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Summary of Metro Council engagement meetings on COO report Sept. 21 to 23, 2009

North Clackamas Chamber of Commerce policy committee, Sept. 21

Councilor Carlotta Collette and Ken Ray and Sean Breslin were present. About 25 people were in attendance.

Issues raised:

- What is Metro doing to address infrastructure funding in the region? Metro is seeking to drive growth to places like Damascus – why isn't Metro helping pay for infrastructure?
- On the issue of "benefits and burdens of growth being shared equitably" – where is this addressed in the report, and what is Metro doing to address industrial job growth in Clackamas County?
- Metro needs to develop objective, quantifiable and specific measures to meet each of the six desired outcomes. We need some efficiency in addressing public and private investments.
- Often government makes what turns out to be the worst decisions for the best reasons. What may be some of the unintended consequences of what the COO is proposing, and how is Metro considering what those unintended consequences might be?
- Will the market support more focused and targeted growth inside the UGB? Who will take on the costs of making more brownfield and other underutilized sites available for development?

Greater Hillsboro Chamber of Commerce board of directors, Sept. 22

Councilor Kathryn Harrington and John Williams and Sean Breslin were present. Total attendance was about 25.

Issues raised:

- The chamber supports the City of Hillsboro's stated aspirations and proposals for reserves, specifically including land north of Highway 26.
- The COO report seems to want to "reverse job creation achievements" in Washington County by moving growth back to Portland.
- Metro should offer support to local jurisdictions to assist with the implementation of a refill strategy, as there can be strong neighborhood opposition to refill.

- "Just in time" urban growth boundary amendments for industrial lands won't work – we'll never be able to move fast enough.
- We should err on the side of over-designating urban reserves.
- The region needs an "abundant and complete portfolio" of land to meet job opportunities – not just one or two big sites and brownfields.
- The RTP moves away from "conventional" capacity projects and investments; we should consider cost-benefit analyses and allow for investment in highway capacity.
- The board is opposed to revenue-sharing model among "winner and lower" jurisdictions.

Lake Oswego City Council, Sept. 22

Councilor Carlotta Collette and Ken Ray were present. About 22 people were in attendance.

Issues raised:

- City Councilor Roger Hennagin inquired as to how Metro can protect the urban growth boundary if cities don't want to increase their zoning or accommodate more growth. (Ken explained that existing zoning is sufficient to meet the capacity needs of the next 20 years; the question is what actions local governments and Metro can take to encourage the market to utilize that zoning, and that will be an ongoing discussion next year.)
- Mayor Jack Hoffman asked if the COO report provides a recommendation for the total number of acres for a potential urban growth boundary expansion in 2010 (it does not).
- City Councilor Donna Jordan underscored the role of local aspirations and the feedback provided by local officials to Metro last fall as Metro developed the land use and transportation scenarios that were tested and informed the COO report.
- With regard to performance measures and outcomes, City Councilor Bill Tierney asked what measures are in place now to assess whether our efforts are achieving the results we want. He particularly noted "sensitive land needs" (Title 13 compliance is a hot issue in Lake Oswego right now) and asked whether we've measured the outcomes of the ordinances and regulations that Metro has adopted. (Ken mentioned that the RTP has a set of performance measures and we're developing others; Carlotta also mentioned the recent staff report on the Nature in Neighborhoods program.)

Clackamas County Economic Development Commission, Sept. 23

Councilor Carlotta Collette and Malu Wilkinson and Kim Ellis were present. Total attendance was about 25.

Issues raised:

- It is important to have equity in the final reserve designations so Clackamas County is not at a competitive disadvantage because of how extensive Washington County's recommendations are (30,000+ acres of urban reserves)

- It is important to ensure there are adequate employment lands in Clackamas County so residents can live and work in Clackamas County and not have to travel to Washington County for jobs. It is important to rectify the jobs/housing imbalance from an economic and transportation perspective.
- The reserves process is an unprecedented process because of the 50-year look; it is great that the three counties and Metro are at the table.
- The process has not been clear on what the urban reserve areas will be (residential or employment/industrial)
- Lots of very complimentary comments of the overview and recommendations document to the COO report

Columbia Corridor Association, Sept. 23

Councilors Rex Burkholder and Rod Park, along with Deborah Redman and Sean Breslin from Metro staff, were present. Total attendance was about 20.

Issues raised:

- With high unemployment (Oregon is 30th in the nation per capita?) income while Washington is 14th), are we being bold enough? There is no economic development strategy that the COO report serves. (Rod noted that protecting and creating jobs is one of the core elements of the recommendations and that Metro predicts there will be fewer industrial and manufacturing jobs in the future, in keeping with national trends.)
- What are the strategies that can create jobs in this region? (It was noted that Metro is not responsible for developing a regional economic development strategy.)
- How can Metro identify industrial lands without an industrial jobs policy?

South Metro Business Alliance, Sept. 23

Councilor Carl Hosticka and Andy Cotugno, Ray Valone and Ken Ray were present. Total attendance was about 24.

Issues raised:

- I-5/99W funding – essential for movement of employees, freight to clear up I-5 bottlenecks.
- I-5 study must be a priority for ODOT – how can business leaders in the South Metro area make the case for improvements?
- Presentation was made on urban and rural reserves and proposed reserve areas in the South Metro region were highlighted (urban reserves near the I-205 interchange in Stafford (either for employment lands or to create a town center), urban reserves in East Wilsonville for housing and employment, urban reserves west of Wilsonville and south of Sherwood for future employment lands, and rural reserves south of the Willamette River). No one weighed in with opinions in support or opposition to these proposed areas. Questions were raised more about the process – what if Washington or Clackamas counties don't agree on the reserves designations?