

MINUTES OF THE METRO COUNCIL MEETING

June 10, 1999

Council Chamber

Councilors Present: Rod Monroe (Presiding Officer), Susan McLain, Ed Washington, Rod Park, Bill Atherton, David Bragdon, Jon Kvistad

Councilors Absent: None

Presiding Officer Monroe convened the Regular Council Meeting at 2:05 p.m.

1. INTRODUCTIONS

Councilor Bragdon introduced his mother, Nancy Bragdon and Dr. Anthony Pearl from the University of Calgary, Professor of Public Policy and Transportation who was at the high speed rail conference in Seattle.

Councilor Park introduced John Fukasawa, an intern with the Council Office, who attends University of Arizona. He was a quasi-native Oregonian whose father was also in the nursery business. He will be doing projects for councilors and the council office during the summer.

2. CITIZEN COMMUNICATION

None.

3. EXECUTIVE OFFICER COMMUNICATIONS

None.

4. AUDITOR COMMUNICATIONS

None.

5. MPAC COMMUNICATION

Councilor McLain said that the introductory task force on affordable housing issues made a presentation to MPAC on fair share and the formula they were utilizing. They had made this presentation both to MPAC and to the Growth Management Committee. Discussion occurred about what work this group had done, the nature and philosophy of their work and how they would be presenting this information to the public for both educational and recommendation purposes. At this point, they would not be taking this information out to the public until they received the second subcommittee's work on the tool box and strategies. They also recognized that public hearings or public involvement would be done in the Fall. MPAC had a celebration for Charlie Hales, who had been a member of MPAC for its conception, and was leaving the committee.

Councilor Washington thanked Councilor McLain for her MPAC updates.

6. METRO LEGISLATIVE UPDATE

Dan Cooper, General Counsel, said SB 838, the Metro introduced bill to allow purchase of EFU land and partition for open spaces purposes had now re-passed the Senate concurring with the minor amendments that were made on the House side and was on its way to the Governor's desk for signature. The vote was 28-0 with two senators excused.

SB 87 was substantially amended in the House Committee and had been sent to the House floor with a do pass recommendation. Metro monitored all of the amendments and reviewed them carefully and found no reason to object to the amendments, therefore, maintained neutral on the bill.

SB 1187, another bill which Metro testified against, stayed in the House committee. It was scheduled once this week for a public hearing and possible work session. The committee did not get to the bill on the day that it was scheduled and it had not been rescheduled as of this date for any subsequent action by the committee. Its status was still unknown.

Presiding Officer Monroe asked about the action on prison siting.

Mr. Cooper said the Governor's Office thought that there was something that was happening but wasn't certain what would happen. No bill had had a hearing, nothing seemed to be moving but Mr. Cooper believed they were having discussions on it. He would not rule out further legislative action this session.

Presiding Officer Monroe asked if this was the Rick Metzger bill which came from Gerry Krummel.

Mr. Cooper said yes, that bill was still there but he was unsure which bill would move forward.

Presiding Officer Monroe asked about transportation funding.

Mr. Cooper said he wished he had good news. There had been no favorable developments on the Senate side on the \$.06 gas tax increase.

Presiding Officer Monroe asked where the bill resided.

Mr. Cooper said it had been double referred to Senate Transportation and Senate Revenue.

Councilor Park asked about the bone of contention in the transportation bill.

Mr. Cooper said the issues were weight mile tax, the amount and project lists.

Councilor Park asked if the weight mile tax was being objected to by the trucking industry.

Mr. Cooper said yes and deferred to the JPACT chair, Councilor Kvistad to give the overview.

Councilor Kvistad said it looked as if we might not have a transportation package. He was unsure of what would happen to bring the transportation package forward but if in deed the package was not brought forward, there were multi-million dollars in transportation projects in all of the communities that would go unfunded. He said the state had gotten by before without a transportation package but not having transportation funding on the statewide level at all would devastate many projects in this region. He recommended each councilor send a letter or make a

phone call to the senators as a courtesy. He was going to try and meet with as many senators as possible who had problems with the bill. He was not sure that this would make a difference but he thought it was extremely important.

Councilor Park said it was a shame in terms of what was needed and the one faction that was holding it up. He understood that he used these firms to move his product but in his opinion weight mileage tax was one of the fairer taxes out there, it was a true user fee. It would shift significantly to the local truckers in registration fees a significant portion of those funds and approximately \$25-30 million worth more on to the backs of general user from the trucking industry. He said we all used the transportation system, it was a question of how that system was taken care of, how revenue was collected. It was unfortunate that they might not see anything out of this session based upon the blockage from the trucking industry. Sometimes you needed to get 80% of what you could and go back and get the 20% of what you didn't get, the next time, to get 100% of nothing was hard to take.

Presiding Officer Monroe said some of the other entities that showed interest in the bill were garbage haulers, aggregate trucks would be hurt by a change from weight mile to diesel tax as well. The state and the region needed some money in some form for our roads and highways if we were going to meet the growth needs of this region. It was tragic that it was hung up in the legislature.

Councilor Atherton said perhaps tragedy was too strong of a word because people needed to know that the region did have an option. If the legislature did not step up to the plate then the region must. Metro could do this as a municipal function in this region either the communities individually or collectively as Metro. We may have to prepare ourselves to cover this funding for maintenance and infrastructure, \$35 million per year. Every penny of gas tax represented revenue of \$5 million per year.

7. CONSENT AGENDA

7.1 Consideration meeting minutes of the June 3, 1999 Regular Council Meeting.

Motion: **Councilor McLain** moved to adopt the meeting minutes of June 3, 1999 Regular Council Meeting.

Seconded: **Councilor Atherton** seconded the motion.

Vote: The vote was 7 aye/ 0 nay/ 0 abstain. The motion passed.

8. ORDINANCES - FIRST READING

8.1 **Ordinance No. 99-808**, Amending the FY 1998-99 Budget and Appropriations Schedule in the Growth Management Department of the Planning Fund transferring \$42,350 from Contingency to Personal Services to fund annexation processing services purchased by the local jurisdictions; and Declaring an Emergency.

Presiding Officer Monroe assigned Ordinance No. 99-808 to the Growth Management Committee.

8.2 **Ordinance No. 99-809**, For the Purpose of Amending Ordinance No. 98-788C Which Amends the Metro Urban Growth Boundary and the 2040 Growth Concept Map in Ordinance No. 95-625A in Urban Reserve Area 55 of Washington County.

Presiding Officer Monroe assigned Ordinance No. 99-809 to Council.

8.3 **Ordinance No. 99-810**, For the Purpose of Amending the Budget and Appropriation Schedule for FY 1998-99 by Transferring \$50,000 from Contingency to Personal Services in the Zoo Operating Fund, and Declaring an Emergency.

Presiding Officer Monroe assigned Ordinance No. 99-809 to the Metro Operations Committee.

Presiding Officer Monroe read into the record that following the May 26, 1999 Growth Management Committee's hearing on Ordinance No. 99-809, deadline for written testimony was 5:00 p.m. today, June 10, 1999. The Council would accept written testimony for the record until 5:00 p.m. today and the full council will argue and have second reading of this ordinance on June 17th, one week from today when there would be a full public hearing.

9. CONTRACT REVIEW BOARD

Presiding Officer Monroe recessed the Metro Council and convened the Contract Review Board.

9.1 **Resolution No. 99-2790**, For the Purpose of Providing an Exemption to the Competitive Bidding Requirement for a Request for Proposals for the Construction Manager/General Contractor Services for the Expo Hall "D" Construction Project.

Motion: **Councilor Kvistad** moved to adopt Resolution No. 99-2790.

Seconded: **Councilor Washington** seconded the motion.

Councilor Kvistad reviewed that this was a CMGC request for proposals, a construction manager/general contractor joint way in which to construct. Normally Metro went out for a project low bid on most all of the other contracts. What they had found was that the CMGC approach to construction on a major project of this kind had resulted in several million dollars in savings to the agency. MERC requested the use of the same procedure for a contract manager/general contractor approach to the new building at Expo that had been used at the construction of the Oregon Exhibit. This approach helped in value engineering of a project. It allowed more flexibility in terms of what was put into the facility, ways to effectively shift and cut costs where appropriate without sacrificing the overall quality of the project. Based on past experience, this approach should allow Metro \$300,000 to \$1 million in savings over the course of building this hall. He asked the council to vote in favor of Resolution No. 99-2790.

Presiding Officer Monroe opened a public hearing on Resolution No. 99-2790. No one came forward. Presiding Officer Monroe closed the public hearing.

Councilor Atherton said, in support of this process, Metro's experience in public management of these projects had improved with construction manager/general contractor concept in a large part because of change orders that occur. Many of these newer buildings were more complex, change orders in low bid processes became very expensive. Metro's experience showed this process was an effective way to construct buildings.

Councilor Bragdon asked when proposals came in was there a mechanism like a contract review board, some representation of the council on the panel that reviews the proposals.

Councilor Kvistad said since this was a facility managed by MERC, the proposals would come to MERC first. MERC then would review them, bring them to the Council for final approval.

Mr. Cooper said no, as the Council did on the previous construction, this resolution was the council authorizing the alternative process. MERC was the responsible entity that would enter into the contract and make the decision as to who to contract with. The Council's rules provided that as the Contract Review Board if there was an appeal by someone who entered the competition and felt that the rules were not followed, they had the right to appeal that decision to the Contract Review Board. The appeal would be limited to some narrow criteria for reviewing and the actual arguments about the scoring of the appeal were not subject to appeal.

Councilor Kvistad said the track record on the last MERC project was that MERC kept the Council and the Committee fully informed. MERC made sure that the Council knew when the selection of the contractor was made.

Councilor Bragdon said he was supportive of this process. Metro was streamlining the process but the proposers were not forfeiting their right to appeal if necessary.

Councilor Washington said he would be happy to update the council on the process at the Metro Operations Committee if the council so requested. This CMGC was a fast track process to keep the project moving and get the product up and running faster than the norm.

Presiding Officer Monroe said this process had been used by the David Douglas School District and had streamlined as well as saved money for the tax payers and provided better use of public resources in a more efficient way of doing things when appropriate. He supported the resolution as well.

Councilor Kvistad said most of the council knew, this process had been used in the past and had been very successful for Metro. All of the details were included in the resolution. This process should result in some solid savings for Metro and the tax payers. He urged an aye vote.

Vote: The vote was 7 aye/ 0 nay/ 0 abstain. The motion passed unanimously

Councilor Bragdon introduced Paul Bragdon, his father.

Presiding Officer Monroe welcomed Dr. Bragdon.

10. EXECUTIVE SESSION HELD PURSUANT TO ORS 192.660(1)(E). DELIBERATIONS WITH PERSONS DESIGNATED TO NEGOTIATE REAL PROPERTY TRANSACTIONS.

Members Present: Jim Desmond, Amy Chestnut, council staff and interns, Alison Kean Campbell, William Eadie.

10.1 **Resolution No. 99-2796**, For the Purpose of Authorizing the Executive Officer to Purchase Property in the Willamette Narrows Section of the Willamette River Greenway Target Area.

Motion: **Councilor Atherton** moved to adopt Resolution No. 99-2796.

Seconded: **Councilor Kvistad** seconded the motion.

Councilor Atherton said this property was an extraordinary piece that was in a target area. There was a special circumstance that required that this resolution come before the council. This property provided wonderful access to the Willamette River, with a low bank. The property owners had cared for it magnificently over a number of generations. They had been operating a dairy farm there. The property included a natural stream. The owners had offered this property to Metro under conditions that reflected a high concern for our community. Metro was going to try and reciprocate. He urged an aye vote.

Jim Desmond, Senior Manager of Regional Greenspaces and Open Spaces, stated for the record that the Weber family had been a pleasure to deal with. This had been a huge decision for them to relocate a dairy operation that had been in their family for many years. Metro had found the Weber's to be a terrific family to deal with. He noted for the record, that the Weber's had been offered more money than Metro was able to offer and the Weber family chose to take a lower offer from Metro. He thought this was an extraordinary for Metro's program and for our community. Metro was very appreciative of the faith the Weber's had shown in Metro to be as good of stewards of their land in the future as they had been in the past.

Presiding Officer Monroe opened a public hearing on Resolution No. 99-2796.

Mrs. Nanette Weber, 30131 SW Mountain Rd., West Linn, OR 97068 shared her experience about this piece of property. Her husband and she started dairying in 1953 on a leased farm in Yamhill County and began to look diligently for their own farmland. They knew that this piece of property was the one for them, the varied terrain, the river, the year round stream, the woods, the canyon. The farm had personality and was not just a piece of land. They moved into this rural area in 1958. Then as the freeways opened it became feasible to live there and work in Portland. The area began to change. In the beginning the farmland could be divided into 20 acre parcels. About 10 to 15 years ago they had realized that the years to continue to run a commercial dairy operation were numbered. At that time they didn't know about the open space program. When they decided to put the land on the market, Amy Chestnut from the Open Spaces Program came to look at the land. The Weber family decided that the open spaces program had the kind of vision they wanted and for that reason they accepted a lower offer because they felt this was in keeping with what their hopes were for this unique property. Her family also supported her in this decision.

Presiding Officer Monroe thanked Mrs. Weber for what she had done. He could tell that she loved this land and assured her that Metro would take very good care of it. It would be a legacy to her family for generations to come, a place the entire region could enjoy.

Councilor Park said he was happy to hear that her decision would protect the area but was sad to hear that the dairy farm would be relocated to Ohio. He noted other dairy farms that were having to do the same and felt it was a shame. He appreciated that this parcel would be part of Metro's green space program as well as the difficulty of the decision. He knew that Mrs. Weber had the thanks of the council.

Councilor McLain added her thanks to the family and to the Green Space staff that had brought this wonderful opportunity to Metro. She was also raised on a dairy farm and reminisced about "a

farm with character". Her father had said, the 'land felt good'. She shared memories of her childhood experience on the farm and expressed delight that her children would have an opportunity to walk on the land and hear the meadow larks.

Councilor Washington said that Mrs. Weber reminded him of his 7th/8th grade teacher. Mrs. Weber had the same kind of conviction that his teacher had had about Oregon and the land. He was glad that the Weber's had stayed in the area and were able to pass this on to Metro for others to enjoy.

Presiding Officer Monroe closed the public hearing.

Councilor Atherton echoed his thanks as well. He too had been a farm boy.

Vote: The vote was 7 aye/ 0 nay/ 0 abstain. The motion passed unanimously.

The Weber family received a round of applause.

11. COUNCILOR COMMUNICATION

Councilor Park asked Dr. Bragdon to come to the dais and describe the Oregon Garden project as current chair of the foundation.

Mr. Paul Bragdon clarified that he was a trustee of the foundation. He was sure that Councilor Bragdon would be involved if this was in his district. However the garden was on a site in Silverton. This state had the climate and soil to produce a wide variety of plants. The nursery industry was a major industry for the state and this garden was a showcase for that industry too. He thought the gardens would bring people as visitors to Oregon and serve educational purposes for our residents.

Councilor Park asked if the gardens were fully funded.

Mr. Bragdon said that the project was not permanently funded but was a partnership between the City of Silverton and the Foundation. The city had the need to upgrade their water treatment facilities and dispose of the water once treated so the site of the garden would be where the water will flow and would be purified as it went through the garden and irrigated it. It served both a practical and esthetic purpose. It was a partnership between a community, the garden and its trustees. They were working on a site high on a ridge in Silverton providing a view of the coastal range and the valley. There had been good public and private support during the first phase of this garden. There was much more to be done in future years. The gardens would be a multi-purpose place to see a variety of plants, it would include an educational component, and it would provide an opportunity for environmental issues to be addressed.

Councilor Park suggested that at some future date a fuller presentation be made to the council. The garden was a way of community upgrading a sewage treatment plant creating a beautiful amenity to go with it. This showed a partnership that we had with the rural environment. He added that this project could have been within this region but due to some prison siting issues it was moved to Silverton.

Presiding Officer Monroe suggested that next year if their scheduled a retreat at Silver Creek Falls Retreat Center they could have a field trip to the gardens.

Councilor Atherton said relative to the garden and the testing process he wondered about the use of pesticides versus other controls. He wondered if there was any experimentation going on like this at the gardens.

Councilor Park said one of the things that the Oregon Association of Nurseryman was involved in was integrated pest management. This was a philosophy of using limited pesticides and biological control as much as possible. He was sure that philosophy would be continued at the gardens where the least amount of pesticides, herbicides or fertilizers would be used in conjunction with that garden. Those concerns were being addressed within the industry and at the gardens.

Councilor Bragdon reported on a conference he attended that had implications for Metro's work as well as some potential developments at the federal level that Metro might want to take advantage of. The conference was put on by the Congress for the New Urbanism, which started out as a design/architecture group, which then expanded to include urban planners, developers, local officials, environmental organizations, historic preservationists, realtors as well as academicians from the fields of urban planning.

They started out with a design orientation and how to make cities more visually appealing. One of the most interesting things that he learned was the blend of commercial reality and theory and how you put the ideas to practice. He noted a book, Emerging Trends in Real Estate, which, over the last 20 years, interviewed everyone in the real estate industry and evaluated investment prospects. What they found was that it was not planning or prosperity nor was it the environment or the economy but a correlation between those places which had strong planning and strong environmental protection and that these actually went hand in hand with prosperity. Their findings also showed that not planning was not an antidote to growth. If you didn't plan you got growth that was not only environmentally ugly but destructive to the economy. He noted that they ranked Portland as the number one investment ranking of smaller markets in the country. Portland ranked number one followed by Salt Lake City Utah, Austin Texas, Orlando Florida and Charlotte North Carolina. The first four of those five were in the process of planning or had light rail systems. The other things that they had in common were multi-dimensional economies, cross roads of interstate highways, and a mixture of university and high tech. He quoted, "Portland's lifestyle and growth controls are major attractions, although developers chafe". It was a balanced document. He continued by reading about parts of other markets and what other places were learning from Portland, "until recently the consequences of suburban sprawl were far enough off the horizon that the average investor neither cared nor thought seriously about them. That indifference is changing." He said, keep in mind this was being written for business people. "Residents of these areas are now increasingly fed up with sprawl and congestion and their overburdened poorly planned infrastructure can't handle it. Planning is key. People are coming to understand that without strong urban cores areas will ultimately flounder." He noted that the research went on to say how the cities that ten years ago were considered to be very attractive, Denver, Dallas, Houston and Phoenix, were now shut out of the top ten markets from a business perspective because their environment was so poor.

He noted that the first day they had a tour of the city of Milwaukie. Their challenges were very different yet similar to our region. They were trying to reverse decline as opposed to manage growth and prosperity. There was a good contingent from Portland. Milwaukie was trying to preserve an old industrial base, the Harley Davidson manufacturer and the brewing industry. Some of the common themes they had with our region were that the key was the value added manufacturing and that then the key public role was a good education system, that you needed to keep investing in that so you have workers for that industry and transportation distribution, the

workers being able to get to work, the products being able to get to market. The other two points that they made about Milwaukie was the importance of conserving the old neighborhoods and the investment that had gone into that over the years and the restoration of their waterfront. In 1903 the Holmstead brothers visited Milwaukie just as they had visited Portland and made a plan to restore the river front. That plan sat on the shelves for 91 years. They started doing the plan in 1994 and now the entire area has come back to life. Finally, they toured a corridor of town which had been purchased by the state department of transportation to build an interstate highway which the mayor of that city and the neighborhood activist stopped. That corridor was now one of the most lively in town, that area had come to life rather than become a highway.

He concluded by saying that the market emphasis at this conference was creating social and economic wealth and how the environment and the economy went hand in hand. The conclusions that mayors and some of the developers reached were that public policy should not be based on charity or asking the federal government to bale you out, it should be based on the market, based on the prosperity of all of us. The second point where there was a lot of discussion was that stadiums and casinos were not the way to grow. You needed neighborhoods and solid good infrastructure. The investor firm, that did the study and presented where they wanted to invest, described what we were trying to create here in Portland; 24 hour mixed use areas, appealing neighborhoods, convenience, public safety and transit. There was also a presentation from the Silicon Valley Manufacturing group, a private business group in the San Jose area, similar to our west side economic alliance in Washington County. They said what their employers wanted was what they needed for their employees which was a way for them to get to work efficiently, parks near where they live and affordable housing. People in the Silicon Valley were expressing the same needs as our area and employers were stepping up and participating with government to do that. There were examples of infill emphasizing the importance of open spaces and good design being a key. This was something Metro could learn from them and they had much to learn from Metro as well. He noted that Forest Grove was also an example.

They talked about federal initiatives coming from the Environmental Protection Agency. There had been some change in federal policy which might present some really opportunities, some written almost with Metro in mind. There was skepticism about the federal government among this group with the feeling that some federal policies had been more detrimental to good planning than the other way around. He had asked Professor Pearl, from Canada, why it was that so many Canadian cities were so livable and attractive. Professor Pearl's response was that Canada did not have a Department of Housing and Urban Development. The two good things that the federal government was doing was 1) the regional connections program which was similar to the \$500,000 grant that Metro had received for planning and 2) the Better America Bond program proposed by the Environmental Protection Agency. The purpose of this program was 1) preserve open spaces, 2) improve water quality and 3) remediate ground fields. This was a \$1.9 billion per year bonding authority which the federal government didn't provide the money, they provided a tax credit to the lending institution. This bought down the interest rate to zero over that fifteen year period for the jurisdiction that did it. Right now they were saying locality could apply for that bond program. Regional governments like ours were currently not in the draft. Metro needed to make sure that criteria for the credit got changed. One of the criteria for the credits was the applicant needed to encourage regional cooperation. This was what Metro was about and should be eligible for this program. This would come before congress in this up coming budget.

Presiding Officer Monroe asked if anyone had let our congressional delegation know that Metro needed an amendment to get involved in this program.

Councilor Bragdon said this was the first time he had shared this with anyone at Metro. He added that Representative Blumhauer spoke at the conference. He had spoken to the representative about including Metro.

He said there were two other organizations, nationally, a funders network which included 25 foundations working in different areas to make land use studies and projects relevant to people with different interests and linking issues such as fish and wildlife habitat with transportation or historic preservation and affordable housing. The focus was on collaboration. These foundations might be of help to Metro. There was also a smart growth coalition which included the Enterprise Foundation, Trust for Public Land, and American Farm Land Trust. All of these had come together to work on these things at the federal level. He urged the council and Metro to be involved in these. He recommended that if Metro could get involved in this bonding program it could be a solution to some of the water quality issues that the region didn't have the funding for now and possible green space program. Congress for a New Urbanism had chosen to have their meeting in Portland next year. He suggested that Metro be involved as a co-sponsor and that we use that as an opportunity to show people what we had learned. As Councilor McLain was leading the council through the urban growth boundary process, he thought that some of these charettes and lessons from people who were actually doing this could be enormously valuable to people at the local level going through their planning process for the first time. He thought participation in this conference could be very beneficial to the entire region.

Councilor Atherton said that part of Councilor Bragdon's report seemed inconsistent with the suggestion to participate in yet another federal largess. The participants suggested focusing more on the market and the need to not have the federal government involved. He asked if anyone raised concerns with the bond project.

Councilor Bragdon said he thought there was a lot of skepticism on the part of people about running to Washington DC. to try to solve problems with a one size fits all urban renewal type program. He thought people found this approach refreshing because it was much more local discretion that you would tailor a package and the local communities willingness to support those bonds. The local community would initiate those bonds and the federal government's role would be to come in and help by bringing the interest level down to zero. They were not telling the community how to do it, the community would be taking the proposal to the feds but the help was on the tax credit side.

Councilor Atherton said Councilor Bragdon also mentioned that these programs had caveats and conditions.

Councilor McLain appreciated Councilor Bragdon's presentation. There were several ideas he had brought forward which she encouraged him to bring to the Growth Management Committee. There had been past conferences that this agency had sponsored including a growth conference which dealt with growth and management of growth. She felt that this particular kind of public outreach and education was something that we could work forward on again. Staff had also brought information they got from these conferences as well as their own work, offering half or full day workshops to local planners. She thought that they could coordinate some of these ideas with their offerings.

She continued requesting that the June 10, 1999 letter from Charles Cameron of Washington County concerning Area 55 was entered into the record for Ordinance No. 99-809.

Councilor Washington suggested that Metro be a co-sponsor for next year's conference and that this be initiated right away by resolution.

Presiding Officer Monroe agreed whole heartedly.

Councilor Atherton commented on Councilor Bragdon's report and said he was a member of an organization, the Building Owners and Managers Association that had also looked of the issue of planning and prosperity. One thing that had come out in the last several years was that in Portland because of our planning effort, the urban growth boundary and efficient use of the resources it had stabilized investment and encouraged growth. This became important when considering the Urban Growth Report and the patterns of growth and change in the region but also to the charter mandate to have carrying capacity. By providing a stable investment environment, the solid use of maintaining livability that encouraged investment but it also changed your growth curve, at some point it has to come to stabilization. This had been recognized by the investment community and had in deed been taking place here in Portland.

Councilor Kvistad said he had also attended the Urban Lands Institute conference which dealt with some of Metro's specifics: the transit oriented development packages, reinventing and building town centers. This conference was tied to how you balance your investment in transportation with your land use and how you develop transit oriented developments, new town centers and new urban form. Metro had been talking about these issues but the conference allowed the opportunity for "visual lessons", things you could see rather than read on a piece of paper. The conference was two days of slide presentation, film and overviews. The funding packages had been an issue throughout the conference. He noted this was an issue with one of the local developers in this region who was building The Round. The project was terrific but people were not use to funding this new kind of development. The ability to see these kinds of developments was a real asset in the conference and made him aware of the need to have council have that opportunity as well. He suggested either having individuals make those types of presentations visually to the council or go and actually visit some of those sites. He really felt that the council was starting to see the value of having the seven council as well as the staff involved. Up until now the Council had been busy putting out fires and trying to develop plans, now it was the information on how to make it better and implement the plan. He felt it was time to consider what was the new urban form, how you encouraged this, what was working, and how did you take what was working around the country and tie it into our experience.

Presiding Officer Monroe said he was one who liked to visualize projects. He would be in favor of a field trip to see some of the transit oriented development sites that were under construction in this region right now. He suggested Councilor Kvistad might want to be in charge of this tour. He thought the preview would allow a review before the conference next year so that this might be a component of the conference.

Councilor McLain said Phil Whitmore was in her office the other day and she had asked him to set up such a TOD field trip this summer. She had already been on the TOD trip in this area and there had been more items built since the last field trip. She suggested Mr. Whitmore be involved.

Presiding Officer Monroe asked if they could do this on MAX.

Councilor McLain said you could do both but there were some sites that could not be viewed from the MAX line. She thought a multi-model approach might be a better approach to viewing the sites.

Councilor Washington said for the public, he suggested Councilor McLain explain what TOD meant.

Councilor McLain said TOD, Transit Oriented Development meant something that was on a bus line, the MAX or a train. Intermodal transportation system would include the auto, the bus, the train and the bike.

Councilor Kvistad added that freight was included in this TOD.

Presiding Officer Monroe said TODs normally involved both high density residential with small shops and other amenities on a light rail or high frequency bus transit line.

Councilor Atherton said Portland was developed as a TOD by 41 trolley companies. TODs had been around for some time. One thing being learned was that you have to plan these TODs up front, you don't just come in and retrofit easily.

Presiding Officer Monroe concluded by saying that when he was young he used to ride the trolleys all over the metropolitan area.

12. ADJOURN

There being no further business to come before the Metro Council, Presiding Officer Monroe adjourned the meeting at 3:32 p.m.

Prepared by,

Chris Billington
Clerk of the Council

| Document Number | Document Date | Document Title | TO/FROM | RES/ORD |
|-----------------|---------------|------------------------------------|--|-----------------|
| 061099c-01 | 6/10/99 | Letter concerning Urban Reserve 55 | TO: Presiding Officer Monroe FROM: Charles Cameron, County Administrator, Washington County | Ord. No. 99-809 |

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Letter on behalf of
Citizens Against
Irresponsible Growth
and 16 attached
documents concerning
Urban Reserve 55.

Letter includes request
to include in record 13
items from Ord No.
98-788C and Res No.
98-2728C

TO: Metro
Council FROM:
Lawrence Derr,
Law Offices of
Josselson, Potter
and Roberts

Ord No. 99-809