness has saved the city from an infatuation with bigness and predisposed it to cultivation over sophistication.

as up. The late Christopher Tunnard of Yale University, one of the country's most distinguished commentators on the urban scene, made the point that most American cities look alike — you see one and you have seen the rest. What distinguishes a few, he wrote, is that they lie in a distinctive setting and furthermore a setting which can be seen. The example he gives for this rare felicity is Portland.

Few if any cities in the world with a metro population of a million have a downtown from which you can look out through the streets into wooded hills — in downtown Portland to the north, the south, the west and to the east, of course, the river and the mountain. And beyond. For what lies beyond is there, too, in the mind's eye, while we walk the city streets: to the east the desert and rim-rock, the rushing streams and sage-scented air; to the west that

how their successors will find the place 10, 25, 50 years from now. It is said that even within 20 years metro Portland will suffer a 33 percent growth in population, a "flood tide" they call it. If this is so, it is time to man the dikes and the sluice gates. This is not to say the sluice gates should be closed, but only that we should watch carefully what passes through them.

As Boyd Gibbons has pointed out, the answer to bad development is not STOP. The answer to bad development is good development. And good development in Portland's case is to limit, *without exception*, the height of buildings so that this already dark town — with its average of 269 days of overcast a year — will not be darkened even more. Good development, too, is to prohibit, *without exception*, those sky bridges — so favored by retailers because of our small blocks — which would



ness, also have helped to shape the city that we see today — for the character of a city, as has been suggested, is not the result of accident but rather the product of the values held by its citizens over time. So the belief in moderation and gentleness has with few exceptions saved the city from an infatuation with bigness, ostentation, reckless ambition; predisposed it to cultivation over sophistication, to contentment rather than excitement ... to amble rather than to race.

Of course this coin of virtue, as we are prone to think of it, has its other side as well, and it is the side of smugness, for in general we are rather happy with ourselves. Unfortunate a failing, but at least smugness is preferable to arrogance — and so we can be smug concern-

ing that as well.

At any rate, if this in fact has been the city's character, is it still a reliable indicator of what will be the city's future? In the 1960s this came into question when the city's commercial life began to pass from local ownership and direction to the ownership and control of outsiders — everything from the banks to the hamburger eateries. Would these outsiders with their impatient energy and contrary values and with no long-term commitment to the place, would they treat the city as a sailor treats a port and then, having had their pleasure, move on to other places? In fact, some, though indeed not all, have done more for the good of the city than many of our lethargic locals.

Perhaps more important, however, was

another infiltration which began in the '60s and to some extent continues. Often young and from the East, this group is crucially different from the first for they have "come" rather than been "sent" — and have come to stay. The reason, it would seem, is that they like the kind of place Portland is. In short, they are here to enjoy the city rather than exploit it, to confirm the spirit of the city rather than to change it.

All told, then, the prospects seem rather good that the streetwalkers of the future may continue to saunter a humanly scaled, diverse downtown, may still look up to see the sky and air and out to see the Eden in which the city lies. On the other hand, you never know, you never know, and thus it would be as well to keep guard at the sluice gates.

Man of the Streets

TERENCE O'DONNELL'S perspective on Portland is different from most. As a historian of the city, he sees the urban landscape as a rich weave of stories, an emblem of the city's evolution. More than that, as a downtown resident, he encounters his city every day. Staff photographer Jim Vincent captured O'Donnell on foot a decade ago (right), and he

still is a familiar downtown figure.

O'Donnell, who was born and raised in Portland, brings the breadth of a lifetime of travel to his observations about the city. His non-fiction book, "Garden of the Brave in War," is based upon a 15-year sojourn to Iran. Winner of the Northwest Bookseller's

Award for Nonfiction in 1980, it is now in its third printing.

Beyond his role as a writer and researcher for the Oregon Historical Society, O'Donnell recently selected quotations that appear on plaques at the Oregon Convention Center.

Stewart Havey is a Portland commercial and fine-art photographer who uses a Widelux camera.

