

Minutes of the Metro Council Planning Committee
October 26, 1994
Gresham City Hall

Committee Members Present: Jon Kvistad (Chair), Jim Gardner (Vice Chair), Richard Devlin, Susan McLain, Rod Monroe, Terry Moore, Ed Washington

Committee Members Absent: Mike Gates

Other Councilors Present: Ruth McFarland

Metro Staff Present: Mary Weber, Senior Regional Planner; Sherry Oeser, Senior Public Involvement Specialist; Ken Gervais, Senior Management Analyst; Mark Turpel, Senior Regional Planner; Rick Bullock, Metro Security Officer; Gail Ryder, Senior Council Analyst

Approximately 34 members of the public were present.

Chair Kvistad called the special meeting to order at 6:45 p.m.

Welcome and Orientation

Chair Kvistad introduced Councilors and staff present. He thanked everyone for attending and explained the process for the meeting. He welcomed everyone to testify and to respond to the informal survey, a copy of which is included in the record of this meeting.

Region 2040 Recommended Alternative - Briefing

Mr. Fregonese Turpel gave an overview of the Region 2040 Study to date. He presented a slide show of the proposal as presented to the Council for consideration.

Public Hearing

Consideration of Ordinance No. 94-578, Amending the Regional Urban Goals and Objectives (RUGGO) to Reflect the 1992 Metro Charter and Include Preferred 2040 Urban Form

Consideration of Resolution No. 94-2040, Adopting a Region 2040 Recommended Alternative

Chair Kvistad opened the public hearing.

Thomas Kelly, 29343 SE Lusted Rd., Gresham, 97080, questioned under what authority Metro conducted the study. Councilor Monroe explained the Charter adoption established the authority. Mr. Kelly called for a review of past planning processes. He noted limiting growth might result in increased housing costs. He discussed the Mt. Hood Bypass and said depending on the alignment, the development in the area might change. He called for inclusion of planned roads in the study. He noted allowing higher densities along corridors would eliminate rural areas between the urban areas. He stated encroaching urbanization on farmland creates complaints by residents related to farming activities. He favored protecting established farm operations.

Bud Erland, 2234 NE Couch St., Portland, 97232, thanked the committee for the process. He stated he was pleased the planning was occurring. He encouraged the committee to move towards Council adoption December 8, 1994. He encouraged the committee to maintain the existing UGB. He noted conflict would always occur on the boundary. He said with the increased population approximately two and a half people would exist per city block. He stated increased density provided for reduced cost of service delivery and increased safety. He spoke to the transit issues, supporting alternative modes. He stated no more roads should be built. He supported meeting the VMT reductions.

Louis Cody, 1515 SE 151st, Portland, 97233, noted she was recently annexed to Portland. She supported adoption of the plan on December 8, 1994. She supported limiting growth and maintaining the UGB. She stated too many places were designated as regional centers. She expressed concerns about the VMT reduction mandates. She opposed urban reserves. She supported redevelopment and increased residential housing in downtown Portland. She supported Greenspaces and called for protection of the local lava buttes. She noted connection of the Greenspaces is important for wildlife movement. She called for funding of Parks development and maintenance.

Sue Poretz 15135 SW Almonte Ct., Beaverton, 97007, asked questions. She asked who would determine the densities on the expanded areas of the UGB. Chair Kvistad stated the local jurisdictions would develop zoning through the local comprehensive plans. He noted citizen involvement would be provided through local government. She questioned the assumption that growth should be allowed.

Lynn DeRousse, HBA, 56 SW Pleasantview, Gresham, 97030, questioned why the decision was so rushed. He noted cost governed growth. He said the growth was tapering off due to the increase in costs. He stated the quality of open space was more important than quantity. He said many open spaces are blackberry brushes. He called for examination of currently vacant and redevelopable land. He called for quality planning and careful adoption. He noted in seven trips from 181st and Powell to downtown Portland, it took 20 minutes and from Beaverton to downtown, it took him approximately 30 minutes. He said he was not for the "I have mine, the heck with you" attitude. He spoke to utilizing the history of other metropolitan areas as lessons in planning.

Katherina Woodward, 6234 SW 30th, Portland, 97201, called for keeping the December 8, 1994 adoption schedule. She supported maintaining the existing UGB. She supported Greenspaces within one-half mile of every home. She stated Regional Centers should be well within the UGB. He favored pedestrian and alternative modes enhancements. She called for early education of children and location of schools within walking distance. She called for better transit planning and service.

Douglas Klotz, Willamette Pedestrian Coalition, 2630 SE 43rd Ave., Portland, 97206, supported December 8, 1994 adoption. He favored high density and increased transit planning. He supported alternative modes of transportation. He favored making everything except freeways accessible to bicycle and pedestrians. He noted the Willamette Pedestrian Coalition would submit written testimony commenting on the plan.

Richard Lishner, 2545 SE 37th, Portland, 97202, applauded the study. He stated he was an architect and encouraged submission of the plan for an award. He noted the area was not high growth in comparison to the East Coast where he had previously lived. He noted the Metro area was unique in that it had an established UGB. He supported concept B. He suggested the use of trigger mechanism for Urban Reserves and establishing guidelines for development. He stated developers should pay for all infrastructure. He supported design controls being included in the document. He stated affordable housing mandates should be implemented. He called for redevelopment of the existing urban areas. He stated the VMT reduction must be met. He said Vancouver, WA needs to be included in the planning process.

Charles Stark, 17675 SE Pine, Portland, noted he was retired by force. He stated he was a former City Engineer. He explained he had built a toll bridge over the Columbia Bridge. He noted the bond debt was repaid in seven years. He stated he had worked on freeways in the State. He noted freeways were not built for people, but for freight and long distance travel. He noted the freight industry had paid for the freeways. He drew a comparison to train systems. He discussed the system between rail and freight transit. He illustrated a project in Denver, CO of urban renewal. He stated utilization of a UGB will create a slum. He stated the traffic problem in the Metro area was caused by the land use. He stated the land use was not economical. He called for the use of professional city planners, developers and engineers to plan for the rebuilding of the urban areas.

Dan Small, SEUL, South Tabor, MCCI, 8105 SE Powell, Portland, 97206, supported adoption of the plan on December 8, 1994. He favored alternative B. He expressed concerns about meeting VMT reductions and Federal Air Quality standards. He called for addressing these issues. He favored additional transit. He noted the air quality problems might not be attributed to single occupancy vehicles.

Ralph Lucterhand, 24440 S. Eldorado Rd., Mulino, 97042, stated growth would happen. He stated he understood the plan was not cast in stone, but rather a concept. He supported the December 8, 1994 adoption schedule. He favored redevelopment of existing properties prior to expansion of the UGB. He called for credits or incentives for developers to redevelop land. He supported parks within neighborhoods for children and quality of life. He expressed concerns about expansion in the Damascus area, noting traffic would be bad in the area. He noted Americans love cars and it would be difficult to reduce their use. He stated the roads in and around Damascus were not adequate for growth. He encouraged citizens to be active in the neighborhood planning organizations.

Jim Worthington, 3232 SE 153rd., Portland, 97236, he noted the Charter was voted on in 1992 mandating the study while the RUGGOs were adopted in 1990. He said the plan was being worked on prior to the Charter adoption. He noted the Charter reduced the current 13 member Council to 7 in January 1995 and questioned why the current Council was going to adopt the plan now. He favored waiting to adopt the plan by the next Council. He stated if people don't like the freeways, they should stay off of them. He noted freeways carried freight and supported the Westside Bypass. He said there were other ways to reduce pollution such as alternatively fueled vehicles. He called for a suburban designation.

Steve Worthington, 1461 NE Papopa Ct., Gresham, 97030, stated he did not like freeways.

Steve Deol, 320 SW Carson, Portland, 97219, stated Portland was one of the best places to live, noting he had lived in a lot of places. He favored redevelopment of existing buildings and land. He noted on the drive out, Division Street appeared as a wasteland. He observed the area consisted of traffic and shopping centers. He noted there were a lot of empty buildings and parking lots in the inner city that should be redeveloped as high density. He stated Greenspaces development needed to be included in the planning. He called for focusing on essentials of life within a 5-10 minute walk such as churches, banks, grocery, liquor, and video stores. He favored including bike lanes on roads. He stated economic and housing growth needed to occur according to a plan. He supported the Region 2040 plan. He supported plan B, utilizing higher density and increased transit.

Anne Weaver, STOP & Coalition of Principle Signatories, 15405 SW 116th Ave., 202B, Tigard, 97224, spoke to the fourth principle of planning of the principle signatories. She stated the principle called for increased alternative modes of transportation. She called for meeting of the VMT reduction. She called for the development of pedestrian and bicycle friendly neighborhoods. He favored an increase in transit ridership to support air quality. She noted the walk and bike trips were not increased enough in the recommended plan. She noted 25% of all adult Oregonians did not have drivers licenses.

Chair Kvistad closed the public hearing and adjourned the meeting at 8:50 p.m.

Respectfully Submitted,


Susan Lee
Committee Recorder

APPROVED
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