

## Comments on the Proposed Comp Plan

This plan contains many things that most people do not like or want

- Light rail which has been voted down multiple times
- Increasing density in our neighborhoods by forcing infill
- Main streets lined with giant apartments
- More traffic congestion due to emphasis on bikes and buses
- Forcing people to reduce car use in favor of slow, wasteful transit
- Getting rid of Cul De Sacs, which will increase crime



This is exactly what Portland has done with the same result as other cities - unaffordable housing, horrid traffic congestion and overcrowded neighborhoods. Is that really what you want for Clark county?

Even President Obama's Chief Economic advisor advised against restricting land use because restrictions, such as found in this plan, increase housing costs, slow growth and hurt low income people and minorities.

Planners are professionals who know these down sides. Worse, they have watched, for over 10 years, as Portland planners have driven out minorities and destroyed their long term neighborhoods.

Why did planners choose to do what Portland has done? The only possible conclusion is that they know the inevitable result and simply don't care who they hurt.

EVEN WORSE

**Planners know that this plan hurts low income people; planners know racial minorities are disproportionately low income, so planners know that this plan is racist — and they proceeded anyway.**

This plan must be completely rewritten to remove all elements that increase housing costs.  
This plan must be completely rewritten to remove all elements that are unwanted by most people.

This plan should be submitted to the voters for final approval instead of being dictated by planners with a mission to force people to live the planner's dream instead of their own dreams.

You are hearing some people saying we need to preserve farmland, but the reality is that successful farmers will continue to farm. Unproductive land will find a better use in lowering the cost of housing for everyone by increasing the housing supply.

References

[https://www.whitehouse.gov/sites/default/files/page/files/20151120\\_barriers\\_shared\\_growth\\_land\\_use\\_regulation\\_and\\_economic\\_rents.pdf](https://www.whitehouse.gov/sites/default/files/page/files/20151120_barriers_shared_growth_land_use_regulation_and_economic_rents.pdf)

<http://blogs.wsj.com/economics/2015/11/20/why-white-house-economists-worry-about-land-use-regulations/>

Web Reference <http://www.portlandfacts.com/housing.html>

## Common Deceptions About Growth Boundaries

Portland State University planning professor Ethan Seltzer thinks it's a "misconception" that urban-growth boundaries make housing more expensive. "This claim has been addressed and dismissed since Gov. Vic Atiyeh's administration," he claims, though without offering any actual evidence.

"By law," he continues, "there must be enough land in the UGB to meet needs for residential development for the next 20 years." The law says it, so it must be true. Never mind that Metro decided not to add any land to the growth boundary last year even though Portland was in the midst of a housing crisis.

Planners such as Seltzer may have convinced themselves that they are immune to the laws of supply and demand, but economists disagree. The end of this post lists more than half a dozen economic papers that conclude that growth management and land-use regulation explain most if not all the differences in housing affordability among cities.

In Portland's case, median home prices were 1.8 times median family incomes before planners drew the growth boundary. Since then, the population inside the growth boundary has grown by 60 percent but the boundary has been expanded to add only 14 percent more land. As a result, median home prices today are 4.1 times median family incomes. Because all Oregon cities must have growth boundaries, Oregon in 2014 was the fifth-least-affordable state after Hawaii, California, New York, and Massachusetts. Of course, higher prices also have to do with increased land-use regulation, stiffer development fees, and other costs, but cities like Portland wouldn't dare to impose those restrictions and fees if there weren't an urban-growth boundary to prevent people from escaping to low-cost housing elsewhere.

Like too many other urban planners, Seltzer also thinks density is the solution to every problem, including reducing "energy use, farmland preservation and economic vitality." In fact, density is often the problem, not the solution, and even when density helps there are other solutions that work better and cost less.

For example, multi-family housing uses more energy per square foot than single-family housing. Mid-rise and high-rise construction uses more energy per square foot than low-rise. The only way that density saves energy in housing is because people in dense, multi-family housing live in smaller homes. Why? Because such housing is so expensive!<sup>1</sup>

If you want to save energy, encourage people to build zero-energy homes that cost about \$125 per square foot. That's \$250,000 for a 2,000-square-foot house (plus the cost of the land, which isn't very much if you don't have an urban-growth boundary). By comparison, in Portland you can spend \$369,000 on a 705-square-foot high-rise condo or \$465,000 on an 1,157-square-foot mid-rise condo. Saving energy in a single-family home is vastly more affordable.

Farmland preservation? Why? According to the 2012 data from the US Department of Agriculture, Oregon has 14.8 million acres of non-federal agricultural lands and only grows crops on 3.5 million of those acres. About 24 percent of the state is agricultural, while developed areas (including urban areas and rural roads, railroads, and any other developments more than a quarter acre in size) only cover 2.3 percent of the state. All of Oregon's urban-growth boundaries cover just 1.5 percent of the state, and if there were no urban-growth boundaries, urbanization might have extended to about 2 percent. In other words, planners like Seltzer raise threats to farmlands only as a sort of bogeyman to scare the public.

Density is hardly needed for economic vitality In terms of sheer numbers, the fastest-growing urban areas in America are Houston, Dallas-Ft Worth, and Atlanta, and none of them are very dense The Houston urban area alone grows by more people every six years than live in the entire city of Portland Most people think Houston's heat and humidity make it undesirable, but the lack of planners has made it one of the most economically vital regions in the nation and the headquarters for 27 Fortune 500 companies

Portland is the headquarters for just two Fortune 500 companies (Nike and Precision Castparts), both of which have had conflicts with land-use regulators Unlike Houston, Portland is near mountains and canyons and has a mild climate, yet too much planning and regulation has made it an economic basket case, with people working shorter hours for lower pay than elsewhere (and the new minimum-wage law sure isn't going to help)

The dirty little secret that planners have known about since at least 1999 is that the impacts of

high housing prices fall hardest on the poor, which is why some people call Portland's system "economic apartheid" Census data indicate that, from 2010 to 2014, the black population of the city of Portland shrank by 6.3 percent while the black population of the urban area as a whole shrank by 1.4 percent

Many low-income blacks who have stayed in Portland have been forced into lower-quality housing Between 2000 and 2010, the share of households headed by whites living in single-family detached homes declined by 3.3 percent, but the share of households headed by blacks living in such homes declined 16.1 percent While white homeownership rates fell by 2.2 percent, black homeownership rates fell by 12.6 percent

It is time to stop defending the indefensible Oregon's land-use planning system and similar growth-management laws in California, Hawaii, Washington, and other states make housing unaffordable yet provide few to no compensating benefits These laws should be repealed

From <http://ti.org/antiplanner/?p=11612>

### **Economic Papers Concluding That Land-Use Regulation Increases Housing Costs**

- "Government regulation is responsible for high housing costs where they exist" — Edward Glaeser and Joseph Gyourko, *The Impact of Zoning on Housing Affordability*
- Rapid growth of housing prices is "correlated with restrictive growth management policies and limitations on land availability" — G. Donald Jud and Daniel T. Winkler, *The Dynamics of Metropolitan Housing Prices*
- "Metropolitan areas with more extensive regulation can have up to 45 percent fewer [housing] starts and price elasticities that are more than 20 percent lower than those in less-regulated markets" — C. Tsuriel Somerville and Christopher J. Mayer, *Government Regulation and Changes in the Affordable Housing Stock*
- "Places with more regulation experience a 17 percent smaller expansion of the housing stock and almost double the increase in housing prices" — Raven Saks, *Job Creation and Housing Construction Constraints on Employment Growth in Metropolitan Areas*
- "Land-use regulations raise housing and developed land prices" — Henry O. Pollakowski and Susan M. Wachter, *The Effects of Land-Use Constraints on Housing Prices*
- "Regulatory stringency is consistently associated with higher costs for construction, longer delays in completing projects, and greater uncertainty about the elapsed time to completion of residential developments" — John M. Quigley, Steven Raphael, and Larry A. Rosenthal, *Measuring Land-Use Regulations and Their Effects in the Housing Market*
- High housing prices are "associated with cost-increasing land-use regulations (approval delays) and statewide growth management" — Theo S. Eicher, *Growth Management, Land Use Regulations, and Housing Prices Implications for Major Cities in Washington State*

**For clickable links see the original at: <http://ti.org/antiplanner/?p=11612>**

**For Videos on this subject: [https://www.youtube.com/channel/UCPd3KozAv-3HrO90y8UEK\\_g](https://www.youtube.com/channel/UCPd3KozAv-3HrO90y8UEK_g)**

# Cars Beat Transit for Energy, CO2, Cost, Time & Convenience

## Cars Are Cheaper Than Transit

AAA says that the cost of driving is 59.2 cents per mile. Allowing for the fact that the average car has 1.6 passengers, the average cost per passenger-mile is 37 cents. This is a highball number based on upscale AAA member's car costs, not the USA average. The cost for an average car is around 27 cents.<sup>1</sup> Data from AAA <http://exchange.aaa.com/wp-content/uploads/2015/04/Your-Driving-Costs-2015.pdf> (see reverse side for excerpt)

C-Tran reports that it carried 36,193,395 fixed route passenger miles for a cost of \$34,483,217. This is 95 cents per passenger-mile, about three times the actual cost of driving.<sup>2</sup> Data from page 68 of C-TRAN Comprehensive Annual Financial Reports (CAFR) [http://www.c-tran.com/images/CAFR/c-tran\\_2014\\_cafir.pdf](http://www.c-tran.com/images/CAFR/c-tran_2014_cafir.pdf) (see reverse side for excerpt)

## Cars Use Less Energy

The Transportation Energy Data Book shows cars use 3,144 BTU per-passenger-mile and "Transit Buses" use 4,071, 29% more. Data from [http://cta.ornl.gov/data/tedb34/Edition34\\_Chapter02.pdf](http://cta.ornl.gov/data/tedb34/Edition34_Chapter02.pdf) Table 2.14. See reverse side for excerpt. (Also see table 2.15)

## Cars Emit Less CO2 Than Buses

CO2 emission is the result of burning fuel, cars burn much less fuel and thus emit much less CO2 than buses.

## Cars Save Commute Time

Based on data from the American Community Survey, commute to work on transit takes about twice as long as driving a car. The average car commute was found to be 25.2 minutes while the average transit commute was 48.1 minutes. Interestingly, commute to work time was about the same for drivers whether they lived in suburbs or cities. Data from <http://www.debunkingportland.com/commutetime.html>

<sup>1</sup> The AAA shows Operating cost per mile at 17 cents for a Medium Sedan. The ownership costs work out to be 41 cents for 15,000 annual miles. About 25 cents of that is depreciation of the new car. Assuming depreciation on the average USA car is only 5 cents, and an added 5 cents for maintenance, the cost of driving would be (59-15)/1.6 or 27 cents per passenger-mile.

<sup>2</sup> People may wonder how a bus full of people can use more fuel per passenger than a car. The answer is that the average C-tran bus carries 7.8 people. See over

## Cars Are More Convenient

Your car is usually a few steps away in your garage (or within a short walk of your front door) compared to several blocks away for transit, or ¼ mile for light rail.

Your car takes you when you want to go instead of being a slave to a bus schedule. There is no waiting for the bus in 100 degree heat or 0 degree cold. There is no exposure to criminals on the way to, or at, the bus stop.

You can make many stops on your way, unlike transit which involves a long wait for a bus after each stop.

When shopping, you can load up a week's (or month's) worth of groceries in your car, or carry a day or two's worth of groceries on, the sometimes crowded bus.

And you NEVER have to stand up, jammed cheek to cheek with strangers, in your car.

**For older people driving is much easier** than using transit - there is little walking involved and little exposure to crime or the elements. See <http://www.debunkingportland.com/elderly%20travel.html>

A Pew research poll found cars are rated as the most needed item. See <http://www.debunkingportland.com/carsnecessary.html>

## Compared to buses,

- Cars use less energy,
- Cars emit less CO2,
- Cars are faster,
- Cars are cheaper,
- Cars are more convenient,
- Cars are easier to use than transit which is especially important for older people and handicapped people
- Pew research found that people rate cars the most needed item

## Cost Data

### AAA Average Costs Per Mile

small sedan	58.2 cents	44.9 cents	38.0 cents
medium sedan	75.9 cents	58.1 cents	49.0 cents
large sedan	93.3 cents	71.0 cents	59.5 cents
<b>composite average*</b>	<b>75.8 cents</b>	<b>58.0 cents</b>	<b>48.8 cents</b>

From <http://exchange.aaa.com/wp-content/uploads/2015/04/Your-Driving-Costs-2015.pdf>

### CLARK COUNTY PTBA OPERATING INFORMATION 2014-2005

	2014	2013	2012	2011	2010	2009	2008
<b>PASSENGER MILES</b>							
A Fixed Route	36,193,395	38,399,963	32,408,972	33,748,700	31,773,904	34,730,798	36,883,205
B Demand Response	1,703,746	1,671,950	1,542,584	1,468,523	1,528,543	1,295,897	1,409,969
C Vanpool	2,014,887	1,996,671	1,570,340	756,260	461,647	379,442	0
<b>OPERATING MILES</b>							
A Fixed Route	4,636,289	4,637,508	4,645,968	4,656,656	4,618,039	4,970,828	5,155,643
B Demand Response	1,563,468	1,541,863	1,454,013	1,366,941	1,436,388	1,431,783	1,535,597
C Vanpool	449,502	412,699	303,654	145,611	78,431	65,864	0
<b>NET OPERATING COST</b>							
A Fixed Route	\$34,483,217	\$31,781,431	\$31,063,712	\$29,935,491	\$28,219,249	\$28,689,099	\$28,283,504
B Demand Response	9,809,245	8,999,356	8,554,901	7,771,570	7,775,082	7,816,398	8,791,796
C Vanpool	229,465	189,693	172,019	128,488	219,071	281,796	0

Selected from page 68 of [http://www.c-tran.com/images/CAFR/c-tran\\_2014\\_cafir.pdf](http://www.c-tran.com/images/CAFR/c-tran_2014_cafir.pdf)  
 Passengers per bus 36,193,395 passenger-miles / 4,636,289 vehicle miles = **7.8 passengers/vehicle**

## Energy Data

Table 2.14  
Passenger Travel and Energy Use, 2013

	Number of vehicles (thousands)	Vehicle-miles (millions)	Passenger-miles (millions)	Load factor (persons/vehicle)	Energy intensities		Energy use (trillion Btu)
					(Btu per vehicle-mile)	(Btu per passenger-mile)	
Cars	113,676.0	1,446,000	2,241,300	1.5	4,873	3,144	7,046.6
Personal trucks	106,018.4	1,032,554	1,899,899	0.0	6,446	5,565	6,655.4
Motorcycles	8,405.0	20,366	23,625	1.2	2,871	2,475	58.5
Demand response <sup>a</sup>	68.6	1,565	2,171	1.4	16,898	12,182	26.4
<b>Buses</b>							
Transit	71.7	2,425	22,306	9.2	37,442	4,071	90.8
Intercity <sup>c</sup>							32.8
School <sup>c</sup>	720.3						80.5
All							1,599.1
Certificated route <sup>d</sup>		5,512	579,944	105.2	253,190	2,406	1,395.5
General aviation	199.9						203.6
Recreational boats	13,706.6						245.0
<b>Rail</b>							
Intercity (Amtrak)	0.5	319	6,810	21.3	45,205	2,118	14.4
Transit	12.4	774	20,381	26.3	63,265	2,404	49.0
Commuter	7.3	359	11,862	33.0	90,407	2,737	32.5

Table 2.14 from [http://cta.ornl.gov/data/tebd34/Edition34\\_Chapter02.pdf](http://cta.ornl.gov/data/tebd34/Edition34_Chapter02.pdf)

# THE WALL STREET JOURNAL.

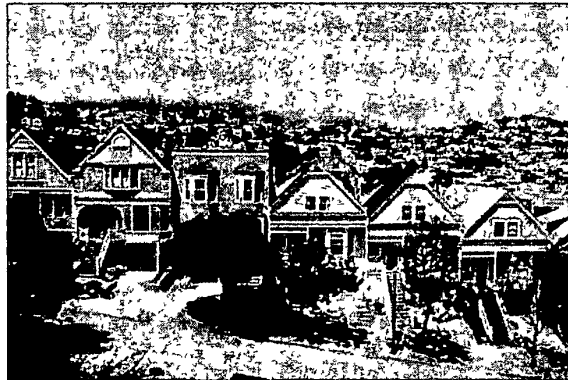
<http://blogs.wsj.com/economics/2015/11/20/why-white-house-economists-worry-about-land-use-regulations/>

REAL TIME ECONOMICS

## Why White House Economists Worry About Land Use Regulations



By NIC TIMIRAOS  
Nov 20, 2015



San Francisco is among the cities that makes housing affordability worse through zoning and other land-use restrictions, Jason Furman said. SEAN GALLUP/GETTY IMAGES

White House economic advisers have produced a steady diet of white papers this year to spotlight the puzzle of sluggish productivity, which economists want a better handle on because it helps explain why incomes for the broad middle class aren't rising. Their latest target: land-use restrictions.

Housing is growing less affordable because there's more demand for rental and, increasingly, owner-occupied housing, but little new supply. This hasn't been a problem until recently—there's been a considerable backlog of foreclosures and other vacant homes following last decade's property bust. Throughout the housing slump, policy makers have focused on boosting demand by keeping mortgage rates low and expanding access to credit.

Now, there's growing attention on what's happening on the supply side. Some cities face supply constraints beyond their control.

Coastal cities often see much pricier housing—and considerable price volatility—because there aren't too many places left to build.

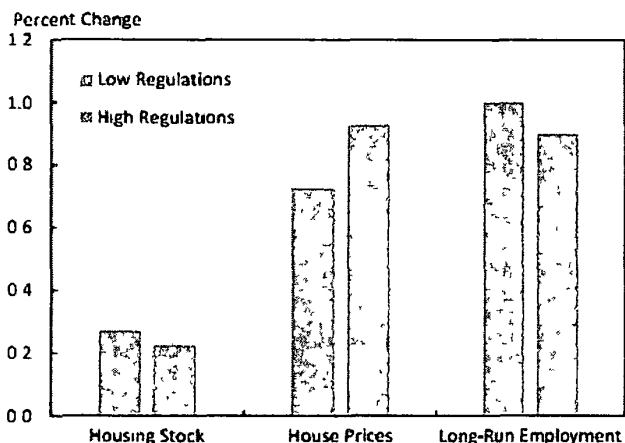
But other cities make things worse with zoning and other land-use restrictions that discourage production, said Jason Furman, chairman of the White House Council of Economic Advisers, in a speech Friday at a housing conference co-hosted by CoreLogic, a data company, and the Urban Institute, a think tank.

“Artificial constraints” on housing supply hinders mobility, and increasing mobility “is going to be an important part of the solution of increasing incomes and increasing incomes across generations,” Mr. Furman said. Zoning rules, of course, aren't distributed randomly across the country, which means they're “actually correlated with those places that have higher inequality,” he said

This feeds a cycle in which cities that have more restrictions on land use have higher inequality, which further constrains mobility, which further exacerbates inequality, and so on

Mr Furman drew attention to two papers that tie declining geographic mobility to land-use regulations. The first, by Federal Reserve economist Raven Molloy, shows how an increase in labor demand in cities with greater land-use restrictions results in less new housing construction, higher home prices, and lower long-run employment.

**Effects of One-Percent Higher Labor Demand**

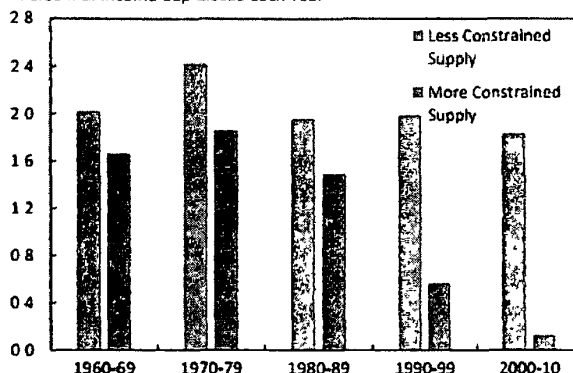


“If you’re not pricing people out of the market, you’re able to attract more people and increase employment more,” Mr. Furman said.

The second paper, by Peter Ganong and Daniel Shoag of Harvard University, examines the slowdown in income convergence—that is, the rate at which incomes in places with lower incomes catch up with those in places with higher incomes. The paper found that income convergence was more common in states during the 1960s and 1970s regardless

of constraints on housing supply. By the 1990s, states with more constrained housing supplies saw far less income convergence than those with less constrained housing supplies.

**Speed of Income Convergence Across States by Housing Supply**  
Percent of Income Gap Closed Each Year



One reason for the breakdown in convergence, said Mr. Furman, is that only high-income workers can afford to relocate to those high-productivity cities that have tighter land-use regulations.

Of course, there are limits to what federal policy makers can do on an issue that’s largely handled by states and localities, a point readily acknowledged by Mr. Furman. In that sense, the latest policy discussion reflects an attempt to nudge cities and states to be more thoughtful in designing restrictions, just as an earlier push by White House economists this year has spotlighted the hazards of occupational licensing in hindering mobility.

The land-use and affordability issue isn’t just some idle worry of economists, Mr. Furman added.

“It’s something the president is personally concerned about,” he said.

The full speech

[https://www.whitehouse.gov/sites/default/files/page/files/20151120\\_barriers\\_shared\\_growth\\_land\\_use\\_regulation\\_and\\_economic\\_rents.pdf](https://www.whitehouse.gov/sites/default/files/page/files/20151120_barriers_shared_growth_land_use_regulation_and_economic_rents.pdf)