

From: Miranda Bateschell [<mailto:Miranda.Bateschell@oregonmetro.gov>]
Sent: Monday, October 08, 2012 4:47 PM
To: Andreades, Debra
Cc: John Williams; Williams, Brant; Christe White; Joshua Naramore; Anthony Buczek
Subject: Comment for tonight's hearing on LU 12-0032
Importance: High

Hi Debra,

Please include Metro's comments in this e-mail into the formal record tonight for File #: LU 12-0032.

Metro is supportive of the new District Plan for the Foothills area and the proposed Multi-Modal Mixed Use area designation.

District Plan:

- Only one proposed zoning code change for the proposed Foothills district plan is in conflict with the Urban Growth Management Functional Plan (UGMFP)
 - The proposal to amend LOC 50.05.011(7)(b)(i)(2)(b)(ii) violates Title 3 of the UGMFP increasing the risk of flooding and to human life and property.
 - The new language would remove the City's existing requirement to conduct balanced cut and fill in the floodplain in the Foothills district. The balanced cut and fill requirement in Title 3 is a clear and objective standard, and is one of several requirements that must be met by all development in all Flood Management Areas throughout the region.
 - The purpose of the Flood Management Performance Standards in Title 3 is to reduce the risk of flooding, prevent or reduce risk to human life and property, and maintain functions and values of floodplains (such as allowing for the storage and conveyance of stream flows through existing and natural flood conveyance systems).
 - Metro proposes the Planning Commission recommend striking the new language to LOC 50.05.011(7)(b)(i)(2)(b)(ii), leaving the current language in the existing LOC, prior to recommending the adoption of the proposed amendments to the City Council.
- Metro supports the remaining proposed amendments and the City's efforts to transform the Foothills area into a pedestrian-oriented mixed-use neighborhood with a mix of housing, neighborhood oriented retail and office uses.

MMA designation:

- Metro continues to be concerned with ODOT's approach to safety as it pertains to MMAs. ODOT has a history of using congestion as a surrogate for safety without evidence that reducing congestion actually improves safety. Previously, ODOT used volume-to-capacity as a safety measure, speculating that lowering V/C would improve safety. It was subsequently demonstrated that lower V/C on non-freeway roadways correlates to higher rates of fatal and sever injury crashes. In effect, ODOT was encouraging decisions that correlate with more fatal and severe injury crashes. Now, ODOT is using queuing as a surrogate for safety, even though queuing and V/C are closely related. It is likely that any approach to reduce queuing will increase the risk of fatal and sever injury crashes. For example, managing left-turn queues by adding a left-turn lane makes walking, biking, and accessing transit more hazardous. It appears that what ODOT is really concerned about is addressing congestion under the false banner of

safety. ODOT continues to misleadingly conflate congestion and safety, when the relationship is actually the opposite: increased congestion reduces the risk of fatal and severe injury crashes.

- Safe communities are often congested for vehicles, with priority given to walking, bicycling, and transit. Making vehicle queuing the top priority would seem to be in direct conflict with creating a safe MMA.

We should set up a meeting to discuss with you, Brant and Christe White regarding Title 3. Maybe you could assist with that as it seems Brant and I can't catch each other on the phone. Thank you!

Miranda Bateschell

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