

## MINUTES OF THE METRO COUNCIL PLANNING COMMITTEE

October 19, 1994

Westminster Presbyterian Church  
1624 NE Hancock, Portland

Committee Members Present: Chair Jon Kvistad, Jim Gardner, Mike Gates, Terry Moore and Ed Washington

Committee Members Absent: Vice Chair Richard Devlin, Susan McLain and Rod Monroe

Other Councilors Present: Sandi Hansen

Metro Staff Present: Mark Turpel, Senior Regional Planner; Ken Gervais, Senior Management Analyst; Barbara Duncan, Program Assistant; Sherry Oeser, Senior Public Involvement Specialist; Stuart Todd, Assistant Regional Planner; Rick Bullock, Security Officer; Larry Shaw, Senior Assistant Counsel; Mary Weber, Senior Regional Planner; and David Ausherman, Growth Management Planner

Approximately 76 members of the public attended this meeting.

Chair Kvistad called the special meeting to order at 6:45 p.m.

### Welcome and Orientation

Chair Kvistad introduced Councilors and Metro staff present. He thanked everyone for attending and explained the process for the meeting. He encouraged both oral and written testimony and encouraged everyone present to fill out the 2040 questionnaire prepared by the Metro Policy Advisory Committee (MPAC).

### PUBLIC HEARING TO CONSIDER

**Ordinance No. 94-578, Amending the Regional Urban Growth Goals and Objectives (RUGGO) to Reflect the 1992 Metro Charter and Include Preferred 2040 Urban Form; and**

**Resolution No. 94-2040, Adopting a Region 2040 Recommended Alternative**

Chair Kvistad opened the public hearing.

Peter Fry, 722 SW Second, #330, Portland, expressed concern about the homeless. He said the Urban Growth Boundary (UGB) was best protected by natural land forms and by protecting farming and agricultural advocates outside the UGB. He said small farmers should be protected. He said the UGB should not be expanded at all and should actually be reduced in size. He said there was no justification for expansion. He said redevelopment per Metro documentation should only constitute a very small portion. He said Metro could learn from what community development organizations had already done. He said money should be invested in redevelopment and improvement of existing development within cities and cited work done around a small Catholic church which had improved that neighborhood's livability. He encouraged creating small compact urban centers within the UGB. He said lightrail transit (LRT) should go by OMSI and said the eastside connection should go up Grand Ave.

Mark Turpel presented an overview of the Region 2040 Study to-date. He presented a slide show of the proposal as presented to the Council for consideration. He discussed the history of the land use transportation connection and Metro's Regional Urban Growth Goals and Objectives (RUGGO).

Chair Kvistad continued the public hearing.

Matt Emlon, Common Sense, 1706 SE Reedway St., Portland, said he was present with other members of Common Sense who each presented reasons to maintain the UGB in its current state.

Matt Raefaele, 1849 SE 45th, Portland, said the UGB should be held because earlier generations chose to maintain a superior quality of life in the region and the current generation could also.

Eric Stein, 2626 NE 26th, Portland, said the UGB contained a great deal of land, much of which was available for development, and said that land should be utilized first before expanding the UGB. He said land could be kept affordable and said expanding the UGB would not benefit the poor.

Tom Curler, 2225 SE 59th, Portland, said Oregon's wineries were one example of thriving businesses that could not exist if existing farmlands were carved up for development. He said another reason to limit sprawl was Portland's view of Mt. Hood which would be lost with added congestion and smog. He said unbridled development from Portland to Sandy would slow residents' trips to the mountain.

Eric Stashen, 2406 SE Ivan, Portland, said money was another reason to limit the UGB. He said expansion would mean higher costs for water and sewer services and drive up the cost of road construction and maintenance.

Carrie Easton, 2225 SE 59th, Portland, said it would also cost more to provide adequate fire and police services over larger areas.

Neil Curler, member of Common Sense, said the population was aging and said an older population needed efficient development with access to transit and other services.

Bob Saar, 3045 NE 9th, Portland, said building more freeways that created congestion would not work. He said the region should commit to building communities that worked for other modes of transit such as walking and said a bicycle friendly environment should be encouraged.

Rick Pastille, 2832 NE 12th, Portland, cited Los Angeles as the supreme example of sprawl gone wrong.

Mr. Emlon concluded the presentation by Common Sense. He said existing, available lands had not been fully utilized within the UGB. He said it was time to do things right and quit handing current mistakes to future generations. He said sprawl would not assure that land would be more affordable and said limiting auto use was not a futile proposition. He said people had learned how to recycle and that it should not be assumed that energy supplies would always be as cheap as they were today. He said budgets were limited and space should be conserved now. He said farms were a valuable part of the economy and could survive only if long-term commitments were made to preserve them. He said the UGB did not make sense if it was moved every time it was bumped.

John Hammond, 3105 NE 25th, Portland, said he was a 30-year resident of Portland and a retired school teacher. He said he appreciated the opportunity to talk with elected officials and said it was visionary that government/Metro had developed such a concept as the Region 2040 Plan. He said Metro should be strict with the UGB for at least 30 years and encouraged mixed use growth. He liked the proposal for permanent greenspaces. He expressed concern about permanent urban reserves and said Metro should try to assimilate proposed growth within the current UGB. He said efficient use of land should be made also to preserve farm lands. He said long-term commuting and the long-term shipment of food should be avoided. He said the character of the region should be preserved and that Metro should drop the urban reserves acreage and eliminate farm lands from possible development entirely.

David Zagel, Association of Road and Transit Association (AORTA), 3104 NE Schuyler, Portland, said 2040's goal was to guide growth into a pattern that people wanted to see and said Metro should be applauded for its efforts to control growth. He said the region should not fall into auto-dependency and the bad habits that created. He said the UGB should not be expanded at all and said there should be a cap on road expansion in the region. He said a great deal had already been invested in road systems and said funding emphasis should now shift to alternative modes. He said the Recommended Alternative now included 700 additional lane miles within the UGB and 1,200 additional miles of added lane capacity miles and contrasted that with only 25 miles of LRT expansion proposed. He said ridership was projected to increase by 400 percent, but that transit services were only projected to grow by 200 percent. He said the differential represented a serious shortfall and urged the Council to stick to the bold vision and intent contained in the Region 2040 Plan. He urged the Council to stop expanding the road system to meet Goal 12, to hold the UGB, to maintain the 2040 Plan and to discourage urban sprawl.

Councilor Gates and Mr. Zagel briefly discussed the issues further.

Zephyr Moore, Bugs, Bees and Birds, 2722 NE 15th, Portland, said there should be a diversity of shelter and food for bugs, bees and birds. He said the region should stop planting invasive species like English ivy which prevented various species from reaching their food supplies. He said school children could be organized to eliminate non-indigenous plants and said citizens should be educated on which plants were good for the region and which were not. He said such goals tied into Metro's 2040 and Greenspaces Program(s).

Fred Russell, 4206 SE Salmon St., Portland, said expansion of the UGB was not necessary or desirable. He referenced a study done in Dupage County, Illinois that concluded that new development increased property taxes in that area and noted another study done in Western Massachusetts found that new development costs were \$1.12 for every dollar paid back. He said expanding the UGB did not necessarily mean housing would be more affordable. He said the cost of development was twice what the monetary benefit to government was. He said also the cost of transportation within expanded areas would become prohibitive. He said keeping transportation and living costs down would benefit the region overall. He said much more emphasis should be placed on transit mode splits. He said there be a firm policy statement to get models to comply with the Regional Transportation Plan (RTP) and the federal Clean Air Act. He encouraged city center development and expressed concern that short trips could turn into short drives which would create more air pollution and "cold starts." He said urban reserves and farm reserves should be mutually exclusive and that Metro should let topography decide the size of lots, whether larger or smaller.

Bob Saar, Bicycle Transportation Alliance, PO Box 12121, Portland, said Concept B projected an increase of only 1 percent, up from 5 percent, in walking and bicycling and said that estimate was too low.

To Councilor Moore's question, he said bicycles were being manufactured 3 to 1 compared with automobile production worldwide. He said biking activities in Multnomah County were very high.

Rick Meyers, Bicycle Transportation Alliance, 2444 SE Grant, Portland, concurred with previous testimony given on the increase in bicycle and pedestrian activities. He said estimates given on same in the Region 2040 Plan were too low. He said people would live closer to their jobs and use more bicycles in the future. He said people could not continue to use their cars at an ever-increasing rate. He said Metro should increase the alternative modes at a much higher level and said the BTA would submit suggestions in writing to Metro staff on what those projections should be. He said cities throughout the world which had increased bicycle ridership had found that it had been good for business and that those who had been skeptical about making roads easier for bike riding had been convinced.

To Chair Kvistad's request, Mr. Turpel explained that Metro's estimates were low because it had not received many responses to a 5,000 person survey. He said Metro staff knew the estimates were low and that they were working on a substantial update to the transportation model which would be completed soon.

Tasha Harmon, Community Development Network, 802 SE 27th, Portland, expressed concern about affordable housing. She said whatever UGB and development strategies were chosen, there would still be affordability issues. She said unless an affordable housing strategy was developed for the region, housing affordability issues would not disappear. She said Metro should use the tools available to set hard standards on affordable housing and to assist local governments in achieving affordable housing also. She said job creation should be linked to affordable housing. She said various types of housing should be considered, including non-profit housing. She said the region had to decide where it was going to create livable development and noted that most cities that grew rapidly had followed the same pattern. She said inner cities deteriorated and grew poorer and the richer residents moved to the suburbs.

Bob Riddle, Centennial Neighborhood Association, 15306 SE Gladstone St., Portland, commended Metro for its forward thinking and planning evidenced in its Greenspaces and 2040 Programs. He said, however, that local governments should coordinate better and cited an area in Powell Butte Nature Park that he said was being clear cut at this time as an example of lack of communication between jurisdictions. He said the area had been annexed by the City of Portland and said no one at the City had been willing or able to stop the cutting. He said the site was located on a steep slope, that the soil was unstable, and that clear cutting was an inappropriate activity for that site. He left pictures and information on the clear cutting (filed with the record of this meeting). He said various elected officials and community groups had been contacted and said he was not impressed with how governments had interacted or responded with regard to this site. He asked Metro for its assistance.

Chair Kvistad said Metro was attempting to enhance its communication with local governments, especially via work on the 2040 Program. Councilor Hansen noted that Metro had just taken over Multnomah County's Greenspaces, parks and recreational facilities and that more communication was taking place. She said there were ingrained problems and situations that Metro was working on, but that there had been some successes such as with attempts to clear the scenic route on the Sandy River.

Karen Frost Mecey, Bicycle Transportation Alliance, PO Box 9072, Portland, said she appreciated Metro staff's admission at this meeting that projected pedestrian and bicycle transit had been underestimated. She said Metro's documentation should have included a disclaimer stating that data used had not been sufficient. She said the public read the information and believed statistics and facts as presented. She said there had been a lack of assistance in helping bicyclists to get to and/or use public transit.

Jere Grimm, 1734 NW Aspen, Portland, said visual imagery was basic to human beings. She said the visual form was profoundly important to communities as well. She noted the draw of tourists to European cities as an example. She said Portland owed its success to assets such as Pioneer Courthouse Square. She strongly favored retention of the current UGB and said infilling, density of development and along LRT would allow village-like development where citizens could walk and shop and create a safer environment.

Harriet Denison, 3406 NW Thurman, Portland, submitted a testimony card, but did not testify.

Jim Ferner, 2247 NE Davis, Portland, said not all development had to be perfectly planned. He said empty spaces for children to play in should be planned for. He said he talked to Metro staff four years ago about bicycle modeling and was told at that time his assistance was not needed and/or they were working on it. He said it was revealed at this meeting that bicycle transit statistics were still inadequate. He said the Banfield and Sunset Highways were being improved at the expense of alternative transit

modes and said it was not convenient or safe to commute by bicycle. He said 20 percent of Portland's population would commute via bicycle if bike shelters, showers and lockers were installed.

Jim Parker, 4327 NE Glisan, Portland, commended Metro for the Region 2040 Plan. He said he was glad that the Westside Bypass had not been included in the various options and congratulated Metro for withstanding the pressure to include it. He said he was encouraged also because Metro proposed lowering vehicular miles traveled (VMT) by 11 percent. He said Metro should consider user fees for roads so that those who really wanted to use them paid for them. He said the myth of individual freedom to drive hid the fact that citizens did so at the cost of highly subsidized transportation. He said locations for home and work should be closely combined via bicycle routes, but said that those with large homes and three cars should pay for the privilege of having them. He said he would like to see the word "sustainability" be translated into "children" because future generations would have to live with the consequences of bad development done now. He asked how Metro planned to achieve a 20 percent reduction in road travel by 2000.

M'Lou Christ, 904 SE 13th, Portland, said Metro should keep the UGB intact. She said Metro should try for smaller lots for housing, for denser housing, and should encourage more three and four-story development(s).

Marilyn McWilliams, 1905 NE 16th, #4, Portland, said for the 2040 Plan to work, transportation had to be readily available and safe. She said she did not know if transportation issues were necessarily under Metro's purview, but said none of the rest of Metro's planning efforts would work unless the proper transportation elements were in place.

Chris Pierce, Bicycle Transportation Alliance, 4334 NE 32nd Place, Portland, said with 20 percent of new residents in inner neighborhoods, and if the UGB was not expanded, the region would still have congestion and encouraged better bicycle facilities and more buses.

Cathy Briggs, 2021 SE Ladd, Portland, said she lived 1.5 miles from her work and bicycled or took the bus to her job. She said she was fortunate compared to others who were not able to come and testify and state that they did not have a lot of choices about where they lived, worked or how they got to either. She urged Metro to ensure that the Region 2040 Plan addressed housing affordability issues.

Chair Kvistad asked if any other persons present wished to testify. No other persons appeared to testify and the public hearing was closed.

Chair Kvistad adjourned the special "Listening Post" meeting at 8:30 p.m.

Respectfully submitted,

Paulette Allen  
Clerk of the Council  
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*Attest as to adoption  
@ 12-1-94 meeting  
Sandra  
Recorder*

**APPROVED**  
**Date. 12-1-94**