



METRO

Meeting: **FUTURE VISION COMMISSION**
Date: **October 24, 1994**
Day: **Monday**
Time: **4:00 p.m. - 6:30 p.m.**
Place: **Metro, Room 370**

**Approximate
Time**

- | | |
|--|-------------|
| 1. CALL TO ORDER | 15 minutes |
| 2. ROLL CALL | |
| 3. PUBLIC COMMENT | |
| 4. OTHER BUSINESS | |
| 5. CONTINUED WORKSESSION TO PREPARE COMMENTS ON THE
REGION 2040 RECOMMENDED ALTERNATIVE | 135 minutes |

Enclosed:
Polk County letter and response - FYI
Memo and articles from Mike Houck

Upcoming meetings:
October 31 (will end early)
November 7
November 10 (presentation to Metro Council)

Questions? Call 797-1562.

Oct. 7 '94 8:31 0000 BUB SHOOK TEL 503-297-6954 P. 1

October 7, 1994

Dear Mr. Gervais,

I don't know alot about METRO. I'm very concerned about 2040 and the future of quad-county region. I requested the 2040 concepts for growth report, to better inform myself. I was left with some questions. As I was studying the concept for growth report, I received the Values, Vision Statements, and Action steps document. This left me with more questions, and suggested that I direct them at you, which I am doing.

1. On line 275, how does monitoring per student school expenditure relate to how METRO is doing educating it's kids? I realize it's only one of a number of tests, but I wonder why it's listed.
2. Lines 376 and 377- does this refer to redlining by banks?
3. On line 444, what defines the word 'adequacy'?
4. On line 475, how does attendance at country fairs relate to the kind of job METRO is doing?
5. On lines 519-523, what are the elements used, and what are the interpretive programs?

As I know my 5 questions don't mean much in the scope of your work day, I don't expect a response immediatley, but I sure would appreciate one eventually. Thanks for providing me the opportunity to get involved and ask questions.

Sincerely,

Robert Sacks
763 NW Powhatan
Portland, OR
97210

223-6659



METRO

October 11, 1994

Mr. Robert Sacks
763 N.W. Powhatan Terrace
Portland, OR 97210

Dear Mr. Sacks:

Thank you very much for your fax of October 7, 1994, and more importantly for your interest in regional planning.

Answers to your questions fall into two general categories. First, you need to know that the Future Vision Commission is looking at a vision for a nine-county area in Oregon and Washington and as such is not limiting its suggestions to Metro as a government. Consequently, when the word Metro is used it usually means the region, and execution or responsibility is not necessarily with Metro the government.

Second, the items listed for monitoring are a suggested list which will require a lot of clarification before they could become an actual list of indicators. Members of the Commission are hoping to be able to come up with a much shorter list of key indicators.

In response to your specific questions, which I am passing on to the Commission members themselves, you have put your finger on some of the ambiguities. I think your questions will help members clarify their thinking on these items.

I am also sending a copy of the latest draft of the Vision statement. You will note that the means for monitoring progress have been characterized as "possible indicators" in this draft.

Thank you again for sending your questions. I hope you will read the latest draft and again send your questions or comments.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ken Gervais', with a stylized flourish at the end.

Ken Gervais
Senior Management Analyst
Planning Department

KG/erb
E:\gm\kg\fv\Utr\sacks

Enclosure



POLK COUNTY

POLK COUNTY COURTHOUSE ★ DALLAS, OREGON 97338-3174 ★ (503) 623-8173 ★ FAX 623-0896

Board of Commissioners

Commissioners

MIKE PROPES
C. RALPH BLANCHARD
RON DODGE

JOHN K. ANDERSON
Administrative Officer

October 14, 1994.

Future Vision Commission
c/o Metro Planning Department
600 NE Grand Ave.
Portland, OR 97232

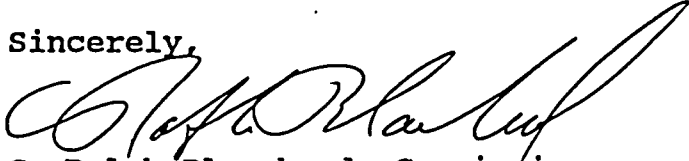
I have just read with interest the Fall 1994 publication of the 2040 Decisions for Tomorrow. On page 14 a future vision for a nine-county area which includes Polk County is discussed, along with statements such as, "producing a regional framework plan".

While Polk County has been generally aware that there has been a Metro 2040 planning process going on, it comes as quite a surprise to the Polk County Board of Commissioners that a regional framework plan is being developed without our knowledge or input and, as stated in your publication, will be binding upon local governments.

Since I have been a County Commissioner for nearly four years and I have never heard of this, nor have any of the other Board members, we would be very interested in information regarding your activities, such as meeting minutes, the three technical papers that the Commission is examining, and any other information that may affect our county.

While we appreciate Metro's concern about the growth of our County, we feel citizens within our County will have a great deal to say about the growth patterns within our area. I look forward to having information sent to me as soon as possible.

Sincerely,



C. Ralph Blanchard, Commissioner
Polk County Board of Commissioners

cc: Mary Pearmine, Marion County Commissioner
Dennis Goecks, Yamhill County Commissioner

CRB:spn:future.vis



METRO

October 20, 1994

C. Ralph Blanchard
Polk County Commissioner
Polk County Courthouse
Dallas, Oregon 97338-3174

Dear Commissioner Blanchard:

Thank you for your letter of October 14, 1994. I spoke yesterday on the phone with John Anderson and hope to be able to talk to you in person on Friday in Corvallis.

In the meantime John suggested that I get this note off to you. I want to assure you that Metro's Future Vision Commission is not planning for Polk County, that our Regional Framework Plan, which will, when adopted be binding on our local governments, will not in any way be binding on governments outside Metro's boundaries.

The Future Vision Commission consists of 18 members appointed by the Governors of Oregon and Washington, local government bodies and the Metro Council. The Commission decided that "the region" for their purposes of study is the area between the coast and Cascade ranges, from Longview to Salem. In fact, Metro's 1992 Charter requires them to look beyond the boundaries of Metro to see how we fit into a larger economic, social and cultural region.

The Commission is addressing how they would like the region to look in the future in very general terms. For instance, a value they have agreed upon is that "green" separations of farm, forest or resource lands are vital between the metropolitan area and outlying communities.

In effect the Commission is saying "this is how we would like the greater region to look, does this fit your view of the area?"

I am sending copies of our charter, a brochure about the Future Vision Commission, the latest draft of the Vision, and copies of

the three papers critten for the Commission which you refer to in your letter.

I look forward to seeing you tomorrow at the conferenceon. I hope this clears the air enough for us to get off on a good start.

Sincerely,



Ken Gervais,
Senior Management Analyst

enclosures

cc: Mary Pearmine, Marion County Commissioner
Dennis Goecks, Yamhill County Commissioner
Future Vision Commission

October 20, 1994

To: Future Vision Commission
From: Mike Houck

I will be unable to attend the October 24th meeting as I will be at a Columbia Slough Watershed Council meeting. Attached are two articles, one from The Oregonian and one from the NY Times. The articles provide persuasive arguments against the "position" that Mary Tobias had taken at one of our early FVC meetings and also dispels the myths that have abounded in this state about the negative impacts of environmental protection on the state and local economies. So, when we get down to the "nitty gritty" with respect to final adoption of our document we need to use this kind of data to drive home the point that a clean and healthy environment does not come after getting our economic engine in place. The reverse is true.

Secondly, I just returned from an interesting conference in New Orleans which focused on waterfront development and redevelopment. I was reminded by an eloquent speaker from Houston, TX that we need to infuse our document with some poetry and philosophical statements. As I recall, we early on discussed contacting local artists and writers to assist us. Where are we with that? I'd suggest the following people:

Ursula LeGuin, lives in NW Portland and has written a book on what it means to live on NW Thurman

Barry Lopez

Robin Cody, has written a book, *Richochet River*, that deals with growing up in Estacada on the Clackamas River

Kim Stafford, conducts many writing workshops through Lewis & Clark and could make a major contribution to our work.

E. Kimbark Macoll, Portland's historian

Photos: Michael Wilhelm for wildlife, Bill Burkett for wildlife, C. Bruce Forester (nationally known and has contracted with Metro for Greenspace photos)

Illustrations: Evelyn Hicks, Lynn Kitagawa both do fantastic line drawings of scenes, plants and wildlife

Comments on the Recommended Alternative
by Rod Stevens

Concentration of Industrial Areas

The Recommended Alternative assumes that much of the future industrial expansion will be around the Hillsboro airport and along the Columbia River north of Portland, Gresham and Hillsboro. The Recommended Alternative does not show industrial expansion in other parts of the metro area not already industrially zoned.

There are several problems with this industrial concentration on the north part of the map;

1. It widens the distance between home and work. Much of the metro area's housing growth will be in the south, west and east. The transit links from these new residential locations to the north industrial areas will probably be weak. This could lengthen the average trip to work, increase reliance on the automobile, and shift some commute traffic to residential areas adjacent to the industrial areas.
2. It separates complementary land uses. Residents who live in one community and work in another make more single-purpose auto trips. Residents can combine more of their auto trips to the store, the day care center, the movie theater, and their job if they live and work in the same city.
3. It concentrates the higher-paying industrial jobs in a limited number of cities. Industrial jobs generally pay more than retail and service jobs. Putting most of the new industrial jobs in a handful of cities denies access to these higher paying jobs to residents of other communities who do not have the time or private automobile necessary to reach them.

Location of Town Centers

The future town center for Hillsboro is shown where the downtown is now located. Most of the current demand for land in downtown Hillsboro comes from government agencies, lawyers and real estate people who need to be near the county seat, and nearby residents who shop downtown. It is not certain that the broad base of users who work in most low, mid-rise, and high-rise buildings will value this location. A far more logical location for a new town center would be in or near Tanasborne, where there is already a concentration of jobs, shopping, and high quality housing, and where more jobs, stores, restaurants and movie theaters will locate in the future. Although some of the workers in the town centers of the future may commute to work on mass transit, many if not most may continue to use their cars. For this, proximity to freeways or major arterials is critically important. Tanasborne is more centrally located and less peripheral than downtown Hillsboro.

Development of the Stafford Triangle

The Recommended Alternative shows possible designation of urban reserves in farm areas of Washington County, but does not show development of the Stafford Triangle. This is

an area that has already been largely developed with large lot suburban homes. Since agriculture is already being shut out of this area, the remaining land should be developed, and large single-family lots subdivided.

Metro has spoken of the need for higher density single-family homes. Currently there are only a limited number of cities in which there is strong demand for row houses or cluster houses. Of all the cities in the metro area, the demand for this type of housing is probably strongest in West Linn and Lake Oswego. Higher density single-family housing could be built in the Stafford Triangle today, long before higher density redevelopment of other areas becomes financially feasible.

Interim Controls

The Recommended Alternative assumes development build-out at the target densities. Studies by the State Department of Land Conservation and Development shows that much of the residentially-zoned land in the Metro area has been built out with a loss of one-third to one-half of the planned density. Unless plan densities are protected with interim controls, we will need to designate additional acreage to make up for this lost density. In most single-family areas, the loss of only one to two units per acre increases the overall need for residentially zoned land by 15 to 30 percent. In terms of its overall impact on the inventory of developable land, the protection of medium-density single-family land is even more important than the protection of high-density multi-family land.