



METRO

Meeting: FUTURE VISION COMMISSION

Date: March 21, 1994

Day: Monday

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

Place: Metro, Room 370

Approximate
Time
10 minutes

1. CALL TO ORDER

2. ROLL CALL

3. PUBLIC COMMENT (*two minute limit, please*)

4. MINUTES
February 7th minutes
February 28th minutes
March 7th minutes

5. WORK SESSION - Compiling Commissioner's individual values lists

125 minutes

6. OTHER BUSINESS

10 minutes

7. PUBLIC COMMENT on Items not on the Agenda

5 minutes

Materials enclosed:

Memo from Karen Buehrig: retreat follow up, meeting schedule
Miscellaneous materials (requests from previous meetings)

**Please R.S.V.P. to Barbara Duncan at 797-1750
by March 18th if you are unable to attend**

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FUTURE VISION COMMISSION
Meeting Summary, February 7, 1994

Members in attendance: Len Freiser, Chair; Susan McLain, Vice-Chair; Lisa Barton-Mullins, Judy Davis, Mike Gates, Wayne Lei, Robert Liberty, Peggy Lynch, John Magnano, Alice Schlenker, Rod Stevens, Ted Spence, Fred Stewart and Bob Textor

Others in attendance: David Ausherman, Karen Buehrig, Barbara Duncan, John Fregonese, Ken Gervais, Frank Josselson, Chet Orloff, E. Kimbark MacColl, Jim Rapp, Gail Ryder, Ethan Seltzer, Larry Shaw and Tom Tucker.

I. Call to Order and Roll Call

The meeting was called to order and a quorum declared at 4:10 p.m. by Chair Freiser.

II. Public Comment

There was no public comment.

III. Minutes

Peggy Lynch stated that Washington County is 5th in agricultural production of the 36 counties. With that addition the minutes were accepted.

IV. Other

Peggy Lynch stated that Steven Hayes (228-9189) may design a logo for the FVC. Susan McLain stated that the Student Congress at Glencoe High School on January 29th was a success.

V. Commentors on Sense of Place

Kimbark MacColl, local historian, stated that Council Crest and Fairmont Boulevard should be added to the sense of place list. He brought for the Commissioners a 1972 document done by the American Institute of Architects "Entering Portland...", the document will be available from the FV library. Mr. MacColl stated that finding a name for the whole region is difficult, he was not aware of any Native American names for the region. Is there a regional sense of place, do the suburban cities/towns have a sense of place, do residents of Beaverton or Gresham identify with Portland? Mr. MacColl spoke of consolidation, various cities or areas (e.g. Albina, North Portland) were consolidated with the city of Portland. Some areas have consolidated county and city functions, the three counties in our area result in perceived boundaries. There was discussion of what is needed to get people together to make a functional plan and the Pioneer Courthouse Square experience.

Chet Orloff, of the Oregon Historical Society, questioned the need to find a name to identify the region, sense of place is defined by each individuals locale and is on a smaller scale. New York City is an example of a consolidation (Bronx, Queens, etc.), transportation brought them together. The rivers in the region should serve as icons.

In the economic section of the draft Mr. Orloff recommended the addition of tourism as an industry. Sense of place is related to the history of an area. Familiarize people

with the history of their city and region. A name for the region is likely to come organically in time. Mr. Orloff mentioned the Historical Society's planned centennial commemoration of the Lewis & Clark expedition.

VI. Other

Robert Liberty and Rod Stevens invited attorney Frank Josselson, who was on the Charter Committee, to speak to the Commission.

Mr. Josselson stated that the Charter Committee worked for 15 months and many hours each week to write the Charter, after hearing the discussion so far today it is not clear what FV perceives its role to be in light of the Charter. They looked at the functions of Metro and eventually the committee agreed that Metro's most important role was planning and that it was not at that time being carried out. Mr. Josselson stated that the LCDC process was not working for the metropolitan area. Its priority was rural preservation, the result of the process was 27 separate comprehensive plans that were sewn together.

Mr. Josselson stated that the Charter committee decided to create the FV to identify the carrying capacity of the air, land and water resources in the region, identify sustainable population levels, and desired quality of life. The first idea was to do a non-political, scientific and inspired 100 year plan. The plan was to be done by a blue ribbon commission rather than elected officials.

Mr. Josselson quoted Tom Walsh of Tri-Met when he spoke to the City Club in 1992. "There is no shortage of vision, but there is a shortage of action. We have only three or four years at most to act, then the choices will have been made." Mr. Josselson stated that RGC (Regional Governance Committee) concluded that \$4.5 million a year would be needed to fund planning staff for the FV effort. For that purpose the Charter committee gave Metro the ability to levee niche taxes without a vote of the people.

Mr. Josselson stated that the Charter was to end the Region 2040 program and restart that work with the FVC. He stated that the July 12, 1992 committee minutes clarified that 2040 was to conclude and FV would be Metro's highest priority. It was to be pure planning, its only force, persuasion, and it would be implemented by the Regional Framework Plan.

Robert Liberty stated that there has been disagreement on the FVC if the Vision is to be a planning effort or something beyond that, is the vision draft what you had in mind for a document?

Mr. Josselson stated that he had envisioned a map, topics covered would include growth forms, carrying capacities of the region. Sense of place is valid but more important is how many people can be accommodated while avoiding the gridlock of Los Angeles? This would require technical expertise which is what the \$4.5 million a year was to be for. The Charter committee gave Metro the authority to fully fund this planning effort. Mr. Josselson mentioned an amount of \$12.5 million, of which \$3.5

would go to arts funding.

Peggy Lynch stated that she disagreed with Mr. Josselson's statement that the RUGGOs (Regional Urban Growth Goals and Objectives, adopted 1991) were not a regionally collaborative process. She stated that Mr. Josselson was not present to advocate for planning funding during the budgeting process or the Tax Study Committee proceedings.

Mr. Josselson stated that he was busy making up work after time spent on the Charter committee. He disagreed about the RUGGOs and stated the local governments were not happy at all with the RUGGOs.

Susan McLain stated that Peggy Lynch and Alice Schlenker were on RPAC during the RUGGO process, they should speak to what happened.

Peggy Lynch stated that it was RPAC, the Regional Policy Advisory Committee, a committee of local government representatives who worked on the RUGGOs, not the RGC which was a quasi-private organization.

Fred Stewart asked why Mr. Josselson was so hostile. Does he want FV to look only at transportation and infrastructure planning? At the speech to City Club, Tom Walsh spoke also of human relationships, quality of life and addressing the needs of all aspects of society, not just the highly educated professionals in the suburbs.

Mr. Josselson stated that the anger is not personal but is frustration that 15 months of work has not come through. The drafters of the Charter intended land use planning to be done, not social engineering.

Ted Spence stated that nowhere is it specified that the product should be in the form of a map. It is also clear that the work is not limited to the items Mr. Josselson mentioned.

Rod Stevens stated there has been conflict on doing a "day in the life" vision of the future versus a more specific plan that would be a basis for the Regional Framework Plan.

Mr. Josselson stated that John Fregonese's 5 page memo describing FV and its relationship to the Regional Framework Plan was very useful in answering that question. John Fregonese has said that FV is like an architects sketch of a house, while the Regional Framework Plan is the blueprints and specifications. Mr. Josselson apologized if he appeared to be antagonistic, but stated frustration that the Charter committee's plan had not come to fruition.

VIII. Commentors on Sense of Place Continued

Chair Freiser thanked Jim Rapp, city manager of Sherwood, for waiting during the previous unscheduled discussion.

Jim Rapp stated that the term 'wise use' on the first page of the draft should be

clarified. It was a pleasant surprise to see the arts mentioned so prominently as part of the region. Sherwood is emphasizing the historical areas and the surrounding greenbelt as a unique element to retain the character of Sherwood. Mr. Rapp stated that page 7 of the draft describes housing as sprawling and creeping, not all housing is bad, some of that should be reworded. Mr. Rapp stated that the listing of icons should be better balanced, is urban and rural, find some suburban icons as well.

Wayne Lei asked how small communities like Sherwood fit into the region and future planning.

Mr. Rapp stated that he believes smaller communities within the UGB will grow. Problems arise due to differing ideas of tolerable densities. Sherwood is currently around 5 units per acre and some residents are alarmed at the density.

Ted Spence asked about future transportation planning in Sherwood.

Mr. Rapp stated that transportation is a problem, for the outlying areas it will have to remain primarily focused on the car. Light rail and transit can never be a major factor in smaller outlying cities. Sherwood is officially supporting the Westside Bypass, but is also working towards the wildlife refuge. A \$20 million improvement just completed will be again at capacity in 1996.

The commission thanked Mr. Rapp again.

IX. Other

Chair Freiser gave an update of each of the sub-committees. To address the FV recommendation to Council on the Region 2040 decision, Chair Freiser asked Susan McLain, John Magnano, Robert Liberty, Rod Stevens and Mike Gates to meet with John Fregonese to work on an outline for discussing the topic at the March retreat.

John Fregonese stated that after Region 2040 is decided this summer Future Vision will be the major work effort. A lot of information has been gathered in the 2040 process that can guide a FV map or document. It is time now for the two programs to work together on public involvement.

Members discussed the relationship between FV and 2040. The agenda for the March 12th retreat was discussed, members requested that a retreat agenda be available for review at the February 28th meeting. Members discussed the results of the FV process so far and what the next steps should be.

The meeting was adjourned at 7:00 p.m.

Respectfully submitted by Barbara Duncan.

FUTURE VISION COMMISSION

Meeting Summary, February 28, 1994

Members in attendance: Len Freiser, Chair; Ted Spence, Lisa Barton-Mullins, Mike Gates, Mike Houck, Wayne Lei, Peggy Lynch, Susan McLain, Ted Spence and Robert Textor.

Others in attendance included: Karen Buehrig, Andrew Cotugno, Barbara Duncan, John Fregonese, Ken Gervais, Shane Jackson, Steve Pettit, Ethan Seltzer, Larry Shaw, Mark Turpel and Jesse VanderZanden.

I. Call to Order and Roll Call

The meeting was called to order at 4:15 by Chair Freiser.

II. Public Comment - Shane Jackson spoke about equity in real estate, his comments are reproduced in full in the "public comment" packet.

Peggy Lynch stated that the Metro Council will hear the Planning Department budget on March 8th at 2pm, March 28th at 3 pm and April 13th at 3pm. She also showed a full page public involvement newspaper ad by Tri-Met that asked "What are your Wishes" for transit service.

III. Minutes

The minutes of the February 7th meeting were not reviewed or accepted.

IV. Commentors on Economics

Don McClave of the Portland Chamber of Commerce stated that many of the issues mentioned in the draft are similar to the RUGGOs which he worked on. When making policies, the more specific the better. Past documents have listed vague goals. Mr. McClave urged that the vision be practical and rooted in everyday reality. The region's economy is becoming more diverse and less dependant on extraction industries and has a changing employment mix. The 1980's saw an expansion of employment in the suburbs, businesses are attracted to suburban areas with less overhead than downtown. Tri-Met's planning addresses this with design for a system that moves throughout the area, not just in a spoke pattern to the central city. Mr. McClave cautioned against relying too heavily on the premise that people will live near their work. Also look carefully at the requirements on industries with a high growth potential. It is very important to keep a healthy economy, in the late 1980's during an economic recession Oregon came close to overturning the land use rules.

Peggy Lynch asked what definition he was using for overhead. Mr. McClave stated that downtown areas command higher rents and land costs which smaller or new businesses cannot afford.

Bob Textor asked what Mr. McClave thought about the LUTRAQ (Land Use Transportation Air Quality) work that shows the advantages of mixed use centers and employment near to housing. Mr. McClave stated that the work is good, but more important is inner-region mobility. Increasing densities along the transit corridors is appropriate but will not solve all our transportation problems.

Ted Spence stated that three factors have impacted economics: the information revolution, globalization of business, and changes in resource extractions economies - energy and resources are becoming scarcer. How do this fit into the vision?

Mr. McClave stated that the extraction industries, while they continue to be an important part of our economy, are becoming a smaller percentage and will likely not increase, growth will come in other economic areas. Plans can encourage people to use less energy with taxes and incentives. Look at subsidies, in the US cars are heavily subsidized, there is a need to make the cost of driving your car everyday to work by yourself reflect the luxury that it is. But you need to provide for alternatives before you do that.

Ken Gervais asked about a requirement that businesses or public facilities with high traffic attraction (employees, customers, clients) be located in the central city? Should that be a public influenced decision?

Mr. McClave stated that the definition of "central area" will change. Most important is that those facilities be

accessible by transit. What don't we want to be like? Denver, Phoenix and Seattle, also San Diego, cities that have lost it due to lack of transportation infrastructure.

Mike Houck stated that some people are critical that Metro is not getting the business community involved, how can we do that? Mr. McClave recommended that the Commission write the vision as a business plan, with specifics and details, it can be short but specific. He advised getting a draft document completed before having lots of people come comment on it.

Mary Tobias of the Tualatin Valley Economic Development Corporation spoke to the Commission (written comments from TVEDC were distributed and are reproduced in part here). Ms. Tobias expressed a deep appreciation for those undertaking this effort and recommended a vision with as much pragmatism as possible. The economy should be elevated to a place of preeminence in the vision. A future designed without a pragmatic approach to the basic needs of the people is not a vision, but an elitist approach, an artificial Garden of Eden. There is enormous investment required to build the infrastructure needed for the future you envision. The economy is the basis on which livability and quality of life are based. Ms. Tobias stated that for many Oregonians livability means a job and roof over their heads, beaches and mountains are just elements on the generic landscape. The vision should be for these Oregonians. The vision document should be simple, clear and based on a factual analysis.

Ms. Tobias outlined some comments on the economy section of the draft vision:

- Without a sound financial base residents will not be able to enjoy the region's amenities
- The best population projections available should be used
- There should be a goal of a high percentage of family wage jobs
- Government should make sure that education, communication, energy, transportation and infrastructure are provided for.

Mike Houck stated that the "Prosperous Portland" economic document does not mention the environment once, or acknowledge that quality of life can effect the economy. He asked Ms. Tobias if quality of life can be an economic advantage to an area and referenced the picture that appeared paper across the country of the man in a business suit who caught a 30 lb. salmon in downtown Portland, what does that do for business?

Ms. Tobias stated that there has been a lot of emphasis in this region on the wonders of the environment, but that livability as attractor for business is not true. Parks don't bring people here, we need open spaces, but they also costs a great deal. The emphasis should be on things that create wealth in the region. If you make lots of parks you take a lot of land off the tax roles.

Mike Houck stated that there is a major amount of data which contradicts Ms. Tobias statements and recommended that that data become part of the FV document.

Ms. Tobias stated that the data showing the economic benefit of a quality environment or high quality of life is not well researched, a number of cities who relied on that theory have failed. In Oregon 65 percent of the state is in public ownership for preservation.

Peggy Lynch asked what brings businesses here if it is not quality of life? Ms. Tobias stated that low land costs were the attractor.

Peggy Lynch stated than the UGB is already getting us in trouble with its result of making land a non-endless supply? Ms. Tobias stated yes, remember that in the 1980s, our environment was still beautiful and that didn't help. Washington County has an annual growth rate of 3,000 people a year. The FV needs to provide the basics for those people (employment and housing). Ms. Tobias stated that a single mother in North Portland needs a job, not a place to go camping. The vision document must be directed to those people, the current document is a vision for those people who already have it, who can afford to go to the movies, to the coffee shop and can afford the personal computer.

Peggy Lynch stated that its unfortunate Fred Stewart is absent tonight as he would find this discussion interesting. She asked Ms. Tobias how do we get the economy to get us there and provide these basics for

people?

Ms. Tobias stated that the FV needs to be clear and simple, the place to address the specifics of housing and employment is in the Regional Framework Plan. It is like the difference between the landscape architect's plan and the nursery who actually installs the landscaping.

Mike Gates stated that during the economic downturn of the 1980's, nine out of ten people stayed in the area even though it was very tough, it was the quality of life that kept people here.

Ms. Tobias stated that many people did leave in the 1980's, those who were mobile did. Ethan Seltzer's work may help answer some of these economic questions. If quality of life is the big attractor then why are we not New York City?

Mike Gates stated that not everyone places high value on trees and wildlife as quality of life measures, but those elements are highly valued by those who come here.

Bob Textor stated that after visiting cities he used to live in, many are worse. If we preserve our quality of life while other places decline, it will become that much more valuable. In the comments not enough has been said about environmental preservation. Bob Textor stated that Canyon Road is not the future he envisions for Portland.

Ms. Tobias stated that if quality of life is the business attractor we would be Seattle which we are not. Beaverton used to be a small town. We should remember that we started land use planning to define our cities and those programs have only been in place for 10 years.

Ethan Seltzer asked if there are any examples of cities that followed the program of placing economic factors first and did they do well for the people at the bottom of the economic scale? Is there a medium road between environmental and economic concerns?

Ms. Tobias stated that our business community is diverse with many small businesses, 80% of Oregon companies have fewer than ten employees, and we need to think about those programs that enhance the ability of small businesses to form and expand. Growth in government extracts wealth from business that could have funded expansion.

Mike Houck stated that he rejects the idea that parks are for the elite. Frederick Law Olmstead's Central Park in New York City was for the working poor to recreate after laboring. The health benefits of open space were cited to counter the effects of living in tenements. There has been a renaissance of that thought. The Audubon Society chose Smith and Bybee Lakes in North Portland as their first priority. Minority communities are impacted more than others by environmental pollution, environmental protection is not just for the folks in the hills.

Chair Fresier thanked Ms. Tobias and Mr. McClave for coming.

V. Region 2040 Update

John Fregonese, Growth Management Manager at Metro, gave an update of some of the important findings in the Region 2040 work. Whether to expand the urban growth boundary (UGB) or not was one of the questions that led to Region 2040. The work has measured land use and transportation and applied economic and public facility needs to the three concepts. John Fregonese stated that all of the valuable information that has been gathered in 2040 still does not answer any questions by itself, it is policy question of trade offs. That policy guidelines is what is most needed from the FVC.

When the 1990 comprehensive plans from cities around the Metro region shows the amount of land by zoning type, and shows what is vacant and what is developed. Currently about 5% of the vacant land in the UGB is zoned rural. These are ten acre lots and much of it is tax deferred, they are a left over from before the LCDC and the first Land use laws in Oregon.

John Fregonese stated that low density single family zoning occupies 25% of the land within the UGB is developed with that type of development, 28% of the region is zoned for low density single family housing as such. So one fourth of the region is zoned for low density single family. Single family is the largest consumer of land in the region. Many jurisdictions don't zone 5000 sq. ft. residential lots any more, the lot size for single family will be decreasing in the future.

John Fregonese stated that the amount of land zoned for multi-family is about equal to what is zoned. About one of every eight acres in the region is developed as industrial and one in four acres is zoned for industrial, twice as much zoned as is being used for industrial.

Mike Houck asked what is the potential for rezoning industrial lands for housing?

John Fregonese stated that the question the region will need to answer, what kinds of jobs and what kind of land will be needed in the future? Are we thinking in the wrong century? Areas near light rail are being considered for rezoning to mixed use. Before the UGB is expanded, we will definitely need to look at this vacant land. We will need to look at this as we did energy conservation in the last decade, to revamp our thinking to see how can we better use what we have before we look for new land. For Pittsburgh to accomplish its recent revival it must have done a lot of recycling of land.

John Fregonese highlighted some of the results from the modeling of the Base Case and three concepts:

The Base Case

- Keeps current policies and extends them out to 2040
- Would add 120,000 acres to the UGB, 65,000 of which is now EFU (Exclusive Farm Use)
- Today's UGB is 225,000 acres
- Densities stay the same as today

Concept A

- UGB expansion more limited than Base Case, expands 43,000 acres, of which 18,000 are EFU
- Single family homes average 7000 sq. ft. lots
- 25% of the new households are apartments
- Most of the new growth goes to new areas in the UGB, but also to commercial nodes
- Concept A is vacant land driven, there is not a lot of land recycling

Concept B

- Recycles land and keeps the UGB where it is
- Adds a lot of transit, main streets and commercial nodes
- Average of 6,000 sq. ft. about half of the new housing is multi-family
- Where people live and work is similar to today, just higher densities
- Not a lot of additional density in existing neighborhoods

Concept C

- 18,000 acres added to the UGB, not counting the land added in satellite cities
- Six Satellite cities get 1/3rd of the new growth (about 50,000 new folks to each satellite city)
- As many jobs as housing is added in the satellite cities
- The computer model assumes a high correlation of people living and working in the same area
- Population increases dramatically in satellite cities, much like comparing the population of today's cities (Beaverton, Gresham) in 1940

John Fregonese stated that this planning process has opened up a new dialog with the satellite cities are working on jobs/housing balance, working out how much growth they will take and we will take, and finding strong agreement on keeping greenbelts so that we don't all grow together.

Mike Houck stated that he hears concern that Metro doesn't have authority over all these areas. John Fregonese stated that a vision of a plan will come first, the laws can follow. FV needs to look at that issue. Ethan Seltzer stated that Metro has all the authority needed to work with satellite cities.

John Fregonese stated that in looking at transportation all non-auto mode transportation increased in Concept B and increased to a lesser degree in A and C. Walking and biking is always much higher than transit.

Mike Houck stated that its important to keep in mind the social and community benefits of getting more people walking.

John Fregonese stated that a mix of uses (housing and employment) is the best thing to induce more walking, you need to have a place to walk to, mixed activity is more important than densities. In many retail sites parking takes up 75% of the lot and can be up to 90% for a Target, the building only occupies 10 - 25% of the lot.

There was discussion of parking formulas used by retailers to determine how many parking spaces are required. Retailers use nationwide averages as a rule of thumb, which are also used by funding institutions. But if a location is desirable retailers will modify their numbers. Empty parking lots are used as advertising so that customers will not feel the store is full.

John Fregonese presented his personal list of some of the problems and dilemmas in the region and some suggestions of solutions. The FV needs to figure out how to find a balance between these.

"John's List of Regional Dilemmas"

- I don't want to sprawl but I don't want my neighborhood to change
- I like transit but I mostly drive my car
- I don't like growth but I like a good economy
- I like open spaces but I don't want to pay for them
- I like a small town feeling but I like the big city amenities

A discussion of possible solutions have been reproduced in full from John Fregoneses' notes and are attached in a separate document.

PLEASE SEE PROBLEMS/SOLUTIONS NOTES FROM JOHN FREGONESE.

VI. Public comment

Tom Tucker from the Linton Land Use Committee spoke to the Commission and discussed planning for beyond the year 2040 and the population issue. His comments are reproduced in full in the "public comment" packet distributed to members.

The meeting was adjourned at 7:45 p.m.

Respectfully submitted by Barbara Duncan.

FUTURE VISION COMMISSION

Meeting Summary, March 7, 1994

Members in attendance: Len Freiser, Chair; Judy Davis, Mike Gates, Wayne Lei, Peggy Lynch, Susan McLain, Peter McDonald, Ted Spence, Fred Stewart, Rod Stevens and Robert Textor.

Others in attendance included: Karen Buehrig, Andy Cotugno, Hazel DeLorenzo, Barbara Duncan, John Fregonese, Ken Gervais, Noel Klein, Bob Kouns, Dee Dee Kouns, Gail Ryder, Kurt Survance, Dr. Nancy Wilgenbusch and Judy Wyers.

I. Call to Order and Roll Call

The meeting was called to order at 4:15 by Chair Freiser.

II. Public Comment - none

III. Minutes

No minutes were reviewed.

IV. Other

Judy Wyers, Presiding Officer of the Metro Council spoke to the Commission. She stated that she had met with Councilors Jon Kvistad, Susan McLain and Mike Gates to look at what the FVC should accomplish. (Note: Written text of Ms. Wyers comments are included in this agenda packet.) At a recent Council retreat Councilors noted decisions that they will be making by August or September, they are:

- the urban growth boundary
- urban reserves
- Reaffirmation of the Greenspaces policy
- RUGGOs amendments to be consistent with Region 2040 and draft FV document
- new functional plan

Councilor Wyers stated that a FV draft or document, if it is ready will help inform all of these decisions. FV relates to 2040, but the Council hopes there is not duplication or overlap. The Charter states in part, that the FVC should develop 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." The Council hopes the FV will provide a values and goals statement against which all efforts can be judged. This is difficult and important work, the Council hopes for a draft by June or July. Councilor Wyers stated that the FV is encouraged to come to the Planning Committee.

Fred Stewart asked what was thought of the work that had been done so far?

Councilor Wyers stated she hasn't read the draft yet.

Peggy Lynch stated that the FV's job is to articulate community values. To do that we need to be in touch with more people.

Councilor Wyers stated that if the Commission has suggestions on public involvement bring them to the Council.

Peggy Lynch stated FV needs something quickly to go out to the schools. Susan McLain stated there has been work on the school material, we will hear more about that in the near future.

Bob Textor asked about publicizing the FVC, at a recent conference on growth no one had heard of the FVC.

Councilor Wyers stated that the FVC needs to talk about that themselves.

Rod Stevens stated that some on the Commission think a visionary document is needed, some want a land use and transportation document, he stated he does not want to just do a value statement.

Councilor Wyers stated a values statement is important. The Council has not had a full discussion of the issue.

Susan McLain stated that Jon Kvistad was to come tonight, as Planning Committee Chair he wants to have opportunities for public testimony on these processes and the concepts as they come up for Council action.

Rod Stevens stated that a simple flow chart of the process would be helpful.

Ted Spence asked how detailed the Region 2040 decision will be?

Councilor Wyers stated that the Council covered that in detail at the February 12th workshop, and a draft from that meeting will be provided to the FVC. There was further discussion on this topic.

Chair Freiser thanked Councilor Wyers for coming.

V. Commentors on Community and Social Well Being

Chair Freiser introduced the speakers on community and Social Well Being.

Dr. Nancy Wilgenbusch, President of Marylhurst College stated that she can only speak about post secondary education. The Board of Higher Education is doing a Vision 2010 for education, there will be a white paper on the role of education in the community available in April. Dr. Wilgenbusch agreed that community is in the arts, the natural environment and sense of place, all these are needed to enhance life in 2040. Education is needed at all levels to talk about the future, education is the driving force behind economic viability. The world wants and needs several things: natural resources, cheap labor and technology and information products. Oregon and the United States in general cannot provide the first two, our niche is the technology and information.

Dr. Wilgenbusch stated that in Oregon the recession hit lighter than other areas in the country, but real wages in Oregon have declined and are \$1500 less than the rest of the country. We need to address our 25 percent high school drop out rate, and the increasing distance between the haves and have nots. Measure 5 is a problem with shrinking budgets for public education. Oregon has an unwieldy education system both public and private, there will be a major restructuring of this system in the not too distant future. Dr. Wilgenbusch shared a quote from Paul Kocherman "Each generation of Americans has outstripped its parents in literacy, in education and in economic attainment, but for the first time in the history of our country the educational skills will not equal, will not surpass, will not even approach those of the parents." To stop the erosion we have to put something in place that is really aggressive and assertive.

Discussion followed on adult education, a closer connection between business and education, and the content of higher ed (liberal arts and more technical educations). Dr. Wilgenbusch stated that education needs to look carefully at the tenure system and in moving towards performance based curriculum

Hazel DeLorenzo of the Northwest Chamber Music Society spoke to the Commission. She stated that in her music experience and as a personnel director she has found that early education in and the performance of music are very important to a person's development. Performing music is the only thing that uses both sides of the brain at the same time, it involves language, math and 'doing'. Learning music teaches the child how to learn. Music can be a way of bridging the gap between different groups. Schools have been turned into successes by changing to a performing arts format, studies and tests have shown this through the years. Ms. DeLorenzo shared a quote:

"I hear and I forget, I see and I remember, I do and I understand"

Ms. DeLorenzo stated that the draft is great, but she takes exception with the comment about an arts and business group taking the arts out of the schools. The benefit of learning music stays with a person through life whether they keep it up or not, they do better as adults. It is not just listening, but performing music. The draft also does not address how the vision will be achieved.

Chair Freiser thanked Ms. DeLorenzo and introduced Bob and Dee Dee Kouns of Crime Victim's Assistance.

Bob Kouns stated that in 1980 their daughter was a murder victim and they spent the next few years dealing with the criminal justice system. It was a shocking experience for them, and they have since tried to share this with people, and to change current policies. Mr. Kouns expressed concern that there was only one sentence in the draft on safety or crime. He discussed the issue of personal responsibility, and the uneven amount of attention being paid to personal freedom. Mr. Kouns stated that he is not responsible for other persons' actions, only for himself. There needs to be responsibility in the criminal justice system.

Mr. Kouns stated in all his work with the judicial system he has never seen a report that looks at how costs of incarceration can be lessened. Every person in prison should be doing productive work. If the prisoner doesn't want to do work, they should get two meals a day, one hour of exercise and the rest of the time in their cell. Mr. Kouns stated that Crime Victim's Assistance hopes to propose a constitutional amendment. Oregon is one of two states that has a reformation clause that punishment of crime will be based upon principles of reformation not of vindictive justice. A constitutional amendment would change that to say that "the laws for the punishment of crime should be founded on the principles of public protection, individual responsibility and reformation."

Dee Dee Kouns stated that the safety of children needs to be addressed. She stated that she and Mr. Kouns have been going to McLaren and talking to youth that have committed crimes, most started doing crimes at age 5 - 11. We need to find creative ways to catch kids earlier and change this behavior. Dee Dee Kouns stated that the kids in McLaren know that they have many, many chances before anything happens to them.

Mike Gates stated that there was a later draft on social and community well being that better addresses the individual responsibility issue. He asked the Kouns if, for those who are "reformable", have they seen a reform program that works?

Bob Kouns stated that there are some criminals who commit crimes for the rush or the challenge, not because they didn't have chances. He stated that a former prisoner they work with had suggested that criminal sentences be delivered in the form of a fine. The prisoners would spend their time working the fine off and making payments to victims as appropriate, if they are causing problems, they are written a ticket and a fine gets added to their debt.

Peggy Lynch stated that "three strikes and you're out" policies may create geriatric prison facilities. She mentioned Washington County's new facility plan that incorporates some of the Koun's suggestions.

Dee Dee Koun's stated that the median age of crime committers is going up. As they get older they will be on public assistance roles anyway, a farm type situation could be worked out so that the older criminals, no longer in need of maximum security could be in a farm situation to help produce food for the prison.

Susan McLain stated that she hopes the Kouns include junior high schools on their list of speaking engagements. Bob Textor asked the Kouns to make suggestions on what to include in the draft. Chair Freiser thanked the Kouns for coming.

VI. Other

Peggy Lynch mentioned Sondra Pearlman's letter, (commentor on community and social well being who could not attend the meeting but sent written comments) stating that it speaks to the blurring of lines between institutions and making more use of resources. Susan McLain stated the importance of attending Saturday's retreat. Chair Freiser stated that from now on Ethan Seltzer will be facilitating the discussions at the meetings.

The meeting was adjourned at 6:35 p.m.

Respectfully submitted by Barbara Duncan.



METRO

DATE: March 14, 1994
TO: Future Vision Commission
FROM: Barbara Duncan, Committee Recorder
RE: Miscellaneous Materials

Attached are a few items that were requested by Future Vision Commission members:

- John Fregonese's notes on possible solutions to the regional dilemmas.
- Peggy Lynch's "bullet list".
- Written text of comments from Presiding Officer Judy Wyers, heard at the March 7th meeting.
- Copy of letter to the Oregonian from Hazel DeLorenzo.

JOHN FREGONESE'S NOTES - NOT FOR ATTRIBUTION OR QUOTATION

1) The transportation choices are not between freeways and light rail. These carry only a fraction of all traffic, and are very expensive. Arterials and local streets are the most important auto facilities, and walking, buses, and biking are the most important non auto modes, by number of trips.

2) The corridors for light rail already exist today. Many proposed corridors could be well served by bus. We will have a hard time building a lot of light rail, as it is very expensive, and very inflexible. We should not plan any more light rail than is now on the table, but focus instead on getting those built and improving the other, more important modes. Light rail will carry less than 1% of travel in the most optimistic of scenarios. It carries about .3% today. Walking & Biking are upwards of 5 to 6%, and 10% in cities and some suburbs (Forest Grove). Buses are 4 to 6%, school buses are 4%!!! We spend too much time, effort and money on a 1% solution. Same for freeways, although the numbers are higher, they arterials carry tons more traffic, and have much greater potential for multi modality. If we are going to hit 15% non-auto it will be from walk/bike (9%), buses (5%) and rail (1%)

3) Develop a network of arterials, at about one mile intervals, and use them to define neighborhoods. These arterials would have speeds of no more than 30 mph and four travel lanes, wide sidewalks, ped crossings every 600 feet at least, on street parking, bike lanes, and carry around 25,000 ADT. ROW would be about 90 feet. Have through local streets at least every quarter mile, four through streets in each direction. Eight to ten is preferable. Develop high density residential within 3 blocks of the arterial. Increase the pedestrian factor to 11 or 12 in these three blocks. Encourage commercial development along the arterials, with apartments either vertically or horizontally mixed. Building orientation would be strict on these arterials. All would have transit service, at least three in the peak hour. some would be better. This is where ped and bike trips would be maximized.

4) Develop a regional system of auto streets carrying upwards of 60,000 ADT. Write them off as good ped environments, but provide minimal ped and transit orientation. These are only a few, probably the freeways and major state highways. Fix congestion on these. Zone for Costco's, Home Depot, car dealerships, etc. Develop HOV lanes in areas of chronic, severe congestion. Let 'er buck.

5) Our residential zoning should yield 6 du/ac for single family land. no hassle, clear and objective standards. Zone for 8, expect that no all will build out, allow duplexes and accessory units. We are zoned and practice for a yield of 4. Part is market, but a lot is zoning and local practice and harassment of small lot developments.

6) We have been on a binge of industrial zoning. About 25% of all vacant land is zoned industrial. More than we will use in the short term. Zone for mixed uses,

allow services, low intensity retail, apartments to mix along arterials. Saves about 25,000 acres of farm land to put this to better use.

7) Freeways and UGB expansions are as popular as lice. Use them as an option only as a last resort. Treat them like nuclear power plants, an option to be used when more benign and less expensive strategies have failed.

8) A big problem in commercial and industrial development is surface parking. It is more of a land use problem than a transportation problem. Current practices use between 60 and 80 percent of a site for surface parking. This makes a livable environment impossible. It also forces development to be very low density. Kruse Way has a FAR (floor area ration) of about .5, even though the buildings are multi-story. It would be a much better pedestrian environment if it were one or two story. Most far's of new development are around .2 to .3.

Maximum parking standards without addressing the reason the parking lots are there is a knuckle headed approach. The solution is to have a better pedestrian environment, and public parking, either on street or in municipal lots or structures. Shared parking is much more efficient in terms of land use. Develop a more sophisticated parking management strategy, in a public & private role. Provide for on site parking for the 75% of customer parking. Restrict employee parking. Use public parking in a shared environment for overflow. With this strategy, ratios can go to 2.5 to 4 per 1,000, and FAR's to .5 in most cases, and hit 1.0 with some work and good non auto mode shares.

9) Developing centers is important. Portland City center is a great idea. We all benefit by it, even Washington County. It will continue to be a good idea. It benefits because it is the center of the region. We must keep it accessible, to all modes. It should retain the current split of employment.

10) A few well placed regional centers is important. Beaverton and Milwaukie have the best location. Gresham and Tigard are a close second. We will probably have two successes out of the current crop, although the others will have good growth, they will not hit critical mass. My sentimental favorite is Milwaukie, but I'm betting on Gresham and Beaverton. Their success depends some on the private sector, and a lot on their local governments. We should help those who help themselves the best. Our funding should be tied to success in attracting private investment in city building.

11) People like their neighborhoods. Most of where people live in this region is treed, natural, and beautiful. They like nature. All this will fail if we destroy neighborhoods and don't preserve the green. Increase density in areas that are traffic impacted, or largely vacant. Stay away from stable neighborhoods. We aren't so good that we should destroy something that is working for something that may work.

12) Preserve permanently the green belt around Metro and some remaining green within. Make schools and parks go together and work together.

13) Expand the boundary either by adding to the edge, or large chunks, several 1,000 acres. Maintain small greenbelts between new UGB areas and the main metro area. Get the area planned and zoned before the addition is made. Make sure the problems are worked out and the land use is in place, and the road network is laid out. Make sure that the new residents don't subvert it 5 years down the road.

14) Increase density in existing neighborhoods by 1) infill on vacant lots. Duplexes should be permitted. 2) Accessory units. no big deal. 3) Protect historic areas, but allow increases in intensity of use.

15) More mixed use zoning. Residential and commercial on same lots, in same areas. Liberalize commercial and industrial codes to allow mix of employment uses.

16) All centers and major corridors should have a main street strategies. No parking required. Municipal lots - local EID's - security - trash control - Christmas lights - etc. Pedestrian areas require more management that most cities realize. They should be prepared for success. Partner with ODDA and APP to help implement.

17) Overzone, and establish minimum densities at 50% of max. Expect about 80% densities, but allow for market to operate within a range.

18) Pay more attention to corridors. Neighborhood edges, pedestrian facilities, auto travel, buses, bike routes - they do it all. They are inexpensive, infill, recycling, and strategic. Probably popular if done right, and include better pedestrian facilities.

19) NIMBY is one of the major causes of sprawl. We are very inefficient in our use of land. Increase efficiency, develop measures, deal with NIMBY through education, process improvements. NIMBY is part of the tragedy of the commons.

20) Develop strategies to work with, and in communities that perform better. Direct funding to meet Regional goals. Some communities will be more successful, because of their governments. Work to help them, rather than spend a lot of time trying to fix recalcitrant governments that resist regional direction. Use Metro's regulatory authority only to prevent disaster, not require excellence.

21) Satellites will grow rapidly, and we better deal with it. We should let them know we DON'T want them as part of Metro, but if we grow together they probably will be. We should develop an agenda of common interests and work with them as partners. Mutual respect is the key to a good relationship - we need to understand how brave it is for Sandy to work with us, and how that trust should be rewarded. Self contained small cities are best for them and us....we can do it with greenbelts and a jobs-housing balance in the cities.

PEGGY LYNCH

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(503) 646-6286 fax

3840 SW 102nd Avenue
Beaverton, OR 97005-3244

March 13, 1994

A first and incomplete cut at my personal Vision Statements:

A Vision for the PEOPLE of the Metro Region

I envision that

- the region will consist of **COMMUNITIES** where people interact in all areas of their lives;
- that all people will have food in their bellies, shelter over their heads, opportunities for satisfying, productive jobs, feel safe in their daily lives, have access to the natural environment and to the arts;
- that our education systems focus on the ability to learn and that there be life-long learning opportunities to address the changes we will face;
- that our natural environment is so important to our people's well being that we are willing to invest in its preservation--that the view of Mt. Hood is inherent to our sense of place;
- that we feel so strongly about the value of our farm and forest industries that we are willing to trade off an excess of personal square footage in our urban area in order to preserve those industries;
- that children are so important to our future that we will invest in their well-being--from pre-natal care through their teenage years;
- that all ages of our population are so important to the community as a whole that community services acknowledge that importance and invest in their well-being;
- that our ethnic and cultural diversity are so important to the health and wealth of the community that our laws will protect that diversity;
- that a healthy economy is a means to reach that quality of life we all value, therefore we must ensure continuing economic opportunities which enhance that quality of life;
- that all segments of the community participate in their own governance at some level and accept civic responsibility;

separate note on "ICONS": Part of this region's sense of place comes from its geographic position--near the Pacific Ocean, the Coast and Cascade Mountains and the Oregon desert, as well as its series of rivers--The Columbia, Willamette, Sandy, Tualatin, Clackamas.....

It's so hard not to
editorialize, - just
"bullet".

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.

Conductors:

James Lucas
Dorothy McCormick
Marjorie Rosemont
Angelo Honjas

The Chamber Music Society of Oregon

1935 N.E. 59th Avenue
Portland, Oregon 97213-4117

Phone (503) 287-2175

March 9, 1994

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

Dear Ms. Buehrig:

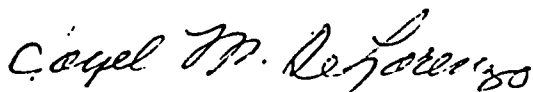
Enclosed is a copy of my letter to the Oregonian, published January 21, 1994.

On April 7 there will be a Board meeting of the Chamber Music Society of Oregon. I am taking the liberty of providing a copy of the Future Vision Commission working draft to each member of the Board and asking that it be on the agenda for discussion at that meeting. Any comments that seem pertinent to the task of the commission will be provided to you shortly after April 7.

Thank you for the opportunity to share my views with the Future Vision Commission.

Sincerely,

THE CHAMBER MUSIC SOCIETY OF OREGON



Hazel M. DeLorenzo, Executive Director

Encl.

OFFICERS: Floyd Grant Jackson, President; Patricia Ann Haim, Immediate Past President; Steven A. Wolf, Vice President; Beatrice Matin, Secretary; Marcia Torrey, Treasurer; Hazel M. DeLorenzo, Executive Director

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FRIDAY, JANUARY 21, 1994

Early music training 'wires' children's brains for learning

To the Editor: We are deeply distressed by Superintendent Jack Bierwirth's decision to eliminate music teachers in Portland's elementary schools. This is our 21st year of promoting music education as the most cost-effective method of teaching children how to learn. It should be part of basic education, beginning with kindergarten. We have accumulated an extensive file on the benefits of music education. The newest item is from The Oregonian of Dec. 15, in which Steve Nadia reports on the latest brain research by Dr. Harold Chugani at the Children's Hospital of Michigan. Dr. Chugani said, "If we teach our children early enough, it will affect the organization, or 'wiring' of their brains. By encouraging young children to learn music and practice, you're really doing them a big favor. If music must be cut, it should be at the higher levels."

HAZEL M. DeLORENZO

The Chamber Music Society of Oregon
Northeast Portland

To: Future Vision Commission
From: Karen Buehrig
Date: March 14, 1994
Re: Retreat follow-up

We had a very successful retreat on Saturday March 12. To follow up on the retreat, I am sending you a copy of the schedule for the rest of March and April that was agreed upon. For those not able to attend the retreat, please note that the Future Vision Commission will be meeting **every monday** from 4:00 until 6:30 pm during March and April. This is necessary so that the Future Vision Commission can include their work in the Region 2040 media blitz.

For the next meeting, it is important for everyone to come prepared to discuss their own bulleted vision statements. A copy of Peggy Lynch's statement is included in this packet as an example of concise statements which incorporates a vision for the Portland Metropolitan Area. You may want to look back at the minutes from the meetings in September and October when the Commission came up with lists of vision statements for the topics of: Sense of Place, Economy, Environment, and Community and Social Well-Being. If you have questions regarding this assignment for the next meeting, feel free to call me, Ken or Ethan for further explanation.

SCHEDULE FOR MARCH AND APRIL

March 21:

Create a vision statement comprised of concise statements. Each Commission member should come prepared with his/her own vision statement in bulleted format.

March 28:

Finalize a concise vision statement. A few Commission members should attend the Metro budget hearing to encourage support for the Commission's activities.

April 4:

Receive the most up-to-date information on the Region 2040 growth concepts. Begin to evaluate the growth concepts in light of the concise vision statement.

April 11:

Further evaluation of the growth concepts.

April 18:

Finalization of the information the Commission would like to have included in the Region 2040 media blitz campaign.

May 2:

Return to the Table of Contents to create a workplan for the next six months.

SOME PRINCIPLES AND VALUES

Environment

- There is the recognition that it is better to design with, through, and in accommodation with nature as opposed to against her.

Community and Social Well Being

- There is the recognition that a strong economy that is diverse both ethnically and culturally is important.

Economy

- There is the recognition that manufacturing processes can be performed with acceptable quality through the use of distributed and small groups versus large, single-location factory operations.

A Sense of Place

- There is the recognition that the natural beauty of the region will not be obscured by the built environment and that the built environment must meld with the natural landscape.

Post-It™ brand fax transmittal memo 7671		# of pages > 1
To	Karen Buehrig	
Co.	Wayne Lee	
Dept.	Co.	
Fax #	Phone 464-8988	
	Fax # 464-8527	

FUTURE VISION

SUBMITTED BY MAYOR ALICE SCHLENKER, Metropolitan Policy Advisory Committee ("MPAC")

AND THEN THERE WERE MANY ...

My future vision is based on what I know and have experienced from the past, what I am challenged by as an elected official serving a broad base of community ideas, ideals, and wants for the future, and my vision is most predominantly shaped by the stewardship I feel for this great country and our beautiful Pacific Northwest Region.

Chief Joseph said,

The land is here for us to use, not for us to use up.

I envision a wise and thoughtful investment throughout the next 50 years of how we want our land, landscapes -- trees, flowers, waterways, agricultural lands, and recreation/open spaces to work in relation to cultural, economic, and lifestyle pursuits. I envision us as the stewards protecting our incredible natural gifts -- the fowl and the fish -- the forests, rivers, our ocean and drinking water. Art and culture shall prevail and proliferate as it becomes food for the mind and the soul.

I envision many new long-term international alignments with Asia and the Pacific region -- while actively developing new and unbelievable standards of technology. Our streets will be walked by an exceptionally well-educated work force -- who will develop and intensify trade and commerce -- with multiple, new business partners. I see highways of communication and highways of transport being built that will carry picture messages, as well as people, at intensely fast speeds. Our neighborhoods will continue, however, to be our safety net, providing security, and comfort for a highly diverse and special society.

ROBERT L. LIBERTY
ATTORNEY AT LAW

522 SW Fifth Avenue • Suite 1330 • Portland, Oregon 97204
Tel: (503) 225-0102 Fax c/o (503) 228-1965

TO: Future Vision Commission

DATE: 21 March 1994

RE: Statement Of Principles for Future Vision Narrative

Here are a few of my own statements of principle for your consideration in the development of our two-page short list of key concepts, objectives and principles:

- We will not allow our wonderful metro region to become another Los Angeles or Puget Sound megalopolis. Our region is worth the sacrifices it will require to avoid the fate of other urban regions.
- Civic pride, citizen participation and open government are important elements of our social quality of life and help protect our physical quality of life. Government structures and operations should foster these characteristics of pride, participation and openness.
- Care must be taken to insure that the costs and benefits of population growth in the region are understood and fairly distributed.
- The health of the regional economy should avoid reliance on any one industry. Full employment should not require continuous, rapid, population growth.
- There should be no "bad part of town" which future residents avoid visiting and where no one willingly chooses to live.
- Residents within the future UGB, should have a wider choice of the types of neighborhoods and urban environments in which to live; from moderate density suburban to higher density urban environments.
- Communities within the region should have an identifiable center; those that have them now need to protect and enhance them. Communities which never had or have lost their center need to establish or re-establish them.
- The communities now outside the regional UGB should remain geographically distinct, separated from today's urban area by open spaces of farm, forest or public recreational lands. Farming and forestry should be able to continue and thrive within sight of the city.

- In the city, nature should be near to our daily lives. The countryside should remain distinct from developed areas. Wild lands should never be farther away than the Cascades, the Columbia Gorge, the Coast Range or Mt. St. Helens. Wildlife should be as close as Forest Park, the Columbia, Willamette, Clackamas and Lewis Rivers.
- Every child of grade school age should be able to get to school on foot or by bicycle. Every adult should be able to walk to a store to buy a loaf of bread. At least one adult member of a household should be able to reach their place of employment by means other than an automobile.

(This is the Mike Gates version of the FVC document. It is liberally plagiarized from earlier versions. Feb 3, 1994)

A Future Vision

This is a vision FOR the future, not OF the future.

Children born today will spend a lifetime carrying out the essential tasks required to mold this vision into a reality.

Our agricultural past includes the parable of the fence post. The person turning the first furrow had only one goal- never lose sight of the fence post on the far end of the field. A single glance to the right or left meant every furrow that followed would be further askew.

Our children need easily identified fence-posts. For them we provide this summary of our lifelong learning of what our region should keep, change and add. It should be seen as a woven fabric instead of a list of singular targets. Included are these points:

** People need to have a "sense of place". Views of Mount Hood must be unobstructed for all the generations that follow. It is a simple task requiring little or no money while providing inspiration and focus. It is the one thing everyone can share.

** It is more important to be taught HOW to learn than WHAT to learn. Changes are coming in faster waves. With such training it is possible to constantly adapt, and at less expense socially and economically.

** People must be given tools of expression in many mediums and venues. Expression is crucial for both mental health and physical well-being. The tools must begin to be acquired in childhood.

** A sense of safety is something people give to one another. It begins with an infant being given attention and transforms to lesser and greater courtesies before being formalized in codes of law or structures of government. We have a never-ending social responsibility for each other and to each other.

** We are entrusted with a region of natural beauty and elaborate ecosystems. The area wildlife must be preserved and the aura of ever-present green maintained.

** A significant portion of life is spent engaging in some form of commerce. It is necessary in a world where no one is self-sufficient. Our region must operate as an integral part of an international economy while satisfying basic needs of people here.

(Note: A longer life span is no guarantee of stronger commitment or wiser action in moving toward the fence post.)

FOUNDATION OF THE FUTURE VISION

The Future Vision Commission has a mandate- prepare a clear statement that can guide planning in many facets of society for the next fifty years.

Such a mandate involves listening to people such as yourself before taking action. Consistently we have heard it proposed the goal should be a just, safe and equitable society- one that utilizes the land to sustain and enhance the natural as well as built environment; one that has a rich culture and effective educational programs; and, one that provides strong economic and employment opportunities.

We have learned from you it is important to KEEP "livability", CHANGE transportation modes, and ADD vitality to an already resilient economy.

The foundation of the Future Vision is our expectation for children- a clear image and concept that will affect their lives, their play and learning, their work and livelihood, their families, their homes and communities, their health and environment.

The short text of this report is written as an affirmation. The tone is intended to be one of accomplishment, describing the region when the fence post has been reached successfully. The longer text that follows as an appendix proposes some steps to take along the way.

OUR SENSE OF PLACE

We are sensitive to our place in nature. We define it as the snow-draped cones of Mount Hood and Mount Saint Helens shimmering above sailboats on the Columbia, a silver-bright salmon pulled from the waters of the Willamette just steps away from office towers, clouds catching in the firs of the low hills, the rich green patchwork of farms and forest lands in the valleys.

Our communities have grown on nature's foundation, developing the identity of the area. At the heart of the region is the bustle

PEGGY LYNCH

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(503) 646-6286 fax

3840 SW 102nd Avenue
Beaverton, OR 97005-3244

March 17, 1994

To: Barbara Duncan, staff for Future Vision
fax: 797-1794

Re: three sets of minutes in FVC packet

Barbara:

In order to save time at the meeting, I'm typing my comments for distribution.

1) Feb. 7th minutes, page 3, paragraph 3: For FVC member information, although the minutes correctly reflect Susan's remarks, factually I was NOT a member of RPAC until after RUGGOs were adopted. It was the adoption of the document that created the three "citizen" positions and I was selected to be the Washington County alternate to RPAC. I did, however, as a private citizen, participate in the development of RUGGOs and testified at Metro Council in favor of their adoption.

2) Feb. 28th minutes, page 1, Public Comment: Please add to the last sentence after "transit service"....and asked for that kind of public involvement support for Future Vision.

3) Feb. 28th minutes, page 2, paragraph 9: Please correct the first sentence to read "Peggy Lynch" asked if Mary was suggesting that..... (deleting "stated that").

4) Mar. 7th minutes, page 2, paragraph 8: We need to clarify that the Board of Higher Education's 2010 Vision is a separate document from the white paper being done by Dr. Wilgenbusch and others. It could be done by putting a "period" after "Vision 2010 for education". Then stating "Additionally, there will be.....

According to the March 7th minutes (page 2, paragraph 5), Councilor Wyers stated that we were to receive a draft from the Metro Council's Feb. 12th workshop. Is that available?

Lastly, per the letter from Hazel DeLorenzo, I would hope that the draft Ms. DeLorenzo provides to her Board is one which we may have from our "bullets" discussions and that we insure that our most recent work be that which the community sees and not prior documents. To that end, I suggest that any draft document which comes from our next few meetings be sent to everyone who has received our prior drafts. I would hate to see those prior documents being handed around the community if we are now headed in a new direction.

From:
TRI-MET STRATEGIC PLAN
1983-1998

A VISION

FOR GROWTH AND LIVABILITY

The following is one vision of how the Portland metropolitan area might look 20 years from now:

Our region is a bustling metropolitan area with some 2 million people, set off from surrounding farm and forest lands by a distinct, unchanging urban growth boundary. The air is clean and the landscape a balance of attractive, well-planned development and striking natural beauty.

The region has retained its unique charm and livability, despite substantial growth. People enjoy working, playing and living here. Ample parks and open spaces complement vibrant urban centers. The comfortable pace of life contributes to people caring about and interacting with one another to a degree unheard of in other major metropolitan areas.

Cars, buses and light rail trains travel throughout the region at a steady pace. The transportation network, including a five-line light rail system (with one more line under construction) and major transit corridors, allows people to quickly and easily get from one city to another, or from one place to another within a city. The network also acts as a backbone connecting development throughout the metropolitan area. In all parts of the region, development has been located near and around transit stops.

All of the region's cities have used their land carefully to avoid sprawl. The downtown areas of cities like Beaverton, Hillsboro and Gresham are thriving, people-oriented places, where jobs, shops, services, schools and parks are conveniently located together within walking or biking distance of transit stops and a variety of housing options

that surround the downtown core.

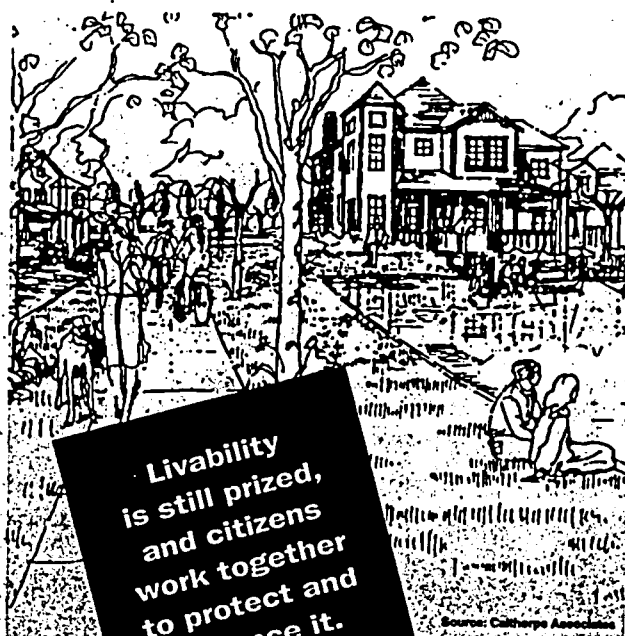
Portland's central city has been reinvigorated through the reinvestment in and the revitalization of neighborhoods. Much of the new development along Portland's major streets and rail lines consists of 3- or 4-story multi-family units over street-level shops. People can easily walk to services and shopping, and take transit to work.

In other parts of the region, new communities have been created around major transit stops. At stations such as the Sunset Highway/217 interchange and Clackamas Town Center, the development is self-contained, so residents can walk to services and schools. The center of many of these "villages" consists of a transit station and central park, surrounded by a main street or square of shops, offices, restaurants, smaller businesses, child care facilities

and recreational opportunities. In some locations, multi-family housing is located near the central park. Walking paths and bike paths connect the entire community.

Overall, the percentage of total trips taken on transit (including buses, light rail, shuttles, van pools and taxis) in the Portland metropolitan area is as high as anywhere else in the country.

Residents here enjoy the amenities of a major city without the associated sprawl, congestion, crime, crowding and tensions found elsewhere. In this region, livability is still prized; and citizens and governments work together to protect and enhance it.



Livability
is still prized,
and citizens
work together
to protect and
enhance it.

Source: Calhoun Associates

TWENTY YEARS FROM NOW...

Judy Davis - Vision Statement - 3/21/94

On sunny days we can see Mt. Hood.

Wild salmon run in our rivers and streams.

Portland's central business district is the economic, cultural, and governmental hub of the region.

All residents have access to diverse natural areas both near their homes and within a 2 hour trip from their homes.

Satellite cities (e.g. Sandy, Newberg, Scappoose) are separated from the urban and suburban places by a greenbelt of farms, forests, and open spaces.

Nearly everyone participates in life-long learning both to learn new skills and to expand understanding of ourselves and our world.

Each community within our region has a distinct identity.

We celebrate our economic, social, and cultural connections to the rest of the Pacific Northwest and to the entire Pacific Rim.

The majority of trips to and from work are made by walking, bicycling, riding public transport, or carpools.

We are internationally acclaimed for our focus on managing human and natural resources for both present and future generations.

Our region is a safe and secure place to live, work, and play.

Our region is rich in the arts and the celebration of the talents of all the people who live here.

Our economy is strong and diverse, emphasizing entrepreneurship and family wage jobs.

Citizens actively participate in open, responsive, and effective government.

People can choose from a wide variety of housing types and places to live.

People marvel at how green our region is and yet how little water we use for landscaping.

Communication and transportation networks connect all parts of the urban and suburban area and extend out to satellite cities.

We are internationally recognized for designing our human environment with the processes of nature in mind.

We know the history of our region and preserve important parts of the built environment as a reminder of that past.

Our communities are designed to foster human interaction.

Public policies encourage healthy bodies, inquiring minds, and ?? spirits.

REGION 2040 LOCAL GOVERNMENT UPDATE MEETINGS

Listed below are meetings which have Region 2040 Update presentations scheduled. These will offer you a chance to hear the latest on Region 2040 as updates are presented to these local government bodies. The next community news release will include times and locations for public involvement opportunities in May and June.

March 29, Tuesday 7 p.m.	Wilsonville Community Development Annex, 8445 SW Elligsem Rd.
April 5, Tuesday, 7:30 p.m.	Sherwood -- Senior Center, 855 N. Sherwood Blvd.
April 5, Tuesday, 7:30 p.m.	Hillsboro -- Public Services Bldg. Auditorium
April 11, Monday, 6:30 p.m.	Beaverton
April 11, Monday, 7 p.m.	Clackamas County Transportation Building 902 Abernathy Rd.
April 12, Tuesday, 7 p.m.	Gladstone -- City Hall, 525 Portland Ave.
April 18, Monday, 7 p.m.	Cornelius
April 18, Monday, 7 p.m.	Forest Grove
April 21, Thursday, 7:30 p.m.	Tualatin
April 25, Monday, 7 p.m.	Lake Oswego
April 25, Monday, 7 p.m.	Wood Village
April 26, Tuesday, 9:30 a.m.	Multnomah County
April 26, (tentative) Tuesday, 6:30 p.m.	Washington County
April 26, Tuesday, 7 p.m.	Gresham
May 3, Tuesday, 6:30 p.m.	Johnson City -- City Hall
May 16, Monday, 7:30 p.m.	West Linn -- Council Chambers
May 16, Monday, 7:00 p.m.	Happy Valley -- City Hall
May 23, Monday, 7:30 p.m.	Maywood Park
May 24, Tuesday, 6:30 p.m.	Milwaukie -- Public Safety Bldg., 3200 SE Harrison

For more information, please contact Sherry Oeser at 797-1721.

FUTURE VISION STATEMENT

(PARTIAL DISCUSSION DRAFT)

[DEAR COLLEAGUES: Attached is a slightly revised copy of the discussion draft text material I distributed at our immensely successful Retreat on Sat Mar 12.

At our Retreat we agreed quite overwhelmingly that as a group we have now progressed to the point where, to be truly productive, we must get on with exchanging and critiquing text embodying each other's value "bullets." The attached text material contains some of my values-in-action bullets.

As you will note, this material proposes particular section titles in a particular order. I have no strong feelings about this titling or ordering, but I do think we should be thinking about what titles/section content we do want, and in what order.

The present version already incorporates some suggestions received since our Retreat from Peggy Lynch and from Lisa Barton-Mullins -- for which thanks.

Please feel free to disregard, use, or edit the attached text material, and incorporate any of its ideas into your own bullets, if that seems appropriate. I have no proprietary feelings about this material, and will not be offended if you don't agree. It is, after all, only by a process in which we look at each others'

ideas, that each of us can decide what are our true
value priorities, and what we would like to see
expressed in the ultimate Vision Statement.

Cheers,
Bob Textor
Mar 16 & 17/94]

...ooOoo...

1. PREAMBLE

We, the undersigned members of the Metro Future Vision
Commission, herewith submit to the Metro Council and to our
fellow citizens this Statement of our collective vision of a
desirable fifty-year future for the people of our Region.

History teaches that a community that possesses a clear,
shared vision for its future is much more likely to end up
satisfied with that future, as it becomes their present -- than
is a community without such a vision. We therefore hope that the
Council will adopt this Statement, with changes as deemed
appropriate, and that the Statement will then become a guiding
document for future policy-makers throughout the Region. This,
we believe, will substantially increase the chances for a
desirable, livable future for all our people.

This Statement is a broad description of desired end-states,
and not a detailed plan for how to reach those end-states. Such
detail will best be handled in subsequent documents, such as the
Regional Framework Plan, and by the thousands of decisions that
local elected bodies will inevitably make over the next half
century.

In writing this Statement, we speak only for ourselves.
However, we have consulted with numerous fellow citizens, which
gives us reason to believe that our Statement embodies values

that are widely shared in the Metro Community. We thank these citizens for their input.

2. TIME HORIZON

The time horizon for this Statement, given to us by the Council, is A.D. 2045. We project that the desirable future way of life here envisioned will be realized by this date, and in many respects well before then.

3. A REGION WITH MULTIPLE BOUNDARIES

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

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

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

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

♦ For logistic and economic reasons, the borders of our area demographically are also subject to profound change,

just as they have been ever since the 1840s, to the point where
today Portland and Salem are in the same federal statistical
area.

4. GOVERNANCE

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

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

5. SEEING OUR FUTURE AS A WHOLE

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

Like all cultures, our regional Culture will constantly evolve. It will be an outgrowth of our present Culture, which in

11 turn has grown out of our past, dating all the way back to the
120 days of President Jefferson.

121 6. THE FUNDAMENTAL PROBLEM

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

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

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

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

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

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

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

7. USING OUR VALUES TO GUIDE CHANGE

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

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

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

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

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

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

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

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

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

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

191 ♦ Our Metro Culture will maximize convenience and
192 efficiency in transportation of persons and goods -- while also
193 minimizing residential crowding, traffic congestion, pollution,
194 and environmental degradation.

195 ♦ Our Metro Culture will embody the most creative uses
196 of the new information technology for the economic, political,
197 and personal benefit of all Metronians -- while also supporting
198 institutions that provide the unique ambience of direct personal
199 contact.

200 ♦ Our Metro Culture will encourage maximum
201 intellectual and aesthetic stimulation and innovation -- while
202 also encouraging a reflective life that takes into account the
203 wisdom of the past.

204 ♦ Above all, our Metro Culture will, through public
205 and private schools and all other means, affirmatively seek to
206 insure that every Metronian child -- regardless of gender, race,
207 ethnicity, religion, family, wealth, or residence -- enjoys the
208 greatest possible opportunity to fulfill her or his potential in
209 life.

210 8. MAKING THE CONNECTIONS

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

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

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

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

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

228 ♦ To lead a truly examined and fulfilling life, we
229 must maintain a vibrant system of lifelong learning
230 opportunities.

231 9. DEMOGRAPHY

2 [Map or maps to be attached.]
233 @@@@@@@@@@.....

234 10. CARRYING CAPACITY

235 eeeeeeeeeeeee.....

236 11. SETTLEMENT PATTERN

237 [Map or maps to be attached.]
238 @@@@@@@@@@@@,....

12. LOGISTICS

[NOTE: This section on "Logistics" is my rendering of selected key ideas purloined from John Fregonese's valuable informal paper, a copy of which is included in the packet for our meeting on Mon Mar 21. It has /already had helpful criticism in phone calls from Ted Spence and Ken Gervais, for which thanks.

One of the key issues that we face is how to find the golden balance between the extremes of seemingly platitudinous general statements about the Metro future, on the one hand, and seemingly paranoid attempts to micro-manage it, on the other. The section that follows might well be on the micro-management side of the magic fulcrum. I realize this, but I feel that sometimes one must first go "too far" in order to realize just where "far enough" is. Please read it in this spirit, as a way of helping you make up your own mind where "far enough" is.

We should bear in mind, too, that if this draft goes "too far," all is not necessarily lost. Many "too far" items -- from this material or bullets submitted by others -- might well end up incorporated in the Regional Framework Plan. -- Bob.]

[Map or maps to be attached if needed.]

We anticipate that between now and 2045, new transportation technologies will almost certainly emerge that will be dramatically more energy-efficient and non-polluting than those available in 1995. In due course many of us will probably be driving electrically powered personal vehicles, and possibly even hydrogen-fueled ones. Our vehicles will probably be "intelligent" in the sense that computer systems will insure safe

27 speeds and distances between vehicles, thereby enabling our major
271 highways to carry much heavier traffic loads with safety and
272 without congestion. If and as these innovations emerge, we
273 envision that our Metro Community will take full proactive
274 advantage of them.

275 However, since the specific features of these new
276 technologies cannot be reliably predicted, we must also envision
277 a future based on existing technology. Here are its essentials.

278 ♦ In general, government strongly encourages walking
279 and biking. Zoning and other measures insure wherever possible
280 that each neighborhood has numerous stores and services close
281 enough to walk or bike to.

282 ♦ In general, government provides a thorough-going and
283 demand-responsive public transit system. This system is so
284 convenient and cost-effective that many of us use it much of the
285 time. Public transit vehicles have bicycle racks and other bike-
286 friendly features.

287 ♦ Public finance arrangements insure that we each pay
2 our fair share of the true overall social and environmental cost
289 of using personal vehicles. These arrangements might include
290 requiring each of us to pay a user fee based upon our computer-
291 monitored monthly usage of personal vehicles; or providing all of
292 us with fareless public transit throughout the Region.

293 ♦ Arterial streets extend across the built-up portion
294 of the Region, with one every mile or so, designed to define and
295 strengthen existing neighborhoods. Where possible, these
296 arterials have four or six lanes. Speed limits are no higher
297 than 30 miles per hour. Numerous bus lines serve these arterial
298 routes, with new routes added to meet shifting needs. Wide
299 rights-of-way make possible on-street parking, bike lanes, and
300 pedestrian-friendly sidewalks. There are pedestrian crossings
301 every few hundred meters, and local feeder streets every several
302 hundred. Along each arterial are numerous commercial

establishments, mixed with apartments either vertically or horizontally. Three blocks on either side of these arterials are zoned for high density residences. The overall effect of this multi-faceted planning is to foster the development of neighborhoods where we can do much of our shopping and socializing without using personal vehicles. This in turn benefits small entrepreneurs and fosters neighborhood identity and loyalty.¹

♦ Any new freeways or major highways are planned and sited to link effectively into the existing general system in a manner that supports economic development by the cost-effective distribution of goods and services throughout the Region and beyond, while also safeguarding the environment. Laws require that new major shopping centers be located close to freeways or major highways.

♦ The Region enjoys an optimum combination of light rail and commuter railroad services. Light rail lines extend from Portland to Hillsboro, and from Vancouver to Oregon City. Rail transit services extend from Tualatin and Lake Oswego to downtown Portland.

♦ New high-capacity transportation corridors -- whether for use by light rail, commuter railroad, bus, or high-occupancy personal vehicles -- are developed as needs arise, so as to serve the overall environmental, economic, and social needs of the entire Metro Community.² The design for such corridors adheres to the LUTRAQ principle of zoning districts near rail stations for mixed residential, commercial, and light industrial uses.³

♦ Strong emphasis is placed on public parking, on-street or in multi-story parking structures, thus achieving efficient land use.⁴

335 13. ECONOMICS

336 @@@@@@@@@@.....

337 14. ENVIRONMENT

338 @@@@@@@@@@.....

339 15. SENSE OF PLACE

340 @@@@@@@@@@.....

341 16. COMMUNITY WELL-BEING

342 @@@@@@@@@@.....

343 17. LIFE-LONG LEARNING

344 @@@@@@@@@@.....

345 18. INTELLECTUAL, EXPRESSIVE, AND RECREATIONAL LIFE

346 @@@@@@@@@@.....

347 19. A FINAL WORD

348 @@@@@@@@@@.....

ENDNOTES

1. Among the 1995 models for this type of neighborhood development in Portland are N.W. Twenty-third Avenue and S.E. Hawthorne Boulevard.

2. We envision that government will be alert to the preservation of possible future high-capacity traffic corridors, safeguarding them against designation for other, shorter-term uses. Example: the Barbur Boulevard Corridor.

3. Any new light rail construction must be carefully considered, because:

♦ Light rail is expensive to build.

♦ It is also inflexible, in that it cannot easily be re-routed to meet changing needs.

On the other hand, light rail has the advantage over commuter railroad that it can function on city streets, along with buses and automobiles.

The inflexibility of light rail has its positive side, in that it can sometimes be a factor used to reassure investors in long-term housing or commercial developments that accessibility to public transit is highly likely to be permanent. Partly for this reason, light rail has the advantage that it provides a political basis for designing multi-purpose districts that will concentrate populations to a reasonable degree, and hence encourage not only the use of public transit, but also walking and biking to stores and services.

4. Zoning for personal vehicle parking will generally require parking-area to floor-area ratios of less than .3.