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METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

Agenda

Meeting: JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
Date: January 12, 1989
Day: Thursday
Time: 7:30 a.m.
Place: Metro, Conference Room 330

- #1. MEETING REPORT OF DECEMBER 8, 1988 - APPROVAL
REQUESTED.
2. STATUS OF REGIONAL TRANSPORTATION FUNDING PROGRAM -
Dick Feeney.

#Available at meeting.

NEXT JPACT MEETING: FEBRUARY 9, 1989, 7:30 A.M.

NOTE: Overflow parking is available at the City Center parking locations on the attached map, and may be validated at the meeting. Parking on Metro premises in any space other than those marked "Visitors" will result in towing of vehicle.

MEETING REPORT

DATE OF MEETING: December 8, 1988

GROUP/SUBJECT: Joint Policy Advisory Committee on
Transportation (JPACT)

PERSONS ATTENDING: Members: Richard Waker, Chairman; Gary Demich;
George Van Bergen; Wade Byers; Bob Bothman; Vern
Veysey; Mary Legry (alt.); Bonnie Hays; Fred
Hansen; Jim Gardner; Ed Lindquist; Pauline
Anderson; Tom Brian; Bob Post (alt.); and
Marjorie Schmunk

Guests: Mike Ragsdale and David Knowles, Metro
Councilors; Bebe Rucker, Port of Portland; Chris
Wrench, Northwest District Association; Keith
Ahola, WSDOT; Richard Ross, City of Gresham;
Michael Houck, Audubon Society of Portland; Eric
Grimm, citizen; Mary Lou Moser, citizen of
Vancouver; Robert Dreyfuss, Clark County Natural
Resources Council; Bill Stark (JPACT alt.),
Cities of Clackamas County; James Emerson,
Northwest Multnomah County citizen; Karin Hunt,
West Multnomah Soil Conservation District/CPSR-
Skyline Neighborhood Association; George Sowder,
CPSR/Skyline Neighborhood Association; Gil
Mallery, IRC of Clark County; Molly O'Reilly,
Forest Park Neighborhood Association; Bruce
Warner, Washington County; Howard Harris, DEQ;
Grace Crunican, Bob Stacey and Steve Dotterer,
City of Portland; Ray Polani, Citizens for
Better Transit; Tom VanderZanden, Clackamas
County; Phil Bogue, Lee Hames, and Dick Feeney,
Tri-Met; Ted Spence, ODOT; Jim Sjulín, Portland
Park Bureau; Charles Wessinger, resident of
Sauvie Island; and Ken McFarling, Oregon
Association of Railway Passengers

Staff: Andrew Cotugno, Richard Brandman, Karen
Thackston, Ethan Seltzer, and Lois Kaplan,
Secretary

MEDIA: Grant Keltner and Lee Perlman, Northwest
Examiner; and Larry Hilderbrand, The Oregonian

SUMMARY:

INTRODUCTION OF NEW JPACT MEMBERS

Chairman Waker introduced Gary Demich, District Administrator of the

Washington State Department of Transportation (replacing Ed Ferguson on JPACT) and Mary Legry, representing the City of Vancouver in place of Scott Collier at this meeting.

MEETING REPORT OF NOVEMBER 10, 1988

The November 10 JPACT meeting report was approved as written.

POSITION PAPER ON BI-STATE STUDY

A regional position paper on the bi-state study, as recommended by TPAC, was distributed and reviewed by Andy Cotugno. The paper includes the findings which characterize the nature of the problems in the corridor and a recommended specific course of action to be followed for study at this time. Andy emphasized the importance of first determining what problems we are trying to solve. Andy noted that it is proposed that land use and transportation issues be examined in a joint planning effort. Letters of concern over future impacts were received from residents affiliated with neighborhood associations and conservation-related associations from Northwest Portland, Sauvie Island, Forest Park and Vancouver.

Andy Cotugno explained that the position paper clearly identifies those aspects of the study to be addressed under "Proposed Actions", actions that TPAC deemed appropriate for the study.

Fred Hansen questioned whether environmental studies would be addressed at a future time, and was given assurance of that aspect.

Commissioner Veysey indicated that his staff was divided on whether to proceed with the study at this time and how it should be pursued. He requested that a delay of 30-60 days be granted to allow time for discussions on this issue from both the Oregon/Washington sides.

Councilor Mary Legry acknowledged that the bi-state study was not an Oregon priority but stressed the need to proceed with forecasting studies and take the opportunity to obtain funding for the study from both states in a major, rather than minor, planning effort.

Ray Polani, representing Citizens for Better Transit, read a statement expressing opposition to the Westside Bypass.

Bob Dreyfuss, a resident of Vancouver, commented on the lack of legislative or local official support for funding or undertaking a major bi-state study. He stressed the need for further discussions.

Mike Houck, representing the Audubon Society of Portland, said that

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he had met with a number of organizations (citing representatives from the City of Portland, Oregon Association of Railway Passengers, Sierra Club, Forest Park Neighborhood Association, residents of Sauvie Island, Citizens for Better Transit, City of Tigard, Citizens for Preservation of Skyline Ridge Neighborhood, residents of North Portland, the West Multnomah Soil and Water Conservation District, Clark County Natural Resources Council and North Portland Citizens Committee) in opposition to funding the bi-state study and supportive of the Northwest District Association's position paper. Comments from the aforementioned, citing concerns over impacts in the vicinity of Forest Park, Smith and Bybee Lakes, Sauvie Island and the Vancouver Lake lowlands, were either distributed at the meeting or included in the agenda packet.

The Audubon Society expressed interest in being involved in future studies concerning the Oregon-Washington transportation corridors and would like to set up an informational meeting for an exchange of ideas on environmental concerns with Metro. Mr. Houck stressed the land use element of foremost importance.

Chairman Waker then read a letter from Commissioner Blumenauer expressing the City's support of the proposed position paper, concurring in the need for interstate cooperation on land use policies and air quality standards, and his concerns that this study not delay any others.

Commissioner Veysey felt that the land use planning issue is a major one along with how to cross the river. He encouraged a united effort rather than a divided program, acknowledging that they don't want to build another bridge if they don't have to. Rather than creating a conflict, he suggested that a subcommittee be formed to deal with the issue on a regional level.

Motion: It was moved and seconded that a position paper be delayed for 60 days and that the JPACT Chair appoint a subcommittee to discuss the best ways to move together collectively.

In discussion on the motion, Bonnie Hays suggested appointing a representative from Washington County inasmuch as references are made to the Western Bypass.

Commissioner Anderson felt that we are not ready for a bi-state study, that it was premature to get together as a bi-state operation, and she concurred with the proposed statement presented by TPAC.

Gary Demich, WSDOT District Administrator, indicated that the staff proposal was for short-term solutions and that there is need to

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discuss a long-term solution regarding the land use development.

Councilor Gardner did not feel that the key recommendation would preclude going ahead with discussions and, in fact, would promote ongoing discussions. Councilor Van Bergen noted that there are many issues beyond transportation planning that should be discussed on a cooperative basis between Oregon and Washington.

Commissioner Hays clarified that if Chairman Waker appoints a bi-state subcommittee of JPACT, one of its charges would be agreement of financing of specific work elements as opposed to the bi-state comprehensive program, or vice versa. In response, Commissioner Veysey emphasized that financing is an issue and if there is no contribution from the Oregon side, he didn't feel it would totally be a regional cooperative effort.

Fred Hansen supported the position paper and felt that discussions would continue to be ongoing under its recommendations. He added that the issue at hand is what needs to be accomplished before we proceed. If the intent is that some of the issues are going to be different in the next 60 days, then he couldn't support that effort.

Bob Bothman, ODOT Administrator, felt that JPACT should take a position at this time, stressing the fact that we are not ready to start a project before the problem is defined. He felt that the IRC Scope of the bi-state study went too far and has generated a lot of opposition from the public. He noted that he read in the paper that the state of Washington is going ahead with the project. Bob stressed the need for proceeding first with a transportation planning effort. In response, Commissioner Veysey assured Mr. Bothman that what has taken place has not been concluded. He indicated that the issue is how to move people across the Columbia River and spoke of the need to do it collectively, stating that there is no project in mind.

Councilwoman Legry noted that this is the third time that a third bridge proposal has been discussed and hoped that the issue could be addressed at this time rather than responding at a time of crisis. She acknowledged the need for preservation of natural resources as part of a comprehensive long-term issue.

Commissioner Anderson felt that the recommendations proposed in the position paper would form the foundation for a meaningful bi-state study, and supported the paper's adoption by JPACT at this time.

Action Taken: The motion to delay action on the position paper PASSED by a vote of 8-7. Those voting for: Tom Brian, Mary Legry, Vern Veysey, Gary Demich, Ed Lindquist, Bonnie Hays, Bill Stark, and

Marge Schmunk. Those opposed: Bob Post, Bob Bothman, Pauline Anderson, Jim Gardner, Fred Hansen, Dick Waker, and George Van Bergen.

JPACT REGIONAL FUNDING PROPOSAL

Andy Cotugno highlighted the Regional Transportation Funding Proposal (Areas of Consensus) statement as recommended by the JPACT Finance Subcommittee.

Commissioner Hays thanked Commissioner Lindquist for chairing a very difficult project, noting that it is a compromise package that is needed in order to be successful at the Legislature.

Ray Polani referenced page 3 of the Areas of Consensus statement pertaining to the "alternatives analysis" for I-205, indicating that funding should be allocated for I-5 North as well. He also cited the importance of rail abandonment statewide as an issue that should not be overlooked.

A City of Milwaukie statement and a letter from Commissioner Blumenauer was read in support of the JPACT regional funding proposal.

Commissioner Lindquist reported some concern on the part of Clackamas County as to Metro collecting the tax for the Urban Arterial Fund and wanted that entered into the record.

Action Taken: It was moved and seconded to recommend adoption of the JPACT Finance Subcommittee report for a regional transportation funding proposal. Motion PASSED unanimously.

TRIBUTE

Chairman Waker introduced a resolution honoring Tom Brian, representing the Cities in Washington County, in recognition of his efforts while on JPACT. Mayor Brian will assume his new post in the Oregon Legislature in January and was wished well in his future endeavor.

It was moved and seconded to approve the resolution for Mayor Brian as presented. Motion PASSED unanimously. (A copy of the resolution is enclosed with these minutes.)

A resolution was introduced honoring Commissioner Vern Veysey as tribute to his longstanding efforts on JPACT on behalf of the region.

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It was moved and seconded to approve the resolution for Commissioner Veysey as presented. Motion PASSED unanimously. (A copy of the resolution is enclosed with these minutes.)

AMENDING THE TIP TO ALLOCATE INTERSTATE TRANSFER FUNDS FOR THE JOHNSON CREEK EXTENSION PROJECT

This resolution would transfer \$600,000 of Interstate Transfer funds from Beaver Creek Road construction to the Johnson Creek Extension portion of the Lester interchange project.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 88-1020 amending the TIP to allocate Interstate Transfer funds to the Johnson Creek Extension project. Motion PASSED unanimously.

DRAFT REGIONAL TRANSPORTATION PLAN UPDATE

Action Taken: It was moved and seconded to recommend release of the draft Regional Transportation Plan Update for public information and comment. Motion PASSED unanimously.

PURCHASE OF THE BELLROSE LINE

JPACT was asked to consider approving a letter (for forwarding to Mayor Clark, City of Portland) in support of the City entering into an agreement with ODOT to take title to the Springwater (Bellrose) line. Another letter in support of the City's purchase was received from the City of Gresham and read at the meeting.

Bob Bothman stated that they have negotiated with FHWA on this project and emphasized that it is a cost-saving measure for the McLoughlin Boulevard highway project.

Councilor Gardner questioned whether the Portland Traction Company owns all the right-of-way. Richard Brandman indicated that title questions have been reviewed and that the PTC owns most of it outright and has easements for the rest. Mike Houck, Audubon Society of Portland, encouraged its use as a recreational facility and hoped that option would be considered.

Action Taken: It was moved and seconded to approve the letter endorsing the City/ODOT's purchase of the Springwater (Bellrose) line from the Portland Traction Company for forwarding to Mayor Clark. Motion PASSED unanimously.

1995 AND 2010 POPULATION, HOUSING AND EMPLOYMENT FORECASTS

Action Taken: It was moved and seconded to recommend adoption of the regional forecast for 1995 and 2010 population, housing and employment. Motion PASSED unanimously.

PORT OF PORTLAND'S POSITION LETTER ON I-205 LRT

The Port asked that its position paper on I-205 LRT be made a part of the record, indicating the desire to assist in determining its feasibility in the light rail system; the belief that the I-205 light rail corridor should be in the regional package (having merit as a transportation and economic development project); and the support of busway federal funds or Interstate Transfer funds for the federal share of the Alternatives Analysis. The letter was specific in that the Port did not wish to serve as lead agency on this project.

RECOGNITION AND FAREWELL

In tribute to Dick Waker for his service to the region and "bringing LRT to Washington County," Bob Bothman presented him with a caricature as a memento on behalf of the Committee. He thanked him for all his years of effort and contribution to JPACT. In response, Chairman Waker indicated that he has enjoyed his six years on the Committee.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma
Dick Engstrom
JPACT Members

RESOLUTION

WHEREAS, Tom Brian has been a member of the Joint Policy Advisory Committee on Transportation (JPACT) for awhile; and

WHEREAS, his participation has contributed greatly to the spirit of regional cooperation; and

WHEREAS, Tom has traded the "Tigard Triangle" for the "Salem Shuffle" and we look forward to "knowing someone" in the legislature; now therefore

BE IT RESOLVED, that JPACT extends to Tom Brian its gratitude and best wishes.

Date

*Richard Waker
Chairman, JPACT*

RESOLUTION

WHEREAS, Vern Veysey has been a member of the Joint Policy Advisory Committee on Transportation (JPACT) for a long, long, long time; and

WHEREAS, his participation has contributed greatly to the spirit of regional cooperation; and

WHEREAS, Vern has served dutifully and cheerfully, never complaining about the bridges he's had to cross (or burning them either for that matter), now therefore

BE IT RESOLVED, that JPACT extends to Vern Veysey its gratitude and best wishes.

Date

*Richard Waker
Chairman, JPACT*

LETTERS RECEIVED SINCE DECEMBER 8
JPACT MEETING RELATING TO PROPOSED
BI-STATE STUDY ARE ENCLOSED FOR
YOUR INFORMATION.

JEFFREY L. MILLER, AIA
ARCHITECT

325 N.W. TWENTY-FIRST AVE. SUITE 204
PORTLAND, OREGON 97201
503/222-2234

RECEIVED DEC 6 1988

December 5, 1988

JPAK
c/o Mr. Andy Cotugno
Transportation Dept. of Metro
2000 S. W. 1st
Portland, OR 97201

Dear Mr. Cotugno:

As an architect and a graduate of The School of Urban Studies at Boston University and a student of urban planning at Massachusetts Institute of Technology, I would like to go on record as being very much opposed to the concept of a beltway linking Hillsboro with Vancouver.

Perhaps the Portland metropolitan area's greatest "livability" asset is the proximity of a highly developed urban environment to that of the open spaces of rural, semi-rural and forested lands. Sadly, in the last two decades we have seen urban sprawl push these two very different environments further and further apart with strip development and often times poorly conceived commercial, industrial and retail "parks", all designed specifically to respond to the requirements of the automobile. When there is so much inner-urban land underused and misused it is tragic to see our magnificent countryside for which our state is so well known, paved over for automobile storage. (Roads, parking lots, driveways and garages cover more land than any other use in the developed suburban metro area.)

The area to the northwest of our city is the last area left unscathed in this way. Mostly due to the existence of Forest Park, this is the city's last uninterrupted link to the wilderness. It is a life line that allows Oregon native flora and fauna to come directly into our city. It is unique. It is something no other major city in America can claim.

To sever this life line with a beltway will not only end the world's only inner urban wilderness but will urbanize the city's last tract of inner-urban countryside.

Furthermore a beltway will further encourage the "livability confounding" practice of commuting allowing people to live in one place and work a long ways off, the downfall of the once "oasis paradise" which has become Los Angeles.

Mr. Andy Cotugno
December 5, 1988
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A freeway would further decentralize the metropolitan area, further deteriorate air quality, further indebt the state, further diminish an urban environment's most valuable amenity, "open space" and destroy Portland's last inner urban rurality.

A good city grows upward not outward. People go where access is easy. A freeway connecting Hillsboro to Vancouver will only further disperse urban dwellers and encourage the patchwork development of our most pristine suburban sector.

Sincerely,

A handwritten signature in cursive script, appearing to read "Jeffrey L. Miller".

Jeffrey L. Miller

JLM:ts

308 NE 124th Avenue
Vancouver, WA 98684
December 6, 1988

Joint Policy Advisory Committee
on Transportation

Metro
2000 SW 1st Avenue
Portland, OR 97201-5398
Attn: Mr. A. Cotugna

Gentlemen:

You should know that not everyone in Clark County supports the study of a possible third bridge which the Intergovernmental Resource Center is proposing. Up to now, there has been little in the way of public participation in the decision to go forth with this study. In fact, to many of us, it appears that the study - and project - may be railroaded through with little thought given to consequences or reasonable alternatives.

My concerns are several. The route that is most discussed for this third bridge is one that would cut through the Vancouver Lake lowlands. This area has what is probably the most valuable wildlife habitat in Clark County. Any discussion of the use of public transportation to relieve the congestion on the I-5 bridge has been little and late. I fear that a third bridge in this vicinity would increase development and destroy the wildlife habitat. I ask you to not approve funding of this study at this time.

Should you decide to fund it, please attach several conditions to it. Insist on extensive public participation. Insist that public transportation and a light rail system be given at least equal, if not more, weight than a highway through the Vancouver Lake lowlands. Insist that the wetlands and wildlife habitat be protected. Insist that secondary effects and development pressure be thoroughly studied.

Thank you for your consideration of my concerns.

Sincerely,

Gretchen Starke

Gretchen Starke

1 RECEIVED DEC 3 1988

2900 N. W. Alpine Lane
Camas, WA 98607
December 6, 1988

Joint Policy Advisory Committee on Transportation
2000 S. W. First Avenue
Portland, OR 97201

Re: Item on agenda for 12-8-88 meeting regarding approval of regional position on bi-state study of a third bridge over the Columbia River

Gentlemen:

It is my sincere hope that those appointed to make the bi-state study of a third river crossing will do very thorough research into all aspects of such a crossing and that the study will not be dominated by any special interest groups.

Hopefully, there will be a citizens' advisory committee made up of a widely diverse group of people. Also, an open invitation to the public should be extended in order that anyone who is interested may be included in the citizens' advisory group.

There are many alternatives to consider such as light rail and the possibility of a new by-pass freeway leading from Woodburn extending northward on the west side of Beaverton and crossing the river near Longview to connect with I-5 north of Longview.

My deep concern is that there is a special interest group in Vancouver which is seeking a third river bridge with its northern end located in the Vancouver Lake lowlands to facilitate industrialization of that area. I firmly believe that the wetlands in that area should be preserved and the beauty and tranquility of Vancouver Lake be preserved. A bridge in that area would certainly impact these sensitive areas contained therein.

Very sincerely,

Mrs. Rosalee MacRae

Mrs. Rosalee MacRae

cc: IRC of Clark County

112588

RECEIVED NOV 30 1988

TO JPAC:

We are opposed to any freeway plans in this area.

A freeway would adversely affect the human population as well as the abundant wildlife in this unique area. Unique because it has so far escaped the plight of Gresham & Beaverton, and is not yet a mess of industrial parks and high cost crowded housing units.

I cannot see what gain from a freeway except possibly big business and contractors. Freeways never seem to cure problems, they only create more.

Please rip this idea in the bud, and turn your attention towards alternative means or ways of transportation. And on this subject -

how do they get away with over-
populating the "Rock Creek" (ie Hickory-
Tadley-Town) area with housing & condos
and no roads to handle them? Isn't
there something in county planning
codes that should prevent this?

Thanks for your time.

Sincerely,

Elaine & Edward Perkins
17885 NW St Helens Rd
Hd OR 97231 (Burlington Area)

1 RECEIVED JAN 9 1989

Matt Hieter
1700 N.W. 98 th st.
Vancouver Wa. 98665

Metro Svc. Dist.
2000 S. W. 1 st. st.
Portland, Ore. 97201

Dear Metro:

I would like to register my support for the proposed freeway that would connect I 205 to U.S. 217 across the Columbia river.

If you could send me a map of the proposed freeway ,and a schedule of upcoming meetings , and any other information concerning , It would be appreciated.

THANKS:


Mr. Matt Hieter



Clark County Natural Resources Council

RECEIVED JAN 5 1989
CC:RB

December 21, 1988

Joint Policy Advisory Committee
on Transportation
Metro
2000 S. W. First Avenue
Portland, Oregon 97201-5398

Attn: Mr A. Cotugno

Dear Mr. Cotugno,

I am writing to you in regard to the possibility of funding for a Bi-State transportation study which is being recommended by the Intergovernmental Resource Center here in Vancouver, Washington. We are one of the many organizations in our community that thinks such a study should only be undertaken following the determination of how our region is expected, and desirably, directed to grow, and what objectives and problems of transportation are to be addressed. The objectives of this particular study are unclear, confusing the two issues of congestion reduction with the creation of new development opportunities. We believe that adding more freeways will not be in the long-term best interests of either Portland or Vancouver, and we further believe that any study being done should focus on the possibility of expanding a light and heavy rail system into Clark County.

Thank you very much for your consideration.

I would appreciate any information you might send me on future meetings of your advisory committee.

Sincerely,

Lynda Sacamano
Chairman
Clark County Natural
Resources Council

Mail to:

Lynda Sacamano
11523 S.E. Evergreen Hwy.
Vancouver, Wash 98664

Forest Park Neighborhood Association
1819 Northwest Everett, #205
Portland, Oregon 97209

December 6, 1988

The Honorable Wade Byers, Jr.
Cities in Clackamas County
Mayor of Gladstone
8377 Cason Road
Gladstone, Oregon 97027

Dear Mayor Byers,

The Forest Park Neighborhood Association, at its December 5th meeting, voted overwhelmingly (by 94%) for the following resolution:

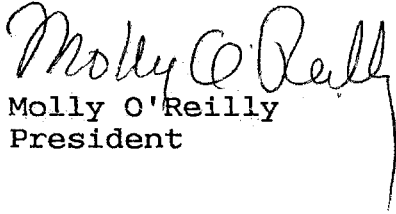
The Forest Park Neighborhood Association wishes to go on record opposing the plan to construct a freeway across the west hills north of US 26 and wishes to express its desire to support the plans to study the land use question as a whole prior to committing itself to one specific transportation mode.

Neighbors expressed strong concerns about damage to valuable natural areas and parks, accelerated development of lands planned to remain farm and forest and rural, congestion of arterial roads directly into Portland resulting from such development, little apparent need for such a thoroughfare, and projected high costs of such a freeway.

As a result the Board of the Forest Park Neighborhood Association strongly urges you to reject funding the comprehensive study proposed by the IRC at the J-PACT meeting later this week. If one of the most frequently mentioned options to be studied is unacceptable before the examination process begins, the purpose of such a study becomes highly questionable. We are also concerned about undertaking a major study having the specific goal of siting a bridge and its connecting arterials.

Instead, we encourage you to focus energy and study funds as recommended by T-PACT. We also urge you to examine a known problem: I-5 congestion to Vancouver. This is a problem of concern to all metro area residents. Light rail in that corridor is feasible and would be an effective means of moving large numbers of people in an established transit corridor.

Regards,

A handwritten signature in cursive script that reads "Molly O'Reilly". The signature is written in black ink and is positioned above the typed name and title.

Molly O'Reilly
President

RESOLUTION NO.

*Adopt the Policy and Procedures Guide for the Oregon Convention Center Area, and direct that detailed study and development of further plans will be prepared in accordance with this directive

WHEREAS, the Metropolitan Service District (Metro), the Committee on Regional Convention, Trade and Spectator Facilities, and Metro's Advisory Committee on Design and Construction requested the Portland Development Commission to prepare an area development strategy for the Oregon Convention Center area; and

WHEREAS, the Proposed Oregon Convention Center Area Development Strategy (Area Development Strategy), completed in January 1988 by the Portland Development Commission in coordination with the Portland Bureau of Planning and Portland Office of Transportation, has inventoried existing conditions and proposed both short and long term projects to facilitate redevelopment of the area; and

WHEREAS, the Area Development Strategy report recommended policies regarding transportation, land use, urban design, and economic development for the study area; and

WHEREAS, study and analysis of the location and purposes of an urban renewal district are underway, and further public input is desired in the refinement of any final goals and policies; and

WHEREAS, the Portland Development Commission and Portland Bureau of Planning are continuing efforts to refine design guidelines for eventual adoption; and

WHEREAS, many public and private development actions in the Convention Center area are imminent and guidelines representing the City of Portland's intentions for development in the Convention Center area are desirable to guide such development (for reference see the Area Development Strategy Executive Summary: Figure A - Area Development Concept map attached hereto); and

WHEREAS, the Portland Development Commission has endorsed the Policy and Procedures Guide as an overall guide for the Convention Center area and the study and development of an urban renewal plan, and has further recommended favorable action by the Planning Commission and Design Commission and encouraged adoption by Council; and

WHEREAS, the City Planning Commission has found the policy recommendations consistent with the Central City and Comprehensive Plans and endorsed the policy and procedural recommendations as a guide for the further study and development of an urban renewal plan, transportation projects, and design guidelines and recommended adoption of these policy and procedural recommendations by the City Council, and

WHEREAS, the City Design Commission has reviewed the design guidelines and standards proposed in the Policy and Procedures Guide and endorsed the recommendations as a guide for further development of design guidelines and standards; and

WHEREAS, the Council has considered such recommendations and has reviewed the policy and procedural recommendations and does now desire to formally approve them; now therefore,

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF PORTLAND, that the policies and procedures attached hereto as Exhibit 1 are hereby approved, and shall be used as an overall guide for the Oregon Convention Center area, and that detailed study and development of further plans will be prepared in accordance with this directive.

Exhibit 1

OREGON CONVENTION CENTER AREA POLICIES AND PROCEDURES GUIDE

Policies

Economic Development

1. The Oregon Convention Center shall be the focus of new industry in the area, and public actions shall be undertaken to support maximizing its utilization and regional job potential.

Efforts shall be undertaken to secure at least one headquarters hotel in the immediate vicinity of the Convention Center.

Other support industries and businesses shall be encouraged to locate in the area and to upgrade existing facilities.

Take action to improve and add regional and local transportation and circulation access as a key to successfully supporting the economic development potential of the area, recognizing the inter-relationship to the City's air quality, transit, and street system efficiency objectives.

2. Secondary job production in the vicinity of the Convention Center and Lloyd Center is recognized as a major economic growth opportunity, and shall be facilitated.

Encourage lodging, entertainment, restaurant, and retail development and upgrading in the corridor between the Convention Center and Lloyd Center.

Foster higher density office and residential development in the Convention Center area as mutually supportive of the job growth policy, hotel market, and retail opportunity.

Develop all-weather cultural, entertainment and recreation opportunities to complement and strengthen Portland's tourism and foster a more active neighborhood feeling.

Urban Design and Land Use

1. The vision for the built environment in the Convention Center area includes a more urban character, overall district identity emphasizing both the area's unique neighborhood qualities and its new central city role, and land uses supportive of the convention center environment.

Provide an enjoyable and active pedestrian environment.

Promote design continuity and a distinctive character within the Convention Center area. Development of sub-areas within the Area

Development Strategy study area should encourage unique, yet complementary design character.

Encourage complementary and diverse land use activities in the Convention Center area.

2. Upgrade the setting and environment of the Convention Center area in support of visitor attractiveness. Encourage an efficient and appropriately scaled built environment.

Maintain and modify existing public facilities and improvements to be consistent with the more urban context and new role for the area.

Support residential clusters and free-standing projects, as well as a neighborhood environment with quality amenities.

Efforts shall be initiated to significantly upgrade the area around the Steel Bridgehead as a gateway to the Convention Center, and to install pedestrian connections to and overlook improvements at the Willamette River adjacent to the Convention Center.

Streetscape improvements shall be upgraded, particularly along Holladay Street (the transit and pedestrian "spine" of the area) and Union/Grand Avenues (the primary vehicular roadways serving the Convention Center). Standards for the design and quality of materials shall be developed for streetscapes and their furnishings.

The location of entertainment, retail support, and cultural and recreational opportunities, both downtown and within the area adjacent to the Convention Center and along Holladay Street is encouraged. Major public attractors proposed for the Convention Center area should be consistent with the community-wide strategies discussed in the Portland Public Attractors study of August 1988.

Transportation and Circulation Systems

1. The location of the Convention Center and new central city role for its surrounding area requires a revised circulation system that integrates transit, pedestrians, bicycles, local and through traffic as well as regional access.

Maximize the potential of LRT and other transit services to provide regional access and central city access to the Convention Center area.

Improve regional traffic access for the current and expanding activities planned for the Convention Center area.

Develop a circulation system that distinguishes the intended functions of Convention Center area streets and to the extent possible separates conflicting functions and combines only compatible functions.

Develop a circulation system that provides safe and adequate traffic flow and that is logical and easily understandable to visitors of the Convention Center area.

Develop a pedestrian facility network that provides attractive linkages to key destinations including transit services.

Develop a bicycle facility network that provides access within and mobility through the Convention Center area.

Develop a circulation system that accommodates the planned development activities of the Convention Center area and is compatible with the adjacent neighborhoods.

Develop a phased transportation facilities improvement program that coordinates short-term improvements with long-term improvements.

Procedures

The following procedures, at minimum, shall be followed in the ongoing development of regulations, plans, or amendments designed to implement recommendations in the Area Development Strategy.

Economic Development

As per the Area Development Strategy, other prior recommendations, and City of Portland Resolution No. 34110, dated May 28, 1986, the Portland Development Commission will proceed with an urban renewal eligibility analysis and an urban renewal plan and report for an area to include at least that area studied in the Area Development Strategy. Public input will be solicited on both the program proposed in the strategy plan and possible extensions in purpose and geographic scope.

In recognition of the advantage and opportunity to follow the opening of the Convention Center with proposed improvements as soon as financially feasible, the urban renewal plan should be prepared and presented for adoption in time for the 1989 tax roll to be certified.

Urban Design and Land Use

In concert with recommendations in the Central City Plan and Area Development Strategy, design guidelines will be prepared by the Portland Bureau of Planning for review and approval by the Design Commission, review and advice by the Planning Commission and review and adoption by City Council in early 1989. Design standards which revise Title 33, Planning and Zoning of the Municipal Code will be prepared, if necessary, for formal review shortly thereafter following mandated review requirements.

Skybridges, building lines and setbacks, facade treatments, required uses, building stepbacks, parking, streetscapes, signage and superblocs have all

been identified for special design consideration to develop a cohesive urban context.

Although not inclusive of all issues requiring further analysis, the following represent the items where the greatest degree of consensus is currently available.

1. Expand the application of the Required Retail Opportunity Area in the Central City Plan to apply 50% minimum frontage along the east side of Union Avenue and both sides of Grand Avenue between Glisan and Multnomah Streets, as well as Oregon Street between Union and Grand Avenues. Apply a 75% minimum frontage along Holladay Street between Union and Ninth Avenues.
2. Apply the Downtown policy on encroachments in the public right-of-way to the Convention Center area for skybridges.
3. Build-to lines should be as established in the Central City Plan with one addition. The east side of Union Avenue between Glisan and Multnomah Streets should be added for developments exceeding one floor in height, and/or 10,000 square feet in floor plate.
4. Setbacks of building lines along Holladay Street are necessary and shall be defined in the development of a new street cross-section currently under consideration.
5. To promote a sense of openness, avoid a "Wall Street" feeling, and provide a special character in the core of the area, buildings should introduce a building stepback of at least 20 feet at a height which creates a sense of street enclosure. The height will vary depending on street width including sidewalks (right-of-way), but generally street walls should be about as high as the right-of-way is wide. Application of this or a similar guideline to streets other than Holladay will require further analysis.
6. Facade treatment at ground level should be highly transparent, with weather protection (canopies and awnings) encouraged. The building base at the stepback should be delineated.
7. Special district signage guidelines should be considered which promote a more urban and pedestrian character.
8. Guidelines for parking facilities should include measures for improving their visual appearance.
9. Modifications to the Superblock Development Regulations should generally limit building towers to the original 200-foot square blocks in an effort to retain historical context, visual coherence, and sunlight. Where superblocks adjoin Holladay Street, required plazas should be near or accessible from Holladay Street. In an effort to preserve sunlight on Holladay Street, the preparation of final design guidelines and regulations should consider alternative proposals and an analysis thereof. Diagonal pedestrian access from Holladay Street to the Lloyd

Center entrance at Ninth and Multnomah should be sought, as should a continuation of that diagonal axis to the intersection of Grand and Oregon.

Transportation and Circulation Systems

The following procedures and improvement elements are recommended in order to attain the general transportation planning policies described previously. The Arterial Street Classification Policy of the City will be amended in the near future to reflect the policies, procedures, and improvements listed below:

1. Develop a circulation system that is based on the development of an arterial "ring road" concept consisting of Lloyd Boulevard, 15th/16th Avenues, Broadway/Weidler, and Williams Avenue.
2. Provide greater utilization of Interstate Avenue and Lloyd Boulevard for arterial traffic movements.
3. De-emphasize the excessive use of one-way streets which require travelers to take different routes on return trips from access trips in Convention Center area, e.g. 11th, 13th, 15th, 16th, Oregon, and Lloyd. Improved directional signage should be installed.
4. Identify Ninth Avenue and Hassalo/Multnomah as the traffic facilities internal to the Convention Center area which provide the primary vehicular access routes to commercial destinations.
5. To the extent possible, provide freeway access and egress facilities onto the arterial ring road and limit parking, loading and minor access driveways on the ring road.
6. Construct freeway access improvements contained in Phase I of the ODOT I-5 Greeley-Banfield Project, i.e. Steel Bridge-Glisan Connection, Holladay off-ramp realignment, Grand Avenue on-ramp improvements, Glisan Street off-ramp removal, Third Avenue on-ramp removal, Steel Bridge on-ramp removal and other associated project elements.
7. Opportunities for improved capacity and operations of freeway access from I-5 and I-84 shall be identified.
8. I-5 should remain in its present alignment within the Convention Center area, with enhancements, such as covering and/or depressing the freeway where feasible and minimizing the impact of local ramp connections consistent with good access to the Convention Center area.
9. For future improvement projects for I-5, special design attention should be paid to potential pedestrian/bicycle connections to the waterfront above or below the freeway, design of structures to minimize their height and make them aesthetically attractive, noise and visual buffers from adjacent areas, and enhancing views of natural and man-made objects from the freeway.

10. Emphasize Holladay Street as a transit/pedestrian, local traffic activity spine that connects the Convention Center, Coliseum, and Lloyd Center, and reverses its direction to one-way eastbound between 1st and 13th Avenues.
11. Reduce the pedestrian barriers posed by the Union/Grand couplet by improving pedestrian crossings and streetscape improvements.
12. Provide a "boulevard treatment" for Lloyd Boulevard between the Steel Bridge and 12th Avenue which accommodates bicycle movements and pedestrians separately.
13. Continue study for the vintage trolley and Central City transit loop to connect public attractors with the Central City area.
14. Reduce potential for through traffic infiltration in adjacent neighborhood areas from development activities of the Convention Center area through transportation management plans and by street design in conjunction with the development review process.
15. Develop a permanent Coliseum Transit Center to improve operations for bus and LRT services and provide a pedestrian linkage between the Memorial Coliseum and the Convention Center.
16. Develop alignment and station location plans for the North Corridor LRT in the Convention Center area.
17. Emphasize the role of the Steel Bridge to interconnect activities in the Convention Center area with Downtown by accommodating transit, local access traffic, and pedestrians.
18. Develop feasibility studies as required and preliminary engineering plans based upon the concept plans of the Strategy for: a) Steel Bridgehead area, b) Hassalo/Multnomah connection, c) Holladay Street, d) decoupling of 15th/16th Avenues, and e) decoupling of Broadway/Weidler between 16th and 24th Avenues.
19. Develop a parking management program for the Convention Center area that promotes increased transit ridership, enhances air quality, balances parking supplies with street capacities and enhances the urban character of the area.

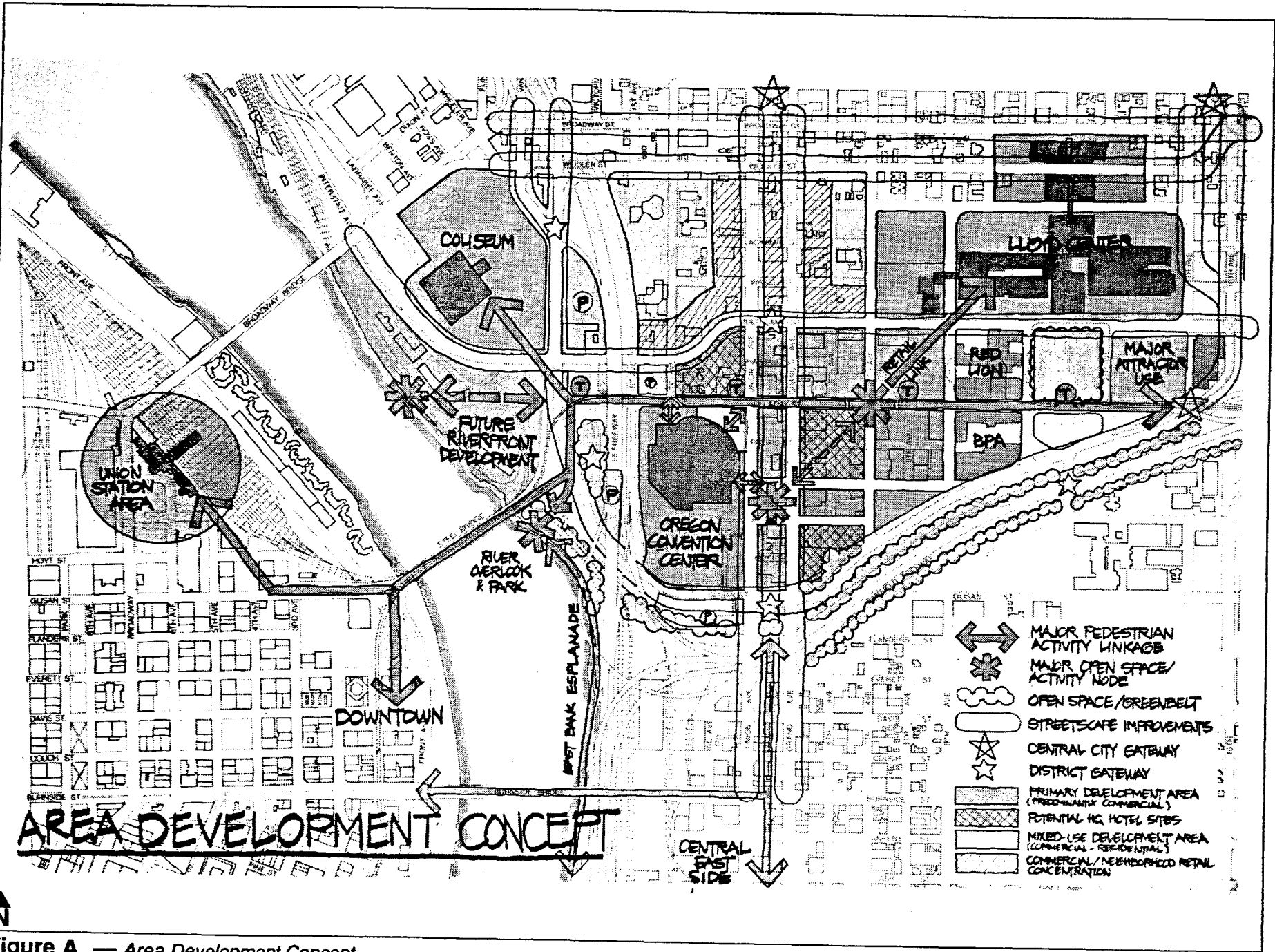


Figure A — Area Development Concept

COMMITTEE MEETING TITLE JPACT

DATE 1/12/89

NAME

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M- LARRY COLE	CITIES OF WASHINGTON COUNTY
MA- Bill Stark	Cities of Clackamas County
M- Savelise Anderson	Multnomah County
MA- Don Adams	ODOT
M- Gary Demich	WSDOT
M- Marjorie N. Schunke	Cities of Multnomah County
M- Scott A. Collier	Vancouver
MA- BOB POST	TRI-MET
M- George Van Bergen	Metro
MA- Nick NIKKILA	DEQ
M- Bonnie Hays	Washington County
M- Jim Gardner	Metro
G- D. Feeney	T-M
Julie Chapman	Metro
M- Mike Pagdale	Metro
MA- Carter MacNichol	Port
G- Eleanor Roosevelt	WASH DC
G- David Knechen	
G- Lee LaFontaine	Public Transit Div.
G- FELICIA TRADER	PORTLAND
Marilyn Rosta	Metro
G- Ramsey Weit	Multnomah County
G- Ted Spence	ODOT

COMMITTEE MEETING TITLE

JPACT

DATE

1/12/89

NAME

AFFILIATION

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CITIES OF E. MULT. CO.

G- MOLLY O. REILLY

Forest Park Neighborhood Assn

G- Peter F Fry

CEIC

G- Wink Brooks

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G- TOM VANDERLANDEN

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G- Roger Buchanan

Metro Councilor Dist. 10

G- RICHARD DEVLIN

METRO COUNCIL - DIST. 9

M- JOHN C. MAGNANO

Clark Co. Councilor

M- Ed Lindquist

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M- Earl Blumener

City of Portland