

MINUTES OF THE METRO COUNCIL

November 28, 1994  
(Special Meeting)

Council Chamber

Councilors Present: Presiding Officer Judy Wyers, Deputy Presiding Officer Ed Washington, Richard Devlin, Mike Gates, Sandi Hansen, Jon Kvistad, Ruth McFarland, Susan McLain, Rod Monroe, Terry Moore and George Van Bergen

Councilors Absent: Roger Buchanan and Jim Gardner

Presiding Officer Wyers called the special meeting to order at 4:01 p.m.

Councilor Kvistad referenced his memorandum dated November 23, 1994 containing the Planning Committee's report and recommendations to-date, and presented the report. This document has been made a part of the permanent meeting record.

Councilor Kvistad thanked the following for their support and assistance: John Fregonese, Growth Management Manager; Andy Cotugno, Director of Planning; Ken Gervais, Senior Management Analyst; Gail Ryder, ex-Council Analyst; Susan Lee, Committee Recorder and the Planning Committee.

Presiding Officer Wyers opened the public hearing.

Len Freiser, chair, Metro Future Vision Commission, complimented the Planning Committee on its recommendation for including Rural Reserves, and he indicated the opportunity to help shape the work plan was welcome. Mr. Freiser submitted a written copy of his remarks which has been placed in the permanent meeting record.

Mayor Alice Schlenker, City of Lake Oswego, thanked the Council for the opportunity to testify. She said she was pleased to have been a part of the process via participation on the Future Vision Commission, the Metro Policy Advisory Committee (MPAC), and as a member of the Stafford Area Task Force (SATF). She said the SATF was comprised of various cities and stated they would be aggressive about dealing with the concept of regional growth and their role in same. She said those entities determined they wanted to hold the UGB and preserve farm and forest lands. She said their goal was to preserve the quality of life that Oregonians wanted and expected. She said the SATF had consistently recommended against any large expansions into the Stafford area due to limited services and the need to protect agricultural resources. She said the SATF voted 4/1 on November 19 to that effect. She said Lake Oswego was willing to absorb more density, especially in the downtown area. She informed the Council that their request for a rail line for high capacity transit through Lake Oswego had been endorsed by MPAC and the Joint Policy Advisory Committee on Transportation (JPACT). She said both MPAC and the Council Planning Committee had recommended the inclusion of 50 acres from outside the Urban Growth Boundary (UGB) into Lake Oswego, specifically two small parcels of land. She said they did not support the 300 acres originally proposed for inclusion. Mayor Schlenker thanked the Council for listening and specifically Councilors Gates, McLain and Wyers for their assistance on the issues. Mayor Schlenker submitted written remarks which have been placed in the permanent meeting record.

Commissioner Judie Hammerstad, chair, Clackamas County Commission, said Clackamas County was a member of the Stafford Area Policy Task Force. She referenced her memorandum dated November 23, 1994 regarding the position of the SAPTF with attachments. This document has been made a part of the permanent meeting record. Commissioner Hammerstad said it was redundant to include that area in the urban growth study area, especially since the University of Oregon was studying the area. She said she served as chair of FOCUS and said FOCUS had asked Metro to "slow up" its process. She said she knew

Metro was on a schedule for adoption of the recommended alternative, but urged that it be adopted via resolution rather than ordinance. She asked, as a Clackamas County Commissioner, that their proposed transportation amendments be included especially the high capacity transit corridor on Sunnyside Road from Clackamas Town Center to Damascus. She said the Sunrise Corridor, if Damascus was included within the urban growth study area, should have transportation linkages that made sense. She said they supported Lake Oswego's request for a high capacity transit corridor using the existing rail road right-of-way. She said if Oregon City and Gateway were going to be considered regional centers, that Clackamas County hoped Metro would consider the high capacity transit corridor along I-205 where the right-of-way currently exists. She said Clackamas County also urged Metro to consider an east/west transit corridor from 99E to Happy Valley. She said that Metro's plan had every possibility of success and said Clackamas County would be happy to work with Metro on the issues.

Councilor Gates noted that Mayor Jill Throne, City of West Linn, was unable to attend this meeting but told him the date of this meeting that she reiterated her thanks for the Council Planning Committee's and MPAC's recommendation to include the 168 acres near West Linn as an urban reserves study area.

Mayor Jerry Krummel, City of Wilsonville, introduced Wayne Sorenson, planning director, City of Wilsonville. He commended Metro staff and the Council on the plan before them. He said that a final vote on Resolution No. 94-2040 should be postponed. He said Wilsonville and a lot of other cities had not had sufficient time to review Metro's recommendations with their citizens and get input back. He said Wilsonville had submitted written testimony and amendment requests, but noted concerns not included in their written testimony. Mr. Sorenson displayed a map which showed Wilsonville's town center as designated by the City. He said their comprehensive plan's definition of town center and Metro definition did not match. He said those differences should be reconciled and that Metro should change its definition to match Wilsonville's definition of a town center. He said the 2040 Plan designated all of the land in Wilsonville north of Beckman Road and east of I-5 as an industrial reserve, but said their comprehensive plan designated most of the land in that area for residential development. He said they could not match the residential density called for in Metro's plan if they were not allowed to maintain the residential designation. He said that they were mystified as to how Metro could designate the area commonly referred to as the "Stafford Triangle" as rural reserve. He said in reality that area was one of the fastest growing parts of the Metro area. He said that area was putting pressure on city resources but not paying city taxes. He said, referring to written testimony submitted, that the urban reserve designation for land on their northwest border was feasible and said development there was already industrial. He said the area immediately around Dammasch Hospital was the best choice for urban reserve designation, but was not shown on Metro's map. He said the 256 acre tract on their southwest border owned by the Division of State Lands was designated as urban reserves, but said the State Land Board was currently soliciting proposals for the use of that land and said housing would not be one of the options considered. He said Metro should coordinate its planning efforts with all State of Oregon plans. He said the urban reserve area outside the northeast border of Wilsonville should be eliminated from the 2040 Plan because it was unlikely that residential uses could ever occur in that area. Finally, Mayor Krummel stated Wilsonville's support for protection of the Coffey Lake area and asked for a joint planning effort between the Cities of Wilsonville, Tualatin, Washington and Clackamas Counties and Metro for that purpose. Mayor Krummel said despite the concerns expressed here, they were very impressed with the job that Metro staff had done and were looking forward to working with Metro on these and other issues. Mayor Krummel submitted written remarks, which have been placed in the permanent meeting record.

Terry Parker, 1527 NE 65th Ave., Portland, said Metro should separate the east side of Portland from the downtown/central city and establish the Lloyd District as a regional center. He said the regional centers should be established as transit hubs, adding Oregon City, Jantzen Beach/Vancouver, and possibly Portland International Airport/industrial center to the "hub" system. He said direct transit connections should be established between the hubs and save cross-town commuters 20-30 minutes travel time by avoiding downtown rush hour transit jams. He said local transit service could then automatically be used as "feeder" service. He asked if such a plan had been proposed or modeled. He said commuters did not want to spend

time to get downtown and/or transfer to spend more time to get to their homes/jobs. He said time and distance could be saved if such transit hubs were utilized. He objected to congestion pricing and the taxes to pay for same. He said elected officials should listen to the concerns of citizens. He discussed Portland's old trolley system. He said additional travel time would reduce his salary. He also expressed concern about "high density housing" which he said would become "people warehouses" and/or modern-day tenement buildings. He said owner-occupied buildings where owners lived for 10 or more years should be emphasized to encourage community stability. He said development should pay for itself and said the general public should not bear the costs of growth.

Bernie Brown, Hillsboro Chamber of Commerce, chair, Land Use and Transportation Committee, provided written testimony, which has been placed in the permanent meeting record. He commended Metro on its planning efforts, but said that Hillsboro wanted to be a viable part of the region and not just a bedroom community. He said transit services were paramount, and said he did not mean just commuter traffic, but referred to moving goods and services also. He said a South/North transit corridor was viable to Hillsboro's economic health. He said if the 2040 Plan was adopted as written, it would limit city and county input and said they should be able to make planning decisions on the issues that would effect them. He said decisions Metro made now could be challenged in court.

M. Scott Jones, 2724 NW Thermion, Portland, said he was affiliated with Population Limitation for Unlimited Sustainability (PLUS) and that he submitted PLUS' written response to Metro's No-Growth/Slow Growth report. He said Metro was practicing visionary planning, but said not enough action was being taken to address over-population and consumption issues head-on. He said the earth's resources were limited and said the regional population would actually be double than that projected by Metro staff in 50 years. He said growth economics only helped the wealthy and Metro should concentrate on village-like development so that the population as a whole could enjoy quality of life and a sustainable economy in the region. He asked Metro to seriously study these goals.

Jack Polans, 16000 Queen Victoria Place, King City, said the Region 2040 Plan should have an economic plan with financing and an annual budget. He asked how money had been spent and on what to-date on 2040 planning and what the results were. He said the greatest example of city planning he had seen was a model community planned by Frank Lloyd Wright. He urged Metro to contact the Frank Lloyd Wright Foundation to get the plans for that city. He said Portland's old trolley car system failed because land became too expensive and said that would eventually happen with light rail.

Steve Kenworthy, City of Portland Bureau of Environmental Services, 1120 SW Fifth Ave., Portland, thanked the Council for initiating a process to provide guidance and direction and health for the growth and health of the region's communities. He said the Bureau welcomed the opportunity for partnership in working on regional planning issues. He said many issues had been sufficiently addressed in the current version of the Recommended Alternative, but said watershed management and water quality had not been adequately addressed in the current document. He said Metro should include language that made a clear commitment to addressing watershed management and water issues as significant components of regional growth planning. He said the City of Portland had adopted a resolution that recommended the inclusion of those components and said that language was proposed by Mike Houck of the Urban Streams Council. Mr. Kenworthy entered a letter to the Council from Dean Marriott, Director, Bureau of Environmental Services, City of Portland, dated November 28, 1994. This document has been made a part of the permanent meeting record.

John Ayer, 14511 SE River Road, Milwaukie, said the 2040 Plan would also affect Clark County and therefore the state of Washington. He said Metro had not included effects on education, welfare and other social issues and what the costs would be which could drastically effect citizens in the outlying areas. He said the 2040 Plan was really a plan to control people.

Walter Valenta, Bridgeton Neighborhood, 11919 N. Jantzen, #114, Portland, recommended the map be changed because it showed his neighborhood as an industrial neighborhood. He said they were really a marina community along the Columbia River and said they were the first thing people saw entering Portland from Jantzen Beach. He said they had been recognized as such in the Albina Community Plan. He said he had a map amendment he would offer to Metro staff. He said the west end of Hayden Island also seemed to be similarly overlooked and should be treated in compliance with various transit studies done.

Tom Cropper, Multnomah Activists Solutions, PO Box 18025, Portland, said farm land was being sold and developed as light industrial use. He said outlying areas were being rapidly torn up for non-farm uses. He said developers were having a feeding frenzy. He said the Port of Portland bought a lot of property via condemnation and had leased it to farmers, but said those lands were being zoned industrial. He said these examples were representative of what was happening throughout the region. He said if lands were not being developed industrial, extremely expensive homes were being built which did not qualify as affordable housing. He expressed concern about the loss of agricultural soil and soil quality in general.

Jim Rapp, City of Sherwood, 90 NW Park St., Sherwood, said that Sherwood's needs had not been adequately addressed on Metro's maps and said the plan Metro adopted should be as open-ended as possible. He said Sherwood wanted Metro to pay more attention to Greenspaces infrastructure and to east/west transit. He said Sherwood had a lot of rural reserves, but felt they would be difficult to maintain 50 years down the road. He said they did not object to those rural reserves, but said they should actually be used for that purpose if so designated. He said Sherwood was very concerned about its water supply; urged Metro to integrate its water study(s) with others being done now by the time the Regional Framework Plan was adopted; said the issue of schools had not been addressed; and said the plan was silent on water sheds and water quality. He said all those issues should be addressed in the 2040 Plan.

Sister Anna Hertel, president, Sisters of St. Mary of Oregon, 4440 SW 148th, Beaverton, distributed written testimony, which has been placed in the permanent meeting record. She testified in support of the Planning Committee's recommendation to include a 463 acre parcel owned by the order in the urban reserve study area. She said the parcel between 209th and 229th near Hillsboro along the Tualatin Valley Highway. She said the land was now farm land close to an Intel semiconductor fabrication plant. She explained the land was bequeathed to their community by a widow who wanted to provide the acreage to provide income for educational purposes and support Sisters in retirement. She said the time of the bequest predated Oregon's current land use laws and urban growth boundaries. She said two attempts to bring the land inside the UGB had been denied. She said they were asking that the land be included in the urban reserve area now. She said Genstar was interested in developing the parcel for residential use. She said Genstar's experience in developing planned communities coupled with the need for further housing in Hillsboro was a good match. She said that property could ease the projected imbalance between jobs and housing in the area. She said the area was a target for land use advocates who said no more farm land use should be assigned for urban uses over the next 50 years. She said the land was surrounded on more than 85 percent of its perimeter by non-farm uses and was no longer suitable for preservation as farm land.

Gary Conkling, Inkster Boulevard Corporation, 900 SW Fifth, Suite 2000, Portland, said Inkster was a United States affiliate of Genstar Development pursuing development in the Sisters of St. Mary's property. He said the Recommended Alternative recognized the need for additional urban lands to meet the projected population growth for the region over the next 50 years. He said such lands should meet the criteria and values needed for maintenance of the UGB. He said the land had many desirable elements for residential development such as the property was flat with few natural resource constraints; a single owner negotiating with a single, qualified developer; sewer and water trunk lines with adequate capacity; a Tri-Met line; and three sides already adjacent to the UGB. Mr. Conkling submitted written testimony containing his remarks, which has been placed in the permanent meeting record.

Ronald Davis, Golum Investors, Inc., PO Box 8164, Portland, urged the Council to keep the 2040 Plan flexible. He said Metro should not adopt a single, unalterable plan and urged the Council to adopt several plans with a decision process that allowed for flexible shifting from "Plan A" to "Plan B" to "Modification 3" and so on as dictated by reality. He said maintenance of the region's livability would result only from a thorough analysis of the facts combined with planning for many possible realities. He said Metro staff had provided good analysis and planning and said he knew the Council would be flexible. Mr. Davis submitted written copy of his remarks, which has been placed in the permanent meeting record.

Mel Zucker, 2222 NW Ramsey Drive, Portland, said Seattle implemented a similar plan two years ago to increase its density. He said that plan had not been successful. He said density was the problem, not the cure. He said there had never been an urban area in excess of 100,000 residents that became more livable by increasing density. He said planners believed good transit took care of density problems, but said New York City had the most inner city transit anywhere, but had not made it livable or overcome the evils of density. He said that was true of any large urban city. He said the region should resist density within and without the UGB. He said many small cities would welcome more residents. He said the hub model for jobs and living was no longer valid. He said jobs were being created on the perimeter rather than in the city centers. He said the information highway was being viewed abstractly rather than realistically. He said boutique villages provided no essentials for actual residents. He cited Governor Tom McCall's resistance to density in the 1970s.

Jeff Lewis, 4154 NE Brogden, Hillsboro, said he represented 51 property owners in his area. He said the 51 property owners owned the majority of developable Portland acreage within the north boundary of the UGB to the south boundary of Forest Park, and from Cornell to Cornelius Road. He said the property was already inside the City and UGB's boundaries. He said they were already expected to subdivide into half acre lots and had been designated into rural reserves or Greenspaces. He said they viewed that as downzoning because it converted their property for the public's benefit without compensation. He said other property owners would join his group and said he doubted if Metro could afford to buy the property. He said if the courts ruled in their favor, elected officials could be found liable if they did down zone their property and later purchase it at a reduced value. He asked Metro not to follow the same path the City of Portland had, and to keep them within UGB to be continued as developable residential light, or "brown" properties on Metro's maps. He said their lands would qualify as low-grade farm and/or forest lands. Written copy of Mr. Lewis remarks have been included in the permanent meeting record.

Craig Zell, 9075 SW 180th Place, Beaverton, expressed concern about his children and others' children being able to purchase homes in the future. He saw flaws pointed out at this meeting meant the 2040 Plan should not be adopted now. He said the lack of economic planning, enough jobs, and lack of analysis in the Plan about school capacity and also the lack of a contingency plan if 2040 did not work, in addition to the lack of a concrete mass transit plan. He stated for the record that the 2040 Plan should not be adopted until a full technical analysis had been done and said it should not be adopted from a political stand.

Doug Bollam, PO Box 1944, Lake Oswego, said he previously submitted written testimony on his property half of which was located within the UGB and half outside the UGB. He said that was not discovered by the County until after the sunset clause had expired. He submitted a revised amendment for Objective 18 Urban Growth Boundary - 18.2 Urban Growth Boundary dated November 28, 1994. This document has been made a part of the permanent meeting record. He cited language from the introduction to the booklet for the 1991 Regional Growth Boundary. He recommended the Council add the following language to 18.2.2 Locational adjustments:

"The Urban Growth Boundary (UGB) shall be adjusted to include land in locations meeting all of the following conditions:

- (1) Land under the same ownership since prior to the formal adoption of the original UGB land; and

- (2) Land under the same ownership which straddles the UGB and,
- (3) Land outside the UGB which, when included within the UGB will be part of a jurisdictionally adopted "neo-traditional" zoned area."

Mr. Bollam respectfully requested the new language be included in the 2040 Plan and Metro's RUGGOs by the Council at its December 8 Council meeting. He said if his proposal was not included in the Region 2040 package by the full Council, that it be sent to MPAC for its consideration.

He referred the Council to his original November 18, 1994 amendment package and included the language he cited from the 1991 Regional Growth Conference for the record.

Marilou Hall, Cedar Mill Business Association, c/o 12010 NW Kathleen Drive, Portland, asked the Council not to remove Cedar Mill's "Main Street" designation. She said they needed the recognition that the 2040 Plan would provide to assure the continued prosperity of the commercial and professional heart of their community. She said the Main Street designation would assure them that elected officials in the Metro area understood their area and the complexities of maintaining a viable community within the Portland sphere of influence. She cited Cedar Mill's many assets and asked the Council to retain the Main Street designation for Cornell Road from 123rd to 143rd and give them a Town Center listing on the 2040 Plan map. A memorandum from Ms. Hall dated November 28, 1994 was placed in the permanent meeting record.

Edward Hall, president, Cedar Mill Community Library Association, c/o 12505 NW Cornell Road, Portland, discussed the Cedar Mill Library and its membership and said Cedar Mill was more than eligible for a Town Center designation. He requested the Council reject staff's recommendation No. 10 in the Plan's Centers and Corridors Section which proposed deleting the Main Street designation of Cornell Road as mentioned in previous testimony. He said citizens were concerned that Cedar Mill would be turned into a strip mall on the commute into Portland.

Dorothy Cofield, staff attorney, Oregonians In Action, 8255 SW Hunziker Road, Tigard, said the Recommended Alternative was deficient because of flawed assumptions and lack of economic analysis. She urged the Council to delay adoption of the plan to further study its effect on the region. She said economic analysis should be performed to see if the Plan was achievable. She said the region was not in danger of running out of land, that high rise development was undesirable and unnecessary unless transit was at a premium, and that the Plan set policies for cities and wasted taxpayer dollar. She said the compact city assumption was based on the assumption that all lands outside the UGB was prime farm land and said the UGB could be moved now. She said the 2040 Plan was counter to land use Goals 9 and 10. She said the emphasis was on a light rail system which was expensive to implement. She said no study had been done on social impacts due to density and crime. She said the Plan stated Metro would acquire open spaces via purchase or donation, but said without economic analysis of that option, the Plan was inadequate. She said the Recommended Alternative was half done.

Debra Downey, Public Affairs Officer, AAA Oregon, 600 SW Market Street, Portland, said AAA Oregon supported Metro's efforts to seek long range goals for future transportation needs for the region's citizens. She said, however, that it was imperative to keep in mind the fiscal, ecological, social and personal needs of all Oregonians. She said exclusion of transportation choices via mandated penalties and fees was both unfair and lacked support from most Oregonians. She said in 1980, citizens voted overwhelmingly in favor of a constitutional amendment requiring that vehicle registration fees and fuel tax funds be used exclusively for construction, reconstruction, improvement, repair, maintenance, operation and use of public highways..." She said congestion pricing, demand management and access management represented secondary taxation for individuals who had already paid for the use of highways, streets and roads via the 1980 constitutional mandate. She said reducing automobile use to meet pollution control standards fell short of objectives and said one study declared that cars were not the primary or secondary causes of ozone

smog in the country. She said AAA Oregon agreed that planning was necessary, but said it should be done within the boundaries of what was fair and equitable for Oregonians. Ms. Downey entered a letter to the Metro Council dated November 28, 1994 into the permanent meeting record.

Marilyn Brock, 22170 SW Stafford Road, Tualatin, urged the Council to include citizen lands along Rosemont Road in the urban study area along with the 50 acres requested earlier by Lake Oswego and the 160 acres West Linn had requested. She said their lands were closely impacted because they are adjacent to the residential areas of both cities. She said the land was not suitable for farming and had presented testimony to that effect in May 1994. She said Lake Oswego was locking their land into a permanent open space for its benefit while applying to the County to withdraw other acreage. She said most of the land owners would like to see sensible development of their lands in keeping with the character of the area, but not that they be kept permanently as they are now. Ms. Brock submitted a written testimony which has been placed in the permanent meeting record.

Matt Emlen, Common Sense, 1706 SE Reedway, Portland, gave their 2040 Top Ten Reasons to hold the UGB.

Joy Patterson, 7195 SW Lara St., Portland, urged the Council not to extend SW Vermont Court to connect with Nichols Road. She said the extension was referenced in Metro staff's Region 2040 Transportation Amendments, Attachment B, page 11, No. 21. She said also that Metro should consider schools in any study on growth for the region.

Andy Cotugno, Director of Planning, said the Council would not adopt the analysis via the Recommended Alternative, but said the transportation amendments were offered as options at this and to document past history. He said the issue of that specific amendment was still open.

Ms. Patterson urged the Council to reject the extension because it would go into Jackson Bottom Wetland Preserve which had been the home of a family of red tailed hawks for many years. She said Montclair School students studied those wetlands annually and said it would be difficult to cross a busy road to do so. She said the students changed their school mascot from the Montclair Vikings to the Montclair red tail hawk.

Will Patterson and Steven Archer, Montclair Elementary School students, both urged the Council to protect the wetland for current and future research study. Mr. Patterson asked that the Council not adopt an extension of Vermont Court. He said the bottom has been a home for red tail hawks for years and was a part of a Jackson Bottom Wetlands study there. He said if children attending Montclair had to cross a road wouldn't be very inviting.

Will Patterson and Steven Archer, Montclair Elementary students, asked that the area be preserved and said a survey taken of the students showed that this was their favorite school project/activity.

Written testimony from Warren Tyler, Chairperson, Montclair Local School Committee has been included in the permanent meeting record.

Presiding Officer Wyers called a recess at 6:00 p.m.

The Council reconvened at 6:16 p.m.

Frank Shields, Coalition for A Livable Future, explained the Coalition's intent and purpose. Mr. Shields submitted written recommendations which have been included in the permanent meeting record.

Robert Liberty said 2040 reviewed livability issues and noted pages 4 and 5 of their report for the amendment language they recommended and also recommended new objectives language such as "concentration of poverty."

Tasha Harmon, Coalition for a Livable Future and Community Development Network for Multnomah County, referred the Council to their pages 3 and 4.

Rex Burkholder, Bicycle Transportation Alliance, said they were concerned about affordable transportation. He said if the issues were not addressed now there would be more congestion. He said the 2040 Program actually projected a decrease in transit access. He said all of the region's residents should have transit access. He said cars should be an option and not a necessity because of affordability issues. He said families could function with only one car, that translated into \$10,000 more of housing they could afford.

Mike Houck, Coalition for a Livable Future and the Audubon Society, said the Society was pleased with the removal of wetlands and other natural aspects from buildable lands. He said those lands were under private ownership now, however. He said those lands would face more and more development pressure as time passed. He said the Coalition was presenting specific language on water sheds and water quality management which were now lacking in the 2040 Plan.

State Representative Shields closed for the Coalition and noted that he spoke also for State Representative Avel Gordly who could not attend this meeting.

Mary Kyle McCurdy, staff attorney, 1000 Friends of Oregon, Portland, recommended that Metro remove all farm and forest land from the urban reserves that did not have exceptions per state law for two reasons. She said the Council should end the current speculation on land on the edge of the UGB and said also that most farm and forest lands would not qualify per RUGGOs.

Paul St. John Parker, 1950 NW 102nd, Portland, said livability issues were important and urged the Council to give Cedar Mill the Main Street designation and concurred with testimony given by others on the same. He said Cornell Road should not be made into a five-lane highway and said if it was, it would destroy a healthy, living town. He asked Metro to give more emphasis to parks in that area also. Mr. Parker submitted written testimony, which has been placed in the permanent meeting record.

Michael Smith, Michael Smith Properties, Inc. PO Box 23132, Portland, said there was not an oversupply of industrial lands in the region and said land would not be affordable much longer if the UGB was restricted. More, 30 percent of side 4

Ray Polani, Citizens for Better Transit, 6110 SE Uncanny St., Portland, said Los Angeles tried to take care of growth for years by expanding borders and highways. He said Vancouver, BC built less than one mile of freeway and kept expanding transit. He said there were now more cars than people. He said 2040 would continue and expand highway improvements, including two new freeways with only 25 more miles of light rail and not very much expansion on Tri-Met's part. He said 2040 would create urban reserves to accommodate future growth. He said based on all that, Metro should hold the UGB absolute, have no more freeway expansion and support much more publicly funded transit. He said unless the 2040 Plan was amended to reflect their recommendations, Portland would become like Los Angeles.

Jim Emerson, 13900 NW Old Germantown Road, Portland, said he represented 52 residents of the Old Germantown and Springdale Road areas. He said they had already submitted written testimony, but wished to maintain the existing character of their area and said it served as a green belt for citizens in addition as well as a refuge for wildlife. They strongly urged the Council to remove the urban reserve study area designation from all portions of northwest Multnomah County, including the Old Germantown area, and from adjacent portions of Washington County north of the existing UGB area and strongly urge

the Council to include the entire area noted under rural reserve designation. They commended Multnomah County planners on their work on the West Hills Rural Area Plan. He presented a petition signed by 52 residents of the area.

Lois Wanker Tolbert, 20425 SW Stafford Road, Tualatin, said she represented families from the Stafford area concerned about their designation. She mentioned the many facilities located there and at Wanker's Corner. She said the area was no longer rural in nature and that increased traffic had to be addressed. She said it was no longer feasible to be designated as farm lands or similar. She asked Metro to consider the area a pilot project area to show that growth can be positive. Ms. Wanker submitted written testimony, which has been placed in the permanent meeting record.

Jim Worthington, 3232 SE 153rd, Portland, said pollution should also be considered. He said to get less pollution, there should be less miles traveled. He said the region still needed the Westside Bypass to alleviate traffic and said it should connect north at Vancouver to complete freeway connections. He said others had said more mass transit was needed, but said buses were not crowded. He said planning should be done for suburban areas in addition to the rural and urban areas. He said the Council should not rush their decision on the Recommended Alternative.

Walt Gorman, CPO #1, Washington County, 12230 NW Sunningdale, Portland, urged the Council to reinstate the Cedar Mill designation as Town Center. Mr. Gorman submitted written testimony, which has been placed in the permanent meeting record.

Carol Gearin, CPO#1, Cedar Mill, 2420 NW 119th Ave., Portland, requested the Council reinstate Cedar Mill's Town Center designation. She also asked the Council to reinstate the following omitted stream corridors for the CPO#1 area: Golf Creek, Cedar Mill Creek, Johnson Creek and Willow Creek.

David Harvey, 16922 SE Wooded Heights Drive, said he had never heard of the 2040 process until he read about in The Oregonian the date of this meeting. He said he agreed with the 2040 Plan from what he had seen. Written testimony from Mr. Harvey has been included in the permanent meeting record.

Pat Kliever, Metro Technical Advisory Committee member, 4451 SW 229th Ave., Aloha, opposed development of the St. Mary's property under discussion earlier at this meeting. She said such development would remove attention from the kind of development within the UGB that Metro wanted to see. Ms. Kliever submitted written testimony, which has been placed in the permanent meeting record.

Bill Atherton, president South Shore Neighborhood Association, 1670 Fircrest Drive, Lake Oswego, said with regard to Metro's transportation amendment language on roadways that staff change "reduce" to "mitigate" or "compensate." He said Metro should take responsibility for transportation impacts on neighborhoods. He said in the pertinent language, 18.2 page 31, should eliminate the language "derived from" and on page 32, Section 18.2.2, to eliminate that section completely. He said small locational adjustments should be eliminated completely. He said a more sophisticated process other than a rolling 20 year supply be developed for UGB adjustments to enhance citizens lives and not make them worse.

Peter Fry 722 SW 2nd, #330, Portland, submitted a testimony card but did not appear to testify.

Greg Hathaway, Davis Wright & Tremaine, 1300 SW Fifth Avenue, Portland, said he represented the Lutz/Segel Group which owned the 45 acre parcel mentioned earlier at this meeting in connection with the Sisters of St. Mary. He said they urged the Council to adopt the 2040 Plan by resolution rather than ordinance; direct that a six-month study be done to refine the assumptions and market realities used to develop the 2040 Plan to ensure the Plan was achievable; expand the urban reserve study areas to include additional areas for the six-month study to make sure the most appropriate properties were considered for urban reserve, surrounded by development and serviceable with public facilities; and include the

Lutz/Segel property within an expanded study area to be expanded over the next six months. Mr. Hathaway submitted written testimony, which has been placed in the permanent meeting record.

Elliot Allen, Criterion Engineers/Planners, 5331 SW Macadam Ave., Suite 205, Portland, said the St. Mary property was suitable for inclusion for development in the Region 2040 Plan and explained same. His report was attached to Mr. Hathaway's written testimony.

David Oringdulph, Matrix Development, described his company and noted 10 years ago Oregon's economy was not doing as well as it was doing now. He said Oregon needed to continue good economic growth. He said many questions had to be answered before Metro adopted the 2040 Plan such as how much land would be available for development. He said it needed more economic analysis and asked how it would effect housing affordability, jobs and schools. He said Matrix Development supported good planning but said it should be evaluated on how much it would cost.

Jon Chandler, staff attorney, Home Builders Association, 15555 SW Bangy Road, Lake Oswego, commended Metro's staff on its work. He said that the 2040 Plan should be legally non-binding and said there was at least six more months work to be done. He said the issue was not how big the UGB should be, but that other issues such as housing availability and affordability should be examined and then the UGB should be set. He said the assumptions in the Plan should be tested. He said he earlier submitted amendment language on RUGGOs and urged the Council to use rural reserve designations cautiously.

Councilor Kvistad said he wished to thank also Sherry Oeser, Mark Turpel, Larry Shaw and Lisa Creel. He said all four had done a stellar job on the Region 2040 Plan.

Pam Zelinsky, Lutz Snyder Co. Realtors, 2141 SW Martha St., Portland, concurred with Mr. Chandler's testimony. She congratulated Metro on the participatory process it had used for this issue. She said there concerns about the Plan as written. She said it should be adopted in format to allow further comment and revision. She said she would also like to see language on affordable housing also.

Ron Crutcher, chair, Land Use Committee, Washington County of Realtors, 1905 SW 169th Place, Portland, said expanding the UGB by 14,000 acres over the next 50 years was not realistic and said more study was needed. He said Metro's analysis was site-specific and that it was too early in the process to be site-specific. He urged the Council to delay action on the 2040 Plan, or to adopt it via resolution only.

Jim Howell, Association of Oregon Rail and Transit Advocates (AORTA), 3325 NE 45th, Portland said during two years of surveys there had been overwhelming support for compact growth and transit other than highways. He said the Plan would expand the UGB by 23 square miles and add over 1,000 lane miles to a bloated highway system. He said, however, the Plan cut projected transit growth in half. He said the planners were trying to make interested parties happy without paying attention to the will of the people. He said the Council should direct staff to contain all urban growth within the UGB; direct staff to increase the assumed average annual transit service growth to at least 6 percent; and direct staff to assure that the State Transportation Planning Rule mandates will be met through primary reliance on proven land-use and transportation strategies. Written comments have been made part of the permanent meeting record.

Molly O'Reilly, Sensible Transportation Options for People (STOP), 15405 SW 116th, #202B, Tigard, said citizens had consistently said to hold the UGB. She said it was big now because more land was included than was needed to begin with. She said the Council would face the same pressures. She said 14,000 acres was too much for urban reserves also. She said transition was possible. She said developers use to only use with prime farm lands also. She said there had to be pressure to make change happen. She said it was up to the Council to institute change. Written testimony from STOP has been included in the permanent meeting record.

Greg Malinowski, Malinowski Farms, 13450 NW Springville, Portland, said page 23, No. 10, stated "Remove an area north of Springville Road as urban reserve study area." He said that really was an area north of the Multnomah County line. He asked Metro to leave Malinowski Farms outside the urban reserves. He presented a petition from citizens in the area and said it went with the Grossnickel/Emerson petition already presented to Multnomah County. He said they wanted to stay as an EFU zone. He particularly wished to note Bethany, due south of Springfield Road. He submitted pertinent language from the January 4, 1982 Washington County Comprehensive Plan and said Washington County had promised to protect their land and put density restrictions on it so that land was not wasted and to protect it from interested developers. He cited language from the Bethany Community Plan and showed acreage allocations for the area. He said building at one third the allocated densities for the area was stupid because few families could afford that kind of housing. He said additions to jurisdictions from urban reserves in the future should only be allowed when and where jurisdictions met Metro's urban density goals. Mr. Malinowski submitted accompanying documents, which have been placed in the permanent meeting record.

Mike Ragsdale, Sunset Corridor Association, 16010 NW Foxborough Circle, Beaverton, said more economic analysis should be done as well. He said the federal government was unlikely to fund mass transit at the level required to implement the Plan and asked Metro to think more about mass transit. He asked Metro to look harder at housing affordability issues.

Kathy Gorham, 14917 SE 142nd Ave., Clackamas, said uncontrolled growth would make the Metro area look like Los Angeles. She said true cost pricing for auto use should be implemented as well as penalties for sprawl and wanted to see more affordable housing. She asked Metro to implement the Plan now. She said the urban reserves was too large at 15,000 acres and said they should be reduced. She said such designations should not include farm or forest lands. She said a conservative urban reserve supported housing affordability. She encouraged the mix of transit and pedestrian-friendly facilities. She said 3 to 5, rather than 7, regional centers would make more sense at this time. She expressed concern that there were no safeguards to ensure that outlying cities would not become bedroom communities.

Ron Jennings, Rosemont Property Owners Association, 18771 S. Whitten Lane, West Linn, said the Association represented 15 property owners and approximately 450 acres at the far north portion of the Stafford Triangle area. He asked Metro to include their property in the urban study area and not in the rural reserves. He said their property was bordered on the east and west by Lake Oswego. He said their property had been proven to not be prime farm land.

Margerette Cooney, 2000 SW 33rd, Hillsboro, said she had submitted materials on hers and her neighbors property; land west of Dairy Creek, east of Cornelius City Limits, south of TV Highway, north of the Tualatin River. She said that property should be considered viable farm land and should not be made part of the UGB. She said she could not believe that people were urging Metro to delay adoption for a process that had taken two years to-date. She urged Metro to implement the Plan and stop California-type speculation. She reiterated the usefulness and value of farm lands. A written copy of testimony and accompanying documents from Ms. Cooney have been included in the permanent meeting record.

Jeanne Graves, 19023 SW Eastside Road, Lake Oswego, said she lived in the Stafford area of Lake Oswego and said she supported the City of Lake Oswego's proposal for the Stafford area.

Bob Brivogel, 3915 SW 229th Ave., Aloha, discussed the St. Mary's property and proposed changes in the UGB to allow development of same. He said he had been under the impression that the urban reserves were meant to be held for the long term and not for quick absorption for development. He said MTAC had just recommended not to recommend the property for inclusion in the urban reserve study area. He said a minority report was presented and said that report was written by Gary Conkling who was acting as a consultant to Inkster Development. He said that was improper and at odds with the open process Metro had been following. He said property in question had Class 1 and 2 soils and was classified as EFU. He

said the owner should justify why it should not be considered EFU. He asked what mass transit was available for the large development proposed. He said Metro should condition the property so that it stayed an urban reserve for 20 years and said Metro should further define what constituted an urban reserve to avoid confusion in the future.

Ronald Weaver, 2639 NE 137th, Portland, said he agreed with Executive Officer Cusma's recommendation and statement that "that growth inevitably reduces some aspects of the quality of life." He said he did not want a reduction in his quality of life and said he did not want smaller lot sizes and said quality transit services often did not relate to higher densities. He urged the Council not to adopt the Plan until unanswered questions on water quality, quantity and acid rain were addressed. He said no language had been included on the ecosystem, watershed planning, and carrying capacity and said air quality had not been addressed. He said all existing open spaces should be preserved and said water supplies were limited. He congratulated Metro on preparing a progressive plan. Mr. Weaver submitted written testimony, which has been placed in the permanent meeting record.

Dennis Derby, Oregon State Home Builder's Association, 7720 SW Macadam Ave., Portland, commended Metro's planning efforts and said that a livable region meant balancing job and economic needs and housing, education and natural resource needs. He said Metro should recognize that housing and job needs had to be coordinated. He said affordable housing was dependent on affordable land and said their support of the UGB in the 1970s was tied to the State's requirement of 20 year inventories of available lands within the UGB. He asked Metro to recognize that market acceptance was necessary for acceptance by consumers of any plan and said tax payers were wary of how their dollars were spent.

Kathleen Mueller, Washington County Association of Realtors, said the 2040 Plan was good document but was still not finished. She asked the Council to adopt it via resolution and not ordinance. She said more analysis needed to be done including determining where the funds would come from for light rail. She said the Westside Bypass would provide greater safety for commuter and commercial travelers. She said the grid design for streets was a safety hazard. She said the cul de sac design for streets was designed to cut down on crime.

Doug Klotz, Willamette Pedestrian Coalition, PO Box 2252, Portland, said the Coalition had already provided six guiding principles for the 2040 Plan, but wished to address Regional Through-Routes as listed under "Transportation Facilities" in Attachment B. He recommended adding to current language in the first paragraph, "These major routes...but are seldom conducive to bicycles or pedestrians..." the word "now" as in: "but are now seldom conducive to bicycles or pedestrians because of the volume of auto and freight traffic that they carry." He recommended adding to current language in the second paragraph after "In addition, it is important that they not become barriers to movements across them by other forms of travel, auto, pedestrian, transit, or bicycle..." the following new language, "All facilities except freeways shall have striped bike lanes; and sidewalks that are buffered from traffic by planting strips or other means." Mr. Klotz submitted a hard copy of his proposed language, which has been placed in the permanent meeting record.

Chris Eykamp, 2101 SE Tibbets, Portland, responded to testimony given at this meeting. He said he agreed that a cautious approach should be taken with planning, but said that meant holding the UGB until knowing for sure it was necessary to expand. He said increased density could be achieved sensibly with smaller lots. He said many advocating expansion of the UGB said it was for the good of the region, but said they seemed to be the ones who would gain financially from expansion. He said many who advocated holding the UGB said it was good for the region also, but did not appear to have financial motives. He said Metro would not become a better, more livable region by following in Seattle's footsteps and asked the Council to hold the UGB, reduce lot sizes, and reduce the parking requirements needed for new and existing development.

Bruce Godfrey, Cedar Mill Creek Watershed Watch, 10547 NW Lost Park Drive, Portland, asked the Council to preserve water quality, riparian quality and human habitat and recommended that the 2040 Plan be modified to designate the Cedar Mill Creek's stream corridors as green corridors and remove them from the buildable lands inventory. He asked the Council to recommend that housing densities in the steep slope areas of stream corridors be dramatically reduced. He asked that the Council enact an ordinance to require developers and builders to control synchronization of storm water run off into streams. He said the main items that had contributed to livability in his experience were mass transit, parks and greenspaces.

Faun Hosey, 13515 NW Jackson Quarry Road, Hillsboro, She complimented Metro on its efforts to get as much public input as possible and urged the Council to hold the UGB in its current form.

Marti McCausland, 2101 SE Tibbetts, Portland, said the connection between land use and transportation was clear. She said she believed in choice and chose to drive, but also bicycled and walked to destinations when possible. She said she used public transit and said each transportation mode had its own merits. She said driving was not a right, and noted children and the elderly could not drive.

Mike Roediger, 25300 SW Lone Oak Street, Hillsboro, said he represented himself and over 50 percent of land owners in a parcel designated by Metro as an urban reserve study area and requested that Metro maintain that designation. He said he had submitted a petition with signatures from neighbors. He said that area was located south of the TV Highway between the USA plant at Rock Creek and 244th Avenue. He said the area was unique in that it had not changed drastically over 30 years and was comprised mostly of "hobby" farms. He said it had access to all services and said the land was available for expansion and said the majority of residents knew that.

Ross Tewksbury, PO Box, 25594, Portland, said all beings were connected including animals, insects and plants. He said the web of life would not work if it had holes in it. He said development in Washington County had been especially costly to wildlife and habitat. He said California had been over-developed, but that housing was not affordable there. He said natural areas should be preserved for children. He said there was a lot more wildlife in the region 25 years ago. He said many new developments had huge houses on small lots with no land for bushes, trees, native grasses, animals, insects or birds. He asked what children in 2040 do if there was no wildlife to observe or enjoy.

David Zagel, 3104 NE Schuyler, Portland, said citizens had overwhelmingly testified at Metro's Listening Posts that Metro should hold the UGB. He asked the Council to adopt the 2040 Plan and listen to what citizens had been saying for the last two months. He said Metro should commit more to alternative transit and modes and discussed Metro's survey questions asked. He said Metro could make 2040 the rubber stamp for how the region should grow.

Meeky Blizzard, 16815 SW Pleasant Valley Road, Beaverton, said holding the UGB would make the Metro area the best possible area it could be. She said affordable housing issues covered more than just the cost of the house itself, but how much it cost to live in that area. She said affordability issues should cover how much it cost to live within a certain community.

James Tsugawa, 13480 NW Burton Street, Portland, said he had lived in Washington County for over 60 years. He said he owned part of a parcel he would like to have included in the UGB. He said the property was not adjacent to any land zoned EFU and said the land to the south and east is R-6. He said the land to the west was within the city limits of Hillsboro. He said the land to the north was A-5 and said the property was adjacent to all services. He said the property was like a peninsula with residential and industrial on the various sides. Mr. Tsugawa submitted written testimony containing his remarks. This document has been made a part of the permanent meeting record.

Presiding Officer Wyers asked Mr. Tsugawa if he had submitted written testimony on the property. He said approximately three years ago, he had applied for a UGB amendment, but said planners had

discouraged the application at the time. He said he would submit written materials to staff. He said Metro maps showed the current densities also.

Ann Weaver, 25624 S. Ridge Road, Beavercreek, urged the Council to hold the UGB as is; to commit to selecting urban reserves by June 1995; keep rural reserves as shown on the Concept Map presented in September 1994; commit to a more aggressive transit, bike and pedestrian program; and commit to plan for increased open public spaces. She urged the Council to act to ensure the region maintained its current level of livability. She said many citizens had said they were willing to live on smaller lots and urged the Council to listen to the people who had responded to Metro's request for input. Ms. Weaver submitted written copy of her remarks, which has been placed in the permanent meeting record.

Bud Erland, Sierra Club - Columbia Group, 1413 SE Hawthorne, Blvd., Portland, said he was served on their Land Use Transportation Committee as its coordinator. He thanked the Council for listening to all the testimony given and shepherding the 2040 Plan to the end of the process. He asked the Council to adopt the 2040 Plan in the strongest form possible. He said density, compact development, affordability and access for developers were all causes that went hand-in-hand. He said Metro could develop a plan to make all involved winners. He said there was no reason to expand the UGB in any significant fashion. He said farm and forest land should not be included.

Louise Weidlich, Neighborhoods Protective Association, PO Box 19224, Portland, discussed GATT and the US Constitution. She said her group opposed development along transit lines and opposed mass transit as a whole. She said the UGB should not be contained which would allow large scale farmers to ship their crops overseas. She said the region did not need more open spaces. Written testimony from Ms. Weidlich has been included in permanent meeting record.

Blair Batson, 2877 NW Savier, Portland, urged the Council to hold the line on the UGB and said it did not need to be expanded at this time.

Charles Swindells, 455 NW Greenleaf Road, Portland, urged the Council to hold the UGB and avoid the conversion of farm lands to residential or urban uses whenever possible.

Presiding Officer Wyers asked if any other persons present wished to testify. No other persons appeared to testify and the public hearing was closed.

Written testimony from persons who did not testify is listed as follows. These documents have been included in the permanent meeting record.

Dirk Koopman, TMT Development Co., Inc.  
703 Broadway, Suite 605  
Vancouver, WA 98660

Opposed to Open Space designation of property owned by TMT Development.

Tom Wright, Project Mgr. Planner  
Mackenzie/Saito & Assoc., P.C.  
0690 S.W. Bancroft St.  
Portland, OR 97201-0039

Retained by Jones Lang Wootton, the management firm for Clackamas Town Center. Request Council defer action.

Carol Witbeck, Board Member  
Friends of the Clackamas River  
15031 S.E. Royer Road  
Clackamas, OR 97015

President, John Berry. In favor of Greenspace recognition and incorporation of the North Bank Project in Clackamas County. Ms. Witbeck also submitted other written comments in support of Greenspaces Master Plan.

Robin White, Exec. Vice President  
Portland Metropolitan Association of Building  
Owners & Managers  
1211 S.W. 5th Ave., Suite 2722  
Portland, OR 97204-3727

Expressed concern that growth concept and UGB  
study areas recommendations include focus on  
economic analysis component.

Bob and Beverly Gunsolus  
15031 S.E. Ondo Rivera Drive  
Boring, OR 97009

Opposed to designating the Damascus area as a UGB  
area. Opposed to replacing Hwy 212 with proposed  
Sunrise Corridor freeway.

Mary L. Tobias  
Tualatin Valley Economic Development Corp.  
10200 S.W. Nimbus Ave., Suite G-3  
Tigard, OR 97223

Expressed 2040 study process concerns.

Winmar Pacific, Inc.  
700 Fifth Ave.  
Seattle, WA 98104-5026

Request an amendment of the Recommended  
Concept Map designation for Gresham Industrial  
Site.

Loretta Pickerell  
Sustainable Oregon  
0426 S.W. Dakota St.  
Portland, OR 97201

Support 2040 Framework Plan.

Barbara L. Coles  
750 s. Rosemont Rd.  
West Linn, OR 97068

Opposed to inclusion of 160 acres within the North  
Stafford area in proposed Urban Reserve Study.

Eric Johansen  
8675 S.W. Cortez Court  
Beaverton, OR 97008-7272

Inadequate transportation vision and plan for  
Washington County.

Hobson Johnson & Assoc.  
Real Estate Advisors  
101 S.W. Main St., Suite 905  
Portland, OR 97204-3217

Concerned with absence of economic impacts  
measurement and response to issue of affordable  
housing.

Jane R. Kendall  
5017 S.W. Maple Lane  
Portland, OR 97221

Opposed to 2040 Recommended Alternative.

John LeCavalier  
President, FANS of Fanno Creek  
PO Box 25835  
Portland, OR 97225

Opposed to S.W. Vermont road extension.

Cary and Norris Perkins  
7151 S.W. Arranmore Way  
Portland, OR 97223

Same as above.

Oregon Environmental Council  
Jack Mills, President  
520 S.W. 6th Ave., Suite 940  
Portland, OR 97204-1535

Support 2040. Recommend additional policy measures. Documents placed in permanent meeting record, including a document entitled, "Oregon Environmental Council, A Survey of Residential Rates of Municipal Water Systems in Oregon," dated October 1994.

Karen Upton  
3511 S.W. Illinois  
Portland, OR 97221

Hold existing UGB.

Chris Thoreen  
11969 S.E. Zion Hill Dr.  
Gresham, OR 97080

Favored Concept B and maintaining the existing UGB.

Kahler Martinson  
10875 N.W. Rainment  
Portland, OR 97229

Opposed to widening of Cornell Road.

Kenneth L. Anderson, President  
Cedar Mill Lumber & Hardware Co.  
12700 N.W. Barnes Rd.  
Portland, OR 97228

Maintain existing "Main Street" designation for Cornell Rd. Cedar Mill business district be designation as a "Town Center."

Edward Hall  
Audisys  
12505 N.W. Cornell Rd.  
Portland, OR 97229

Same as above.

Michael J. Lilly  
Attorney for Tigard Sand & Gravel Co.  
Lane Powell Spears Lubersky Law Offices  
520 S.W. Yamhill St., Suite 800  
Portland, OR 97204

Support EO recommendation of Urban Reserve designation of property at SW corner of City of Tualatin.

James and Patricia Norlin, Damascus residents  
15660 S.E. Cielo Ct.  
Clackamas, OR 97015

Opposed to UGB changes to include Damascus area.

Al Benkendorf  
Benkendorf Assoc. Corp.  
522 S.W. 5th Ave.  
Portland, OR 97204

Support Recommended Alternative designation of Mr. Stephen M. Berrey property as Urban Reserve Study area.

Tom Cardoso, President  
Cruz Development  
6107 S.W. Murray Blvd., #153  
Beaverton, OR 97005

Reconsider Urban Reserve inclusion of property.

Gerald Grossnickle  
13510 N.W. Old Germantown Rd.  
Portland, OR 97231-2775

Referenced petition sent to Metro containing 52 signatures from area residents opposing the Urban Reserve Study Area from present UGB into Springville Rd.-Old Germantown Rd. area.

Robert L. LeFeber  
Maybourne Real Estate of Oregon, Inc.  
1100 S.W. 6th Ave., Suite 1105  
Portland, OR 97204

Defer adoption. More time needed to study issues and test assumptions. Inadequate retail services provision in Recommended Alternative.

Jody Bruch, Chairman  
Damascus Community Assoc.  
15060 S.E. Anderson Rd.  
Clackamas, OR 97015

Hold the UGB.

Mayor Robert Kindel, Jr.  
City of North Plains  
440 Commercial Ave.  
North Plains, OR 97133

Proposed 4 amendments to the Recommended Alternative.

Gayle Killam  
Oregon Environmental Council  
520 S.W. 6th Ave., Suite 940  
Portland, OR 97204

Encourage integration regional water issues into Recommended Alternative.

Cynthia Balzola  
Lutz Snyder Realtors  
Tualatin Branch  
19283 S.W. Martinazzi Ave.  
Tualatin, OR 97062

Do not adopt without further study on housing density, affordable housing and transportation.

William V. Bierek, P.C.  
Attorney at Law  
110 E. Main  
Hillsboro, OR 97123

Opposed.

Robert S. Bobosky  
President, Green River Properties  
121 S.W. Morrison, Suite 950  
Portland, OR 97204

Support inclusion of land north of Wilsonville city limits, east of Interstate 5 in 2040 study area.

Geoffrey W. Hyde  
10217 N.W. Alpenglow Way  
Portland, OR 97229

Specific concerns. Generally supportive.

Shirley Spisak, President  
Montclair PTO

Opposed to 2040 plan to extend S.W. Vermont.

Charles Hoss, President  
Rosemont Owners Assoc.

Rosemont residents request inclusion in the Urban Reserve Study Area.

K.B. Boutwell  
31175 S.W. Country View Loop  
Wilsonville, OR 97070

Request adjustment to UGB to include property near Charbonneau.

George Tsugawa  
206 Whalen Loop Rd.  
Woodland, WA 98674

Support request from brother, James Tsugawa, to include property in UGB.

Rosemary Kropf Allen  
9645 S.W. Buckskin Terrace  
Beaverton, OR 97008

Support adoption. Expressed concerns.

Walt Gorman & Marcia Petty  
12230 N.W. Sunningdale Dr.  
Portland, OR 97279

Supportive. Request for additions to the plan.

Ronald Haertl, P.E.  
Haertl Consulting  
13635 N.W. Cornell Rd., Suite 150  
Portland, OR 97229

Request removal of Urban Reserve designation from parcel located west of City of Sherwood.

James Ringelberg  
Landscape Architect  
8835 S.w. Birchwood Rd.  
Portland, OR 97225

Support adoption, hold UGB, eliminate Urban reserves, limit regional centers.

Jeffrey Sackett, President  
Triangle Development Co.  
15455 Hallmark Dr., Suite 150  
Lake Oswego, OR 97035

Recommend further study before adoption.

Claire Stock  
14025 N.W. Germantown Rd.  
Portland, OR 97231

Recommend incorporate rural settings into the plan.

Timothy Ramis  
O'Donnel Ramis Crew Corrigan & Bachrach  
Attorneys at Law  
1727 N.W. Hoyt Street  
Portland, OR 97209

Recommend include St. Mary's property within study area for future inclusion within UGB.

Trisha Katson, Legislative Advocate  
Liberty Lobby  
300 Independence Ave. S.E.  
Washington, D.C. 20003

Document entitled, "The Disaster That Is GATT 1994. The Ruling Elites' Plan For The Global Plantation."

City of Wilsonville  
Mayor Jerry Krummel

City of Wilsonville Map showing proposed Town Center has been included in permanent meeting record.

June Green  
22262 S.W. Stafford Rd.  
Tualatin, OR 97062

Expressed concerns about preservation of historic properties.

Lester Baskin  
3831 S.W. Council Crest Dr.  
Portland, OR 97201

Supportive, with comment.

Robert Noe  
2450 N.W. 119th Ave.  
Portland, OR 97229

Request Main Street designation for Cornell road and  
request Cedar Mill Town Center designation.

Carol Gearin  
2420 N.W. 119th Ave.  
Portland, OR 97229

Same as above.

Dave Flaming  
PO Box 1389  
Sandy, OR 97055

Request questions answered before adoption.

Jack L. Orchard  
Ball, Janik & Novack  
Attorneys at Law  
101 S.W. Main St., Suite 1100  
Portland, OR 97204-3274

Supportive with comment suggesting further study.

Ryan O'Brien, Principal Planner  
Land Development Consultants, Inc.  
233 S.E. Washington St.  
Hillsboro, OR 97123

Request certain Washington County properties be  
included within the UGB.

Charles H. Moore  
23660 S.W. Rosa Rd.  
Aloha, OR 97007

Opposed to development of prime farm land.

Lowell E. Patton  
PO Box 85  
Carver, OR 97015

Request inclusion of property north of Carver in  
Urban Reserve.

Martin C. Peets  
Realty Capital Markets Consultant  
4802 S.W. Schools Ferry Rd. #C  
Portland, OR 97225-1694

Opposed to adoption of Recommended Alternative.  
Need more time for public input.

Judy Davis, President  
Columbia River Region Inter-League Organization  
of the League of Women Voters

Supportive with comment re: more attention to  
housing issues.

Unified Sewerage Agency of Washington County  
155 N. First Ave., Suite 270  
Hillsboro, Oregon

Supportive with comments.

James and Judith Emerson  
13900 N.W. Old Germantown Rd.  
Portland, OR 97231

Urge withdrawal of Urban Reserve Study Area  
designation from Springville/Germantown area.

Thomas K. Nash  
PO Box 729  
Welches, OR 97067

Concerns regarding West Hills Rural Area Plan.

Jim Rapp, City Manager  
City of Sherwood

Support open ended and adaptable adoption of  
Recommended Alternative to incorporate findings  
from further analysis.

Marge Davengert  
Paddlewheel Press  
PO Box 230220  
Tigard, OR 97223

Transportation concerns re: Sherwood/Tigard area.

John D. Thomas, Manager  
Mt. Scott Water District  
10602 S.E. 129th Ave.  
Portland, OR 97236-6271

Supportive with comments.

Rosemary K. Jensen  
8020 S.W. Connemara Ter.  
Beaverton, OR 97008

Opposed to proposed extension on 125th to Hall  
Blvd.

Stephen B. Moore  
25001 S.W. Ladd Hill Rd.  
Sherwood, OR 97140-8425

Supportive. Endorse many of Sherwood City  
Manager Jim Rapps concerns and recommendations  
with documented exceptions.

Lorraine Heller  
8600 S.W. Leahy Rd.  
Portland, OR 97225-6424

Hold the UGB. Supportive with comments.

Bob Powne  
8600 S.W. Leahy Rd.  
Portland, OR 97225

Supportive with comments.

Roz Shroyer

Needs further study.

Terry J. McCord  
6632 S.W. Hickman Lane  
Portland, OR 97223

Opposed to extension of S.W. Vermont.

Ray and Phyllis Davis  
5825 S.W. Lombard Ave.  
Beaverton, OR 97005

Supportive with comments. Opposed Western  
Bypass and opening up urban reserves to  
development.

K. Kolb  
7020 S.E. Franklin  
Portland, OR 97206

No further growth. No further development.

Frank L. Lolich, Jr.

Entered written copy of testimony before Planning  
Committee. Move the UGB re: his property.

Dina Lolich

Move the UGB so home can be built for her to live  
in.

Erin Lolich	Move the UGB so can live in own house on family farm.
Arthur Iwasaki, Owner Tanasacres Nursery, Inc. 19370 N.W. Cornell Rd. Hillsboro, OR 97124-9321	Opposed to changing Farm Deferral for property taxes within UGB.
Randy Weisberg Land Use & Environmental Committee Chair Hillside Neighborhood Assn. 1819 N.W. Everett St., Room 205 Portland, OR 97209	Support adoption with comments.
Richard & Dolores Gorow	Opposed to extension of 125th from Hall Blvd. to SW Scholls Ferry Rd.
Mollie Hendricks 7850 S.W. Raintree Dr. Beaverton, OR 97008-6984	Same as above.
Gordon Howard, Senior Planner Multnomah County Planner Division of Planning & Development 2115 S.E. Morrison St. Portland, OR 97214	Re: Resolution 94-223 adopted by the Multnomah County Board of Commissioners November 22, 1994 containing recommended amendments to 2040. Documents included and placed in permanent meeting record.
William C. Cox, Attorney 0244 S. W. California St. Portland, OR 97219	Representing J.C. Reeves Corp., 2040 Plan lacks focus of school facilities.
Richard Carson, Director Community Development Dept. City of Oregon City 320 Warner-Milne Rd. Oregon City, OR 97045-4000	Regarding Newell/Abernethy Creek Council agreement.
James Dalton, Chair Newell/Abernethy Creek Council PO Box 3 Oregon City, OR 97045	Re: Proposed Urban Reserve study areas. Requested changes.
Pam Zielinski Lutz Snyder Co. 14050 S.W. Pacific Hwy. Portland, OR 97224-4841	Delay adoption until greater consensus achieved.
Paul and Wilma Kennel 12318 N.E. Stanton St. Portland, OR 97230-1648	Supportive with comments.

Ann Taylor  
5004 S.W. Lowell St.  
Portland, OR 97221

Recommended Alternative needs more work.

Mary Vogel  
3700 N.W. Columbia  
Portland, OR 97229

Supportive with comments.

Joy Patterson and Sons, Will and James  
7195 S.W. Lara St.  
Portland, OR 97223

Concerns about Montclair School Wetlands.

Pat Russell  
PO Box 103  
Beaverton, OR 97075

Recommended Alternative flawed.

John Breiling, Chair CPO-7

CPO-7/Washington County public involvement  
LCDG Goal 2 entity, opposed to UGB expansion  
north of Sunset Hwy.

Fred Marklund  
5575 Suncreek Dr.  
Lake Oswego, OR 97035

Expand the UGB.

Dianne Ensign  
9309 S.W. 4th Ave.  
Portland, OR 97219

Supportive with comments.

Carolyn Ensign  
11600 S.W. Lancaster Rd.  
Portland, OR 97219

Supportive with comments.

Margret Barnett  
260 N.W. 336th Ave.  
Hillsboro, OR 97124

Requested exclusions from UGB.

Bill Boyd and Linda Bauer, Co-Chairs  
Southeast Uplift Neighborhood Program  
3534 S.E. Main St.  
Portland, OR 97214

Recommendations submitted.

Cathie Clifford and Victor Cummings  
2340 N.W. 119th  
Portland, OR 97229

Requests for Cedar Mill/Cedar Hills area.

Linda Verdoorn  
22905 S.E. Naomi Ct.  
Boring, OR 97009

Opposed to designating Damascus area as an urban  
reserve.

Rodger & Janet Eddy  
2582 N.W. Lovejoy St.  
Portland, OR 97210

Maintain the UGB.

Teresa M. DeLorenzo  
10907 N.W. Copeland St.  
Portland, OR 97229

Support strong, flexible 2040 plan.

Thomas A. Chiladrer  
8030 S.W. Connemara Ter.

Opposed to 125th extension

Cristine M. Dobler  
2168 Club House Drive  
West Linn, OR 97068

Support controlled growth.

Seth D. Alford  
8915 S.W. Rosewood Way  
Portland, OR 97225

Opposed to S.W. Vermont extension.

Verlie L. Donley

Opposed to Rural Reserve affecting their 30 acres.

Jon von Behren, Plant Manager  
Oregon Episcopal School  
6300 S.W. Nicol Rd.  
Portland, OR 97223

Opposed to S.W. Vermont extension.

Douglas Klotz, President  
Willamette Pedestrian Coalition  
PO Box 2252  
Portland, OR 97208-2252

Urge adoption.

Karen L. Janison  
Damascus / Ondo Rivera resident

Opposed to 2040.

Remi Taglion  
PO Box 391  
Cornelius, OR 97113

Comments.

Mary Turner

Needs further study.

John Rawlings-Dritsas

Needs further study.

Theresa Carrell

Needs further study

Cynthia Lee

Needs further study.

Mort Jacobs

Needs further study.

Dru Wilkinson

Needs further study.

Jane Erickson

Needs further study.

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There being no further business, the meeting adjourned at 9:07 p.m.

Marilyn E. Geary-Symons  
Council Assistant

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