

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING)
FINDINGS TO COMPLY WITH LCDC)
86-CONT-001)

ORDINANCE NO. 86-202

WHEREAS, The Metropolitan Service District (Metro) is required by ORS 268 to prepare and adopt an Urban Growth Boundary (UGB) for the District consistent with the applicable statewide planning goals; and

WHEREAS, The Land Conservation and Development Commission (LCDC) has adopted Order 86-CONT-001, which continued action on Metro's acknowledgment request for that portion of its UGB in the area known as Central Bethany, to allow Metro to prepare more detailed findings for inclusion of this area; and

WHEREAS, It appears that the Findings attached in Exhibit A comply with all applicable Statewide Goals requirements; now, therefore,


THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS THAT:

The Findings attached as Exhibit A are hereby adopted, and shall be submitted to the Land Conservation and Development Commission for acknowledgment of compliance with State Goals as provided in LCDC 86-CONT-001.

ADOPTED by the Council of the Metropolitan Service District
this 29th day of May, 1986.


Richard Waker, Presiding Officer

ATTEST:


Clerk of the Council

ESB/gl-5499C/453-2

EXHIBIT "A"

BETHANY URBAN GROWTH BOUNDARY FINDINGS

BACKGROUND

The Bethany area of Washington County was placed within the regional urban growth boundary (UGB) when the UGB was first adopted by CRAG in 1976. CRAG, and subsequently Metro, adopted findings that justified inclusion of all the land in the UGB on the grounds that it was needed to meet the overall long-term growth needs of the region, and that the land included in the boundary was suited to urban development.

At the end of the 1979 UGB acknowledgement proceedings, LCDC decided not to accept certain portions of Metro's justification, but nonetheless found Metro's findings an adequate basis for acknowledgement. 1000 Friends of Oregon appealed this acknowledgement to Marion County Circuit Court. In July 1985, the court found certain technical deficiencies in LCDC's findings that resulted in a remand of the acknowledgement order to LCDC. As a result, in November 1985, Metro adopted new findings designed to demonstrate that all the land with the boundary as originally adopted was indeed needed to accommodate long-term growth and development.

On January 30, 1986, LCDC acknowledged the Metro UGB as being in compliance with statewide planning goals, except for certain parcels in the Bethany area of Washington County.

The Commission found that Metro's generalized findings were inadequate to justify the inclusion in the UGB of approximately 1,000 acres in the central Bethany area.

Although the Commission has ordered the development of separate findings for central Bethany, and although these new findings rely on current data other than the previous record, they nevertheless remain only one part of the overall justification for a boundary that has been in existence for almost 10 years and acknowledged for six. These findings should not be read as an independent document, but as a supplement to the Augmented UGB Findings adopted by Metro in November 1985.¹ In particular, the uniqueness of the Portland metropolitan area and the planning process for it, creating a need for early adoption of a UGB coordinated with thirty-three local governments, is an intergral part of the context for the present findings (see the Augmented UGB Findings, pp. 4-5).

PURPOSE AND ORGANIZATION

For the portion of the Bethany area in question, the Commission issued a Continuance Order (86-CONT-001), adopting the following in-order-to-comply statement:

1. Develop new findings accomplishing one of the following:
 - a. Demonstrating need, under factors 1 and 2, for all land in the boundary based on detailed planning data;

- b. Demonstrating that the identified portion of Bethany is committed to urban use under the Goal 14 locational factor; or
 - c. Identifying a special or site-specific need for the identified area.
2. Delete the area from the UGB and replan and rezone it for rural uses.

The material that follows is designed to comply with the special or site-specific need option in the above in-order-to-comply statement (No. 1c).

In particular, these findings will demonstrate that the land in central Bethany is needed in order to provide an adequate supply and variety of housing in close proximity to important regional employment centers in Washington County and downtown Portland. The findings further demonstrate that failure to meet this need would have potential negative impacts on the region's economic growth, and would have serious negative social, environmental, and energy consequences.

Specifically, central Bethany is situated on the fringe of the Sunset Corridor, where a great deal of the State and regional industrial growth and development is occurring. The Bethany area represents a major housing opportunity in this vicinity. The provision of housing opportunities in close proximity to jobs affords a number of benefits to the private and public sector in real costs and efficiencies. The central Bethany area fulfills a special need to provide the necessary housing to support the continued industrial growth in the Sunset Corridor, as well as growth in the Portland central business district. If the housing potential of this area is unavailable, then additional housing will be needed at more distant and less efficient locations, which will result in increased air pollution, energy consumption, and other negative impacts. At the extreme, an inadequate supply of housing close to industrial growth areas may affect the region's attractiveness to new high tech industries.

These findings will document the importance of central Bethany's housing supply to sustained, orderly, efficient growth in Washington County and the region as a whole. They also cite the inefficiencies in public facilities that would result if the area were removed from the UGB. They demonstrate that the benefits to the region of urbanizing central Bethany far outweigh the costs of losing the limited agricultural activity now occurring there.

The discussion of each of these points that follows is organized to correspond to the seven factors which LCDC Goal No. 14 (Urbanization) requires be considered when a UGB is established. Under each factor or set of factors, the relevant facts and reasons that support urbanization are identified, then the main points summarized. Where a summary section identifies "further findings," these findings are

not integral to the decision to retain Bethany within the boundary, but do provide additional justification for doing so.

FINDINGS

FACTOR 1: DEMONSTRATED NEED TO ACCOMMODATE LONG-RANGE URBAN POPULATION GROWTH REQUIREMENTS CONSISTENT WITH LCDC GOALS

FACTOR 2: NEED FOR HOUSING, EMPLOYMENT OPPORTUNITIES AND LIVABILITY

Growth Trends, Projections and Opportunities

For the period July 1, 1979 to July 1, 1984, population growth for the State of Oregon was 75,650. For this same period, Washington County experienced an increase in population of 27,050, or 35 percent of the State's total growth. Washington County was the fastest growing county in the State during this period. From July 1, 1984 to July 1, 1985, Oregon's population increased by 15,800. During this same period, population in Washington County increased by 7,800, or approximately 50 percent of the growth for the entire area.² The relationship of Washington County growth to the other counties in the Metro area is shown in the following table.

TABLE 1

Metro Area
Populations by County³

	<u>1979</u>	<u>1985</u>	<u>Percent Increase</u>
Washington County	233,150	268,000	14.9
Multnomah County	560,600	561,800	0.2
Clackamas County	239,800	248,200	3.5

As the above data shows, 78 percent of the population growth that occurred in the Metro area during this period occurred in Washington County.

Similar regional relationships and comparisons can be examined for housing construction and employment growth. As the data in the following table shows, the number of single family and multi-family units constructed in Washington County exceeded the number built in either of the other two counties.

TABLE 2
Metro Area
Housing Construction
1979 to 1984⁴

	<u>Single Family</u>	<u>Multi- Family</u>	<u>Total</u>
Washington County	8,388	5,680	14,068
Multnomah County	6,394	4,903	11,297
Clackamas County	6,159	1,982	8,141

The number of new units constructed in Washington County represents 42 percent of all the housing in the Metro area for this time period.

Regionally, employment suffered a net loss for the period 1979 to 1984. The net loss in employment is the result of a decline in Multnomah County employment of over 20,000 jobs. During this same period, the number of jobs increased for Clackamas and Washington Counties. The following table summarizes this data:

TABLE 3
Metro Area
Employment by County⁵

	<u>1979</u>	<u>1984</u>	<u>Percent Change</u>
Washington County	91,067	97,740	7.3
Multnomah County	335,468	314,584	-6.2
Clackamas County	60,635	64,119	5.7

Note: Figures do not include self-employed

For the period 1979 to 1984, Washington County experienced the greatest net increase in employment. In fact, the County's employment growth accounted for 65 percent of the regional growth.

Washington County and other local jurisdictions in Metro region have jointly participated in the preparation of population, housing, and employment forecasts for the year 2005. This forecast has been adopted by Metro for regional transportation planning purposes. The Washington County portion of the regional forecast is summarized below:

TABLE 4

Washington County Forecast⁶

	<u>1983</u>	<u>2005</u>	<u>Increase 1983-2005</u>	<u>Regional Increase 1983-2005</u>
Population	257,401	409,277	151,876	365,763
Housing	104,939	168,100	63,161	156,851
Employment	107,660	227,010	119,349	268,279

As the comparison of forecast increases in County and regional population, housing, and employment shows, Washington County is expected to receive between 42 and 44 percent of the growth in all three categories. Clearly, Washington County has been the fastest growing County in the region and is expected to remain at the forefront of growth and development.

Housing and Employment Patterns and Their Effect on Livability

Much of the growth boom in Washington County may be attributed directly or indirectly to the growing interest in the Sunset Corridor as a new national locus for electronics manufacturing and related "high tech" industries.

Table 6 lists recent development commitment in the Corridor. As this table shows, some 801 acres have been committed to eight major new industrial activities in the Corridor, 475 acres just since 1983, all during a time when the rest of the State was in an economic slump. The Sunset Corridor has, indeed, been dubbed the "Silicon Forest" and is considered by many a strong competitor to California's "Silicon Valley" and other high tech centers in the country.

But if the Silicon Valley provides a signpost to the explosive industrial growth potential of the Corridor, it also offers a warning of the dangerous and even disasterous consequences when such growth is not adequately planned for.

Annalee Saxenian (1981) has written a report that analyzes the semiconductor industry in the Santa Clara Valley, and the impact that the industry has had on housing and livability in the valley.⁷ There are parallels that exist between the experience in the Santa Clara Valley and Washington County.

The preparation of the Washington County Comprehensive Plan was influenced by the Saxenian work, and every effort was made to create a plan that would avoid livability problems that have arisen in the Santa Clara Valley. The following excerpts from the Saxenian work are intended to highlight the land use problems and inefficiencies that can result from lack of abundant affordable housing in close proximity to employment opportunities.

Table 6

**LARGE ACRE INDUSTRIAL LAND SALES
TO END USER OR DEVELOPER
IN SUNSET CORRIDOR
1978 To Present**

<u>Site</u>	<u>Acres</u>	<u>Buyer</u>	<u>Development Intent</u>
<u>1978-1980</u>			
Hawthorn Farm	220	Sold to Quadrant 1978	Industrial park
Tek - St. Mary's site	126	Sold to Tektronix 1979	End user
Jones Farm	120	Sold to Intel 1979	End user
Murray Blvd./St. Mary's site	80	Sold to Floating Point 1980	End user
Subtotal	546		
<u>1981-1982</u>			
Cornell Oaks; Cornell Rd. & 158th	112	Sold to Landsing 1982	Industrial park
Beaverton Creek Tech Center	82	Sold to Emkay Dev. 1982 and 1985	Industrial park
Subtotal	194		
<u>1983 to Present</u>			
Dawson Creek Ind. Park	100	Sold to Tektronix Employee Trust 1983	Part of 255 acre industrial park
Bay West Ind. Park	49	Sold to Bay West Dev. 1983	Industrial park
Oregon Graduate Center	30	Sold to OGC Science Park 1983	Industrial park; for lease only
NW Evergreen & Shute Road	210	Sold to NEC America 1984	End user

Table 6 (Continued)

LARGE ACRE INDUSTRIAL LAND SALES
TO END USER OR DEVELOPER
IN THE SUNSET CORRIDOR
1978 To Present

Site	Acres	Buyer	Development Intent
Cornell Park; Cornell & Cornelius Pass	30	Sold to Times Litho	End user
Murray Blvd. & Jenkins Road	75	Sold to Nike 1984	End user
Walker Rd. & 158th (Koll Woodside)	55	Sold to Koll Co. 1984	Industrial park
NW Evergreen & Cornelius Pass Rds.	40	Sold to Epson 1984 (17 acres closed; 23 optioned)	End user
Twin Oaks	49	Sold to Quadrant 1984	Industrial park
NW Evergreen & Cornelius Pass Rds.	120	Sold to Fujitsu 1985	End user
Tanasbourne Commerce Center	116	Sold to B-N-W 1985 (21 acres closed; negotiating balance)	Industrial park spec. space & small acreage sites for sale.
Subtotal	874		
TOTAL ACRES:	1,614		

Source: Leland & Hobson (1985).

- "In 1940 Santa Clara County was an agricultural community. By 1960, the electronics industry had taken root and it had become one of the fastest growing urban areas in the country. By 1970, it was firmly established as the world capital of the semi-conductor industry. Today the County is plagued with urban problems which are driving out the very electronics firms which brought its phenomenal growth." p. 1.
- "The county soon developed a highly distorted pattern of land use, with a disproportionate concentration of manufacturing employment in the north. Not only are there far more electronics jobs in these cities than the rest of the country, but they also have a corresponding shortage of housing. As the industry expanded with accelerated speed during the 1960s and 1970s, these cities, in fierce competition for industry, rezoned much of their residential land for industrial use. ...As a result, none of the northern cities has provided sufficient housing to accommodate their local workforce." pp. 71-72.
- "As the growth and agglomeration of the electronics industry in Santa Clara County continued, the unbalanced distribution of jobs and population in urban space was reinforced. At the same time, the rapid expansion of electronics production generated a very specific occupational and class structure in Santa Clara County. The dichotomized labor force which characterizes electronics productions has been clearly projected onto the urban spatial structure of Silicon Valley. A distinct pattern of social residential segregation has developed within the county...." p. 73.
- "In sum, the residential patterns of the population of Santa Clara County replicates the dichotomized occupational and class structure generated by the dominant electronics industry onto the organization of urban space. ...moving from north to south towards San Jose, the educational levels, percentage of professionals, and property values in these cities declines gradually.... Each of the different communities has different institutions, public services, and levels of social consumption which are suited to the needs of the segment of the workforce that resides there." p. 31.
- "According to local employers, their operations in Santa Clara County are seriously threatened by three major problems: First and foremost, the unusually high cost of housing in the area is seriously limited their ability to attract the highly skilled professionals essential to the industry. Second, local firms suffer from a shortage of production-level workers because of the lack of affordable housing and increasingly long and expensive commutes. Lastly, employers are very concerned with the so-called "anti-business" climate, especially in the wake of the recent moratorium of industrial growth spurred by the county's no-growth movement. Thus, the contradictions of the urban

spatial structure are most manifest in the breakdowns of housing and transportation provisions and in the social response to the environmental degradation caused by rapid industrialization." p. 86.

- "The labor shortages are real. ...employers have been forced to resort to a variety of incentives to recruit professionals from outside the area.... All employers also report shortages and extremely high turnover among low-skilled production level workers, with 33 percent being a modest estimate of the average turnover rate." pp. 87-88.
- "Unless local firms are able to pay dramatically higher salaries than their competitors, experienced professionals who move to the valley must take a considerable cut in their standard of living to afford the housing costs.... (Speculation) has become a major force contributing to price inflation. ...at the height of the speculative boom, one out of every three households bought in the county was bought by someone not planning to occupy that house. This has accelerated the rate of price inflation by adding to demand and further restricting supply. ...(there is) a massive imbalance of supply and demand for housing. Housing simply has not grown in pace with the county's rapid job growth, and strong demand in a tight market has allowed profits to soar.
- A crucial constraint on the growth of the housing supply is the land-use policies and restrictive planning practices imposed by the cities of the north and northwest foothills to preserve an appropriate environment for their higher income professional residents. Through the mechanisms of local land-use plans, restrictive zoning and social and economic controls, the cities containing the more affluent professional and managerial segments of the county's labor force have protected the rural, isolated nature of their communities by allowing only large single family home on vast lots of land.... Low density residential development which preserves the spacious and rural nature of these class segregated suburban communities has thus severely limited the supply of developable land area in the valley, and has created an artificial, socially segregated shortage of land available for housing." pp. 89-94.
- "The housing problem has become exacerbated by a severe shortage of rental units. Since the construction of single family homes is so profitable, there is little incentive to build multiple family residences.... While the housing crisis is putting a strain on middle income households, it is far more severe for the county's low income population.... Low and even middle income families now find it almost impossible to find affordable shelter, especially near work centers. ...Silicon Valley's large low income population is thus gradually being forced south into the least desirable

housing in the county, and often out of the county altogether. This in turn has exacerbated their financial problems by forcing them to spend a larger proportion of their budget on transportation." pp. 94-99.

- "According to the personnel manager of Intel, 'We're in trouble with our commuting patterns. Eventually the local labor force isn't going to be able to get here because of the crowded highways....' An Average 10-mile commute in the county takes at least half an hour, while many local workers commute two to three hours daily.

"Severe transportation congestion is a direct counterpart to the housing crisis in Silicon Valley.... The large production workforce which must still get to and from work daily, has in turn been pushed further and further from employment in the north. The county's already crowded highways must thus accommodate longer commutes by the spatially distant production workforce along with a growing volume of commutes by more centrally located but sprawled-out engineering and managerial employees. Thus the large low skilled workforce which is essential to electronics production is becoming less and less accessible to employers in Santa Clara County. Congestion and inflated housing and transportation costs are rapidly reducing the number of workers who can afford to live in the area and successfully travel to and from work every day. Frustration with the long and costly commutes may well account for the high turnover rates in production jobs as well as for the overall shortage of less skilled labor." pp. 99-102.

The Need for Housing in Central Bethany

Central Bethany plays an important role in helping to assure supply of a variety of housing types adequate to keep pace with employment growth in the Sunset Corridor. To assess this role, an analysis was undertaken of all available housing within the same peak hour travel time radius as central Bethany from roughly the center of Sunset Corridor (the Tanasbourne Corporate Center near 185th Avenue and Cornell Road). Figure 1 shows the area encompassed within this radius. Table 7 analyzes the housing, population and employment growth potential within this radius.

The results of this analysis are dramatic: without central Bethany, almost 10,000 people otherwise projected to live in the area by 2005 (11 percent of the area's total projected growth) would not be able to do so. In consequence, the total number of employees living at least as close to the Sunset Corridor as Bethany is would be almost 20,000 fewer than the number of employees working in the Corridor. Removing central Bethany from the UGB would clearly be the first step towards creating the kinds of employment/housing imbalances that have had such disastrous results in Santa Clara County.

TABLE 7

Growth Potential In and Near Sunset Corridor

	<u>Area Total</u> ^a	<u>Central Bethany</u>	<u>Area Total Without Central Bethany</u>
<u>Housing</u>			
2005 Projected Units	36,900		
Holding Capacity	42,400 ^b	9,500 ^c	32,900
<u>Population</u>			
2005 Projected Population ^b	91,791		
Holding Capacity ^d	105,600	23,700	81,900
Resident Employees ^e	54,900	12,300	42,600
<u>Employment</u>			
2005 Projected Jobs ^b	61,900		
Holding Capacity ^f	61,900		
Area Jobs Less Resident Employees	7,000		19,300

^a Data are for area shown in Figure A.

^b Derived from Metro's Regional Population and Employment Forecast, 2005. Op cit.

^c Based on 1983 vacant land. Bethany capacity estimated as follows:

467.47 Ac at R-6 =	2,805
302.76 Ac at R-9 =	2,725
151.12 Ac at R-15 =	2,267
70.44 Ac at R-24 =	<u>1,691</u>
	9,488 dwelling units

^d Calculated using same people:housing units ratio as for 2005 projection (2.49:1).

^e Calculated using 2005 regionwide people:employees ratio (1:.52).

f If employment growth to 2005 (55,000 jobs) used all vacant commercial and industrial land in this area (2,706 acres) the resulting employee density would be 20 employees per acre. Since the UGB Findings assumed a regionwide average of 19 employees per acre, it appears likely that all such vacant land would indeed be needed to accommodate this growth.

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SEVEN MINUTE TRAVEL RADIUS

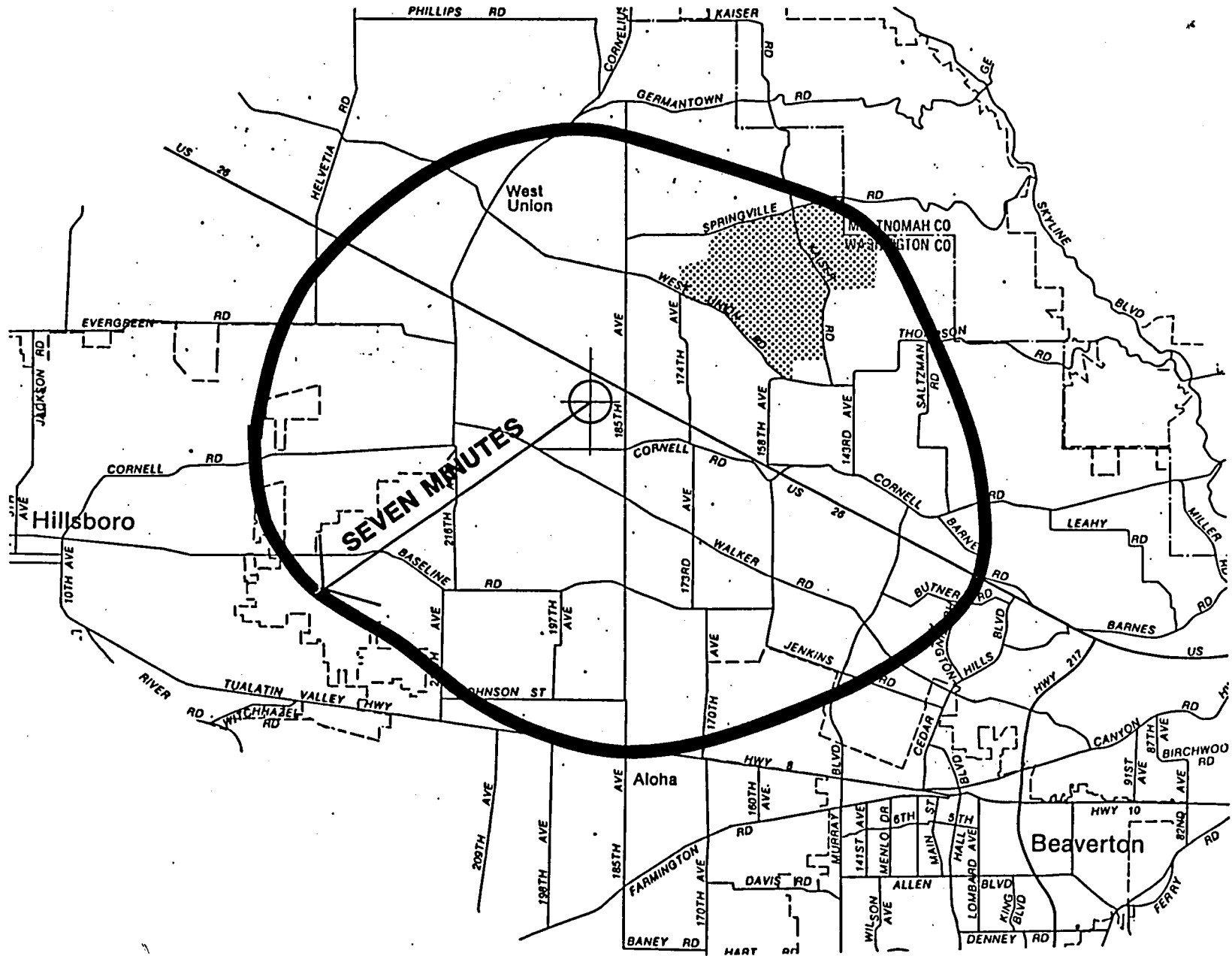


FIG. 1

Of course, people who live in central Bethany would not be employed exclusively in the Sunset Corridor. The extent to which Bethany provides housing proximate to other employment centers in the region is discussed below, under Factor 4: Land Use Efficiencies. But the relationship of central Bethany to the Sunset Corridor is a special one. The Sunset Corridor represents a very special opportunity to attract major new industries to the region.⁸ For other employment centers, a shortage of nearby housing is merely inefficient, requiring longer than necessary work trips that increase the region's transportation project costs, energy consumption and air pollution. But a shortage of housing proximate to the Sunset Corridor can have still more negative consequences: new industries that might otherwise locate here may start looking elsewhere instead, and the region's ongoing economic growth may be slowed or stalled. To avoid this possibility central Bethany is needed to help provide the housing that will support continued growth in the Sunset Corridor while preserving that attractive livability which is one of the Corridor's most effective drawing cards.

Summary

- Washington County has been the fastest growth county in the region and state since 1979.
- The regional population, employment and housing forecast for the year 2005 anticipates that Washington County will continue to lead the region in growth through the forecast period. For the period 1983 to 2005, it is anticipated that the County will add 151,876 people, 63,161 housing units and 119,349 jobs.
- Based on a review of the work by Analee Saxenian, it is evident that the availability of an abundant supply of affordable housing types in close proximity to places of employment, particularly with regard to the electronics industry, is extremely important to the health of the industry. Central Bethany provides a major opportunity to meet the County's need in this regard.
- The failure to provide for sufficient housing close to employment would result in greater commuting distances and travel times which in turn increase the cost of travel, and result in environmental degradation.
- The inability to get to places of employment from residential areas can result in higher employee turn-over rates which are disruptive to efficient industry operations, and may threaten the area's attractiveness to new industries.
- Within a seven-minute travel radius of the center of the Sunset Corridor, which includes the Bethany area, it is estimated that there would be a deficiency in available housing if central Bethany is excluded from the UGB. The central Bethany area is important in meeting this need in that it provides one of the few remaining large tracts of vacant buildable land in close proximity to the Sunset Corridor.

FACTOR 3: ORDERLY AND ECONOMIC PROVISION FOR PUBLIC FACILITIES AND SERVICES

Sanitary Sewers

Sanitary sewers service in the unincorporated portion of Washington County is provided by the Unified Sewerage Agency (USA). The Bethany area has been within the USA district boundary since it was founded in 1970, which is six years before CRAG adopted a UGB. For the past 10 years, residents of the Bethany area and the District have been paying between \$.34 and \$.75 per \$1,000 of assessed valuation to retire bonded debt incurred to make system improvements.⁹

The central Bethany area is situated in two drainage basins: Rock Creek and Bronson Creek. The northern Rock Creek drainage basin boundary is formed by the natural terrain along Springville Road. The southern Bronson Creek drainage basin boundary follows generally along N.W. Thompson Road (see Figure 2). Approximately 230 acres in the central Bethany continuance area are in the Bronson Creek basin, and 786 acres are within the Rock Creek basin. As the drainage basin map shows, a portion of east Bethany is within the Rock Creek basin.

From a sewer service point of view, the most efficient place to draw the UGB is generally along Springville Road, as the road follows the high ground defining the Rock Creek basin service area. To draw an urban growth boundary so as to exclude central Bethany has no rational basis with regard to providing sewer service. Such a boundary would also be inefficient in that an urban portion of eastern Bethany in the Rock Creek basin would require an 11,000 foot sewer line extension across 750 acres of central Bethany that could not utilize the sewer line. This would be an uneconomical provision of urban service to the point of rendering the east Bethany area of the Rock Creek basin unurbanizable.

Sanitary sewer service is currently available to the Bethany area in the Rock Creek and Bronson Creek basins. In the Rock Creek basin, sewer service is available via a 24-inch and 12-inch line situated approximately 500 feet west of the central Bethany continuance area. The 12-inch line extends northward to Portland Community College. In the Bronson Creek basin, a 21-inch sewer is in place up to the north side of West Union Road (see Figure 2). The 24-inch and 21-inch sewer lines have been sized to accommodate further extension of these lines into and through central Bethany.

As early as 1969, the Tualatin Basin Water and Sewerage Master Plan which was prepared for Washington County had shown planned sewer service to the Bethany area.¹⁰ The provision of service to the Bethany area was reaffirmed with the USA Master Plan Update in 1985. The planned trunk line extension for Bronson Creek is estimated to cost \$857,000, and the extension for Rock Creek is estimated at \$788,400.¹¹ The Bronson Creek and Rock Creek sewer extensions will potentially serve 6,550 and 7,855 dwelling units respectively assuming urbanization of central Bethany.

BETHANY COMMUNITY PLANNING AREA SANITARY SEWER SERVICE

SOURCE : UNIFIED SEWERAGE AGENCY, EXISTING AND PROPOSED

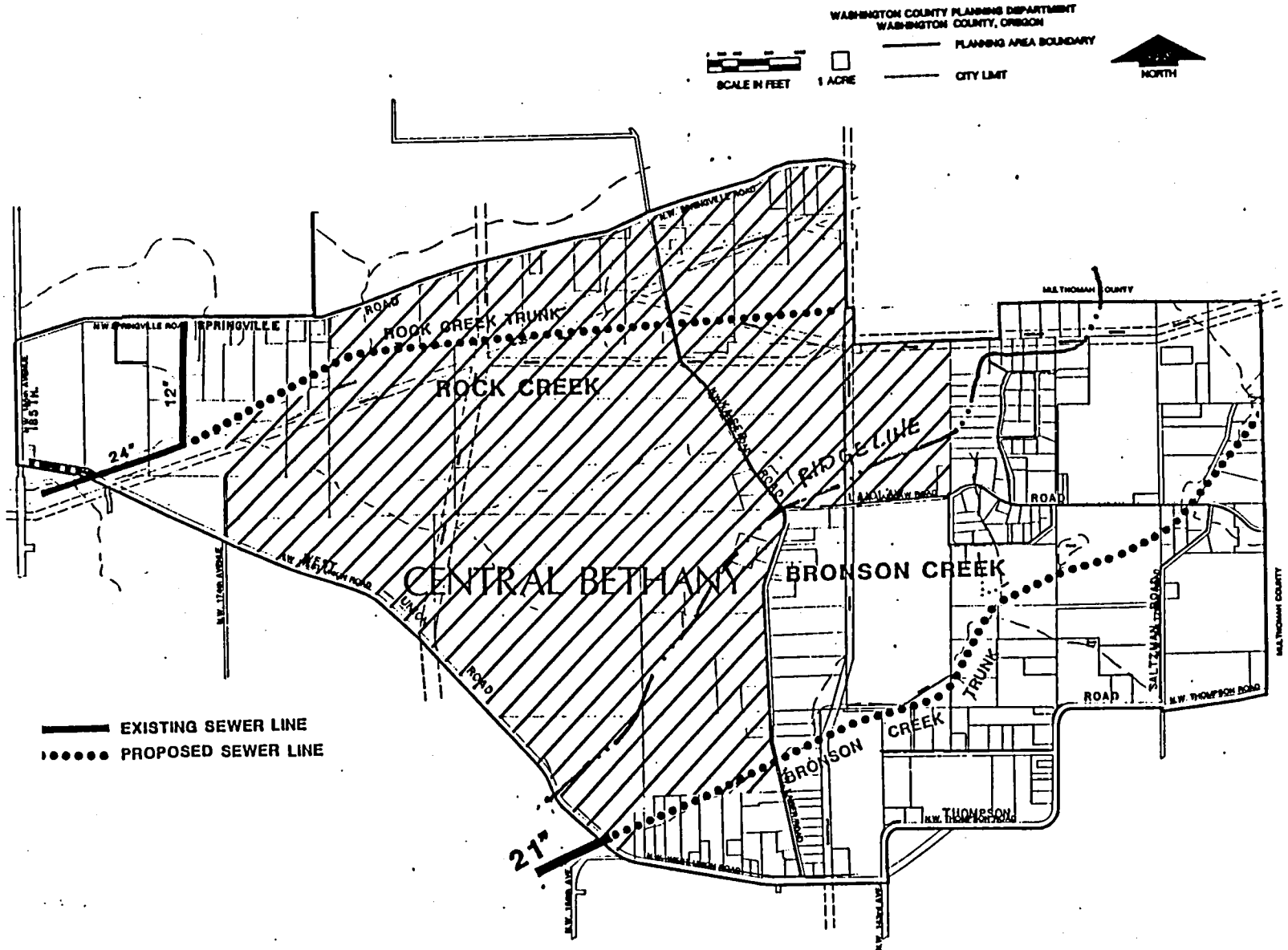


FIG. 2

Failure to include central Bethany in the UGB and provide sewer service to this area will have serious impact on the economical provision of service to adjacent urban areas. The cost per dwelling (D.U.) for sewer line extension in the Bronson Creek Basin would be \$124/D.U. assuming central Bethany is inside the UGB and helped pay for the sewer. If central Bethany is outside the UGB, the Bronson Creek extension would cost \$186/D.U., or an increase in per D.U. cost of 50 percent. For the Rock Creek basin, the remaining urban area to be served by the trunk line is so small that the cost of its extension would increase astronomically from \$100/D.U. to \$2,425/D.U. if the central Bethany area is not included in the UGB. As a result, the economy of service provision is greatly impaired.¹²

Downstream improvements to the Rock Creek trunk include the eventual replacement of undersized 12- and 18-inch lines through a portion of the Rock Creek Golf Course. The Master Plan Update shows this project scheduled for approximately the year 2000 at an estimated construction cost of \$385,000.¹³ Typically, the extension of sewer lines to serve new developments are the responsibility of the developer, and not that of existing district customers. Future district improvements such as the Rock Creek downstream replacement project will likely be funded through some sort of district-wide mechanism, i.e., user fees or bond sales.

Water Service

Water service in the Bethany area is provided by the Wolf Creek Highway Water District. Approximately 57 percent of the central Bethany area is currently within the District. Public water service is available to properties in the Bethany area from water mains along the major roads. The following is a listing of the line sizes and their locations (see Figure 3):

<u>Size</u>	<u>Location</u>
18"	West Union Road
18"	Thompson Road
16"	185th Avenue
16"	Springville Road (185th to PCC)
6"	Kaiser Road (Laidlaw to West Union)

Wolf Creek Highway Water District has completed a district-wide study of future facility needs, and has programmed the improvements in its five-year C.I.P. The District is currently in the process of acquiring property for the Springville Road reservoir. The current five-year C.I.P. includes the following projects in the Bethany area:¹⁴

Storage

Springville Road Reservoir No. 1, 10.0 MG	\$2,700,000	1988-90
Springville Road Reservoir No. 2, 10.0 MG	2,500,000	1990+

Transmission

42-inch main, Springville Road to Walker	1,600,000	1987-89
24-inch main, Springville Reservoir to PCC	540,000	1990

BETHANY COMMUNITY PLANNING AREA WATER SERVICE

SOURCE : WOLF CREEK HIGHWAY WATER DISTRICT

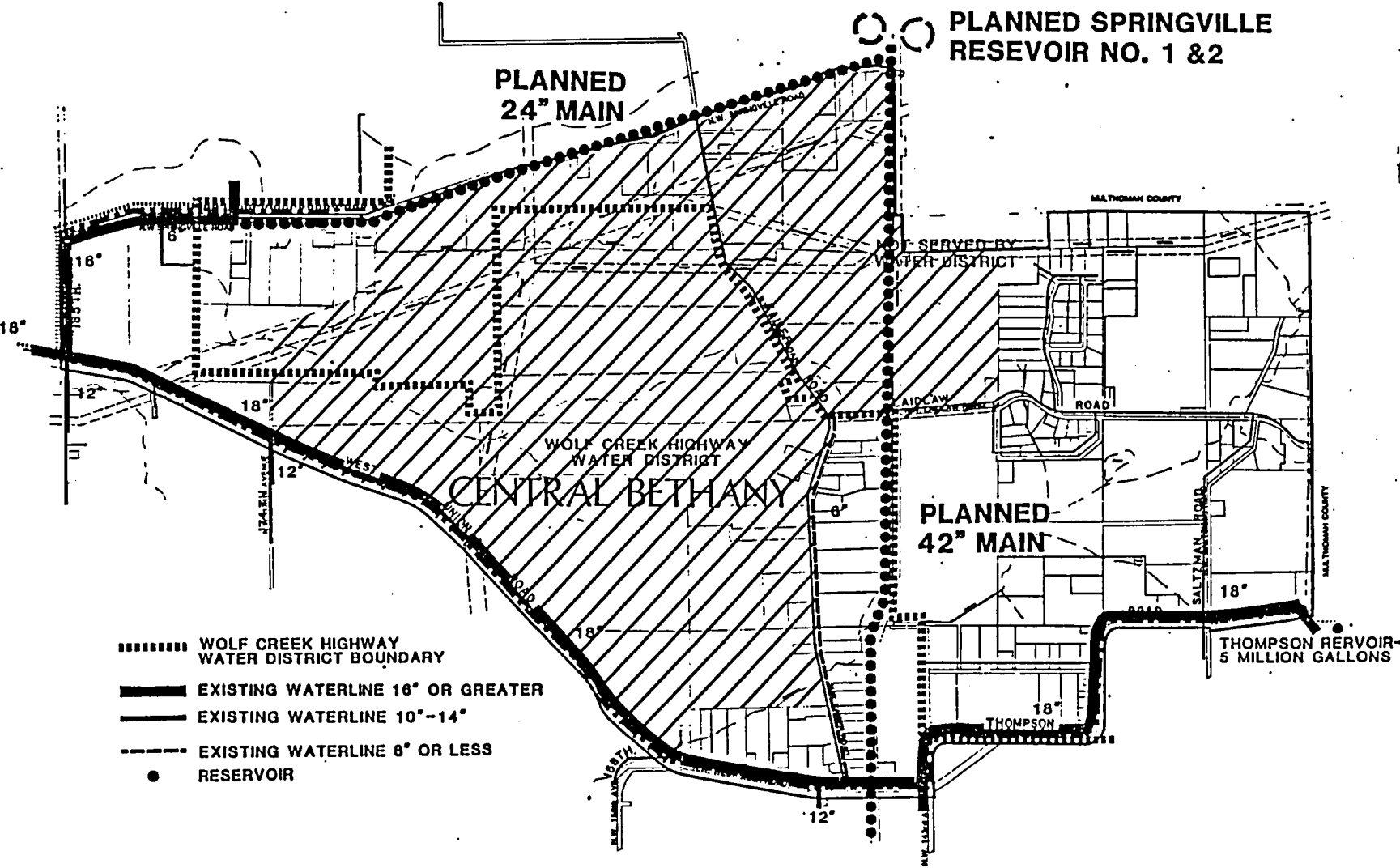
WASHINGTON COUNTY PLANNING DEPARTMENT
WASHINGTON COUNTY, OREGON



1 ACRE
PLANNING AREA BOUNDARY
CITY LIMIT



PLANNED SPRINGVILLE
RESEVOIR NO. 1 & 2



- WOLF CREEK HIGHWAY WATER DISTRICT BOUNDARY
- EXISTING WATERLINE 16" OR GREATER
- EXISTING WATERLINE 10"-14"
- - - EXISTING WATERLINE 8" OR LESS
- RESERVOIR

FIG. 3

Engineering design will occur in advance of the above construction dates.

The District accumulates money in its Capital Improvement Fund for the purpose of making the above improvements. The location of these projects is shown in Figure C. Those improvements that are needed to provide water service to individual projects or subdivisions are typically provided by the developer. Wolf Creek Highway Water District has stated that such facilities as the Springville Road Reservoir No. 1 and the 24-inch line on Springville Road are needed to serve other portions of the District in the Sunset Corridor to provide adequate water delivery and fire flows, and complete a looped system in the Springville Road area. The central Bethany area would also make use of these facilities. With a potential for approximately 9,500 dwelling units in central Bethany, the per unit efficiency of providing these facilities is greatly enhanced if Bethany is allowed to develop, which would utilize the several million dollars in improvements that will have to be made in any case. If the development that is expected to occur in central Bethany is not permitted, then other water system improvements would have to be made elsewhere in the District to accommodate growth. In summary, this would result in an inefficient use of planned improvements and cause the District's residents to support development of additional facilities at other locations.¹⁵

Transportation

The functional classification for roads in the Bethany area as provided by the County's Transportation Plan is as follows:

TABLE 8

Area Transportation Improvement

<u>Street</u>	<u>Classification</u> ¹⁶	<u>1984</u> ¹⁷ <u>ADT</u>	<u>Existing</u> <u>Lanes</u>	<u>Est.</u> ¹⁸ <u>2005</u> <u>ADT</u>	<u>Planned</u> ¹⁹ <u>Lanes</u>
N.W. 185th Avenue	Major Arterial	5,746	2	6,520	3
Springville Road	Major Collector	4,001	2	4,770- 6,520	2 (3 lanes 185th to PCC)
West Union Road	Major Collector	1,141	2	5,640- 5,940	3
Kaiser Road	Major Collector	1,586	2	6,740- 6,900	3
Laidlaw Road	Major Collector	---	2	2,900	3

As can be seen in Figure 4, the existing road network is primarily on the perimeter of the central Bethany area. Planned improvements to the existing road network include rebuilding the road beds and

the addition of center left turn lanes. This work needs to be done whether or not central Bethany is urbanized. In addition, several new roads are scheduled for the area to provide better linkage of the existing network and to serve the needs of future development if Bethany is urbanized.

Interchanges with the Sunset Highway at Murray and at 158th Avenue are in the process of being upgraded. Improvements to the Murray interchange are scheduled for completion in 1988-89. The 158th Avenue interchange project is in the design alternative/environmental assessment stage. Both projects are part of ODOT's Six-Year Plan and are being designed with development of central Bethany in mind.²⁰

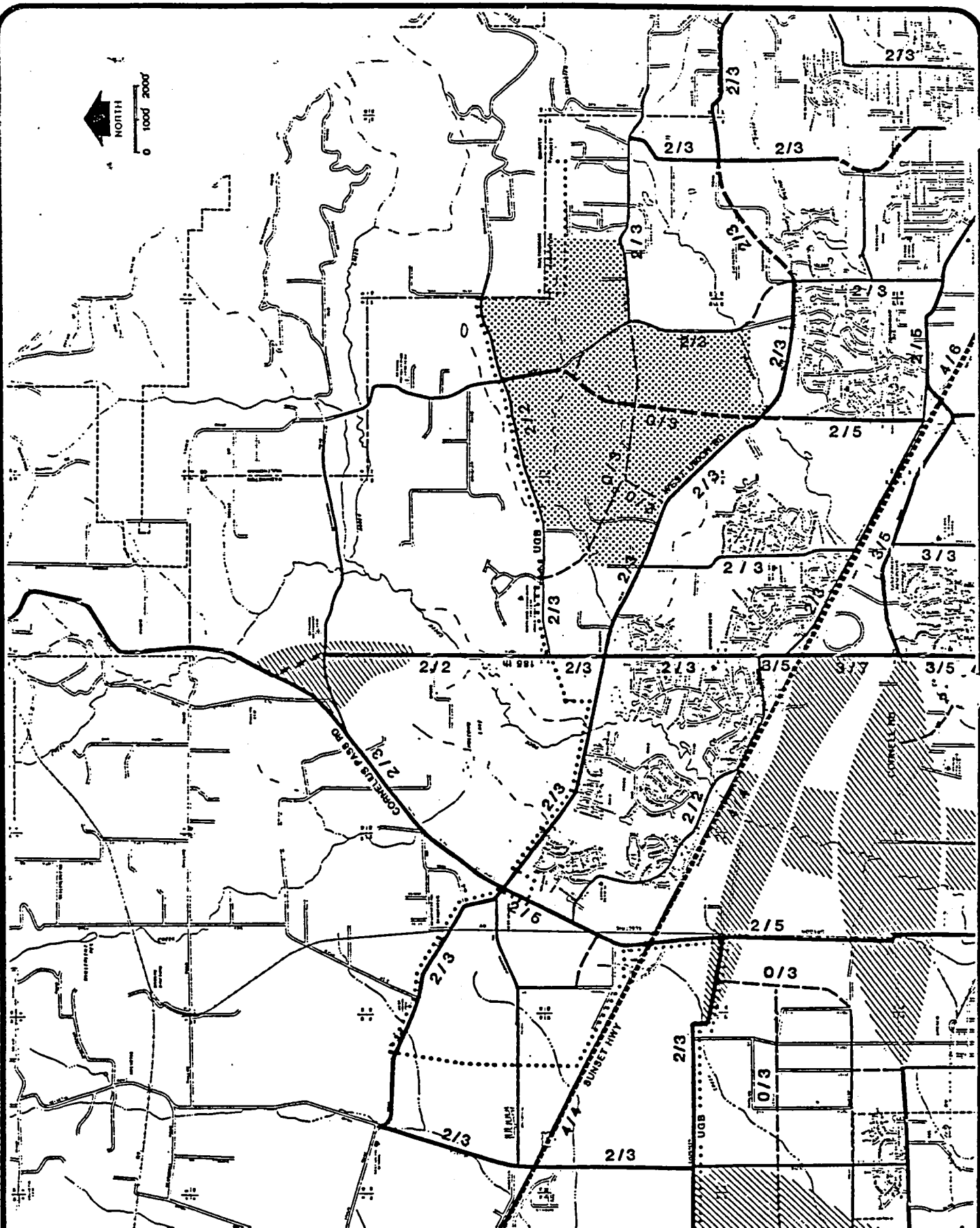
Road improvement costs in the Bethany planning area have been estimated under two scenarios. The first scenario assumes that only the existing roads are brought up to full County standards, which would have to be done even if central Bethany is not inside the UGB. This includes the improvements listed in Table 8. The second scenario assumes that central Bethany is inside the UGB, and that new roads identified in the County's Transportation Plan are provided as well as upgrading existing roads. The improvement costs and the number of dwelling units possible at build out for each scenario would be as follows:²¹

Road Improvements	\$8,126,307	\$13,531,900
Number of Dwelling Units	7,706	17,185
Cost per Dwelling Unit	\$1,054	\$787

The cost of road improvements per dwelling unit will be greater with the central Bethany area excluded from the UGB than the cost of road improvements per dwelling unit if all of the Bethany area is urban. At the same time, urbanization of Bethany allows development of new roads that improve the overall efficiency of the system. Therefore, it is inefficient basis to exclude central Bethany from the UGB.

The County's primary method of obtaining transportation improvements or right-of-way is through land development exactions, and/or assessment of a Traffic Impact Fee. The standard right-of-way requirements for Major Collectors and Major Arterials range from 70 to 90 feet. Existing right-of-way widths in the area range from 40 to 60 feet.²² If central Bethany does not urbanize, then the County's ability to obtain right-of-way and to realize the road improvements would be impaired. This would particularly impact the needed improvements to West Union, Springville, and Kaiser and Laidlaw Roads.






In addition, if the growth that would otherwise occur in Bethany were diverted elsewhere in the county, it would likely require higher levels of road investment. For example, development near the Tualatin-Valley Highway would place more traffic on an already overburdened facility. Similarly, planned improvements to Farmington Road, Baseline Road and Cornell Road are being sized to serve planned levels of development. As such, a higher level of development would



 Corridor Study Areas

FIGURE 4

Washington County
PUBLIC WORKS

LEGEND		Major Arterial
		Minor Arterial
		Major Collector
		Proposed Facility
		Principal Arterial
	$3/4$	= Existing Lanes/Proposed Lanes

Functional Classification System
BETHANY-WEST UNION Area

likely to precipitate greater levels of road investment. Although it is difficult to estimate the extent of such an increase with any precision, a rough estimate places it at over a million over the 20-year planning period.²³

Schools

The central Bethany area is currently served by the following school attendance areas:

	<u>Enrollment</u> <u>(09/30/84)</u> ²⁴
Oak Hills Elementary	256
Terra Linda Elementary	381
Meadow Park Junior High	975
Sunset High School	1,695

For the period 1981-85, the Beaverton School District reports that elementary school enrollment district-wide declined 4.2 percent. For the same period, elementary school enrollment for the schools north of the Sunset Highway declined 12.9 percent.²⁵

There are four elementary schools in the vicinity of the Bethany area (Oak Hills, Terra Linda, Bethany and Rock Creek) that have the capability of being expanded to accommodate an additional 528 students. In addition, the Beaverton School District has additional sites for new elementary, junior high and high schools in the general Bethany area (see Figure 5).²⁶

During the spring of 1985, the Beaverton School District completed an update of its demographic survey to determine the average number of students generated by certain types of housing developments. The results of the survey were as follows:²⁷

Single Family Dwellings

- .39 Preschool Children per Dwelling
- .33 Elementary Students per Dwelling
- .11 Intermediate Students per Dwelling
- .11 High School Students per Dwelling

Attached Single Family Dwellings

- .31 Preschool Children per Dwelling
- .11 Elementary Students per Dwelling
- .05 Intermediate Students per Dwelling
- .06 High School Students per Dwelling

Multiple Family/Condominium Dwellings

- .10 Elementary Students per Dwelling
- .05 Intermediate Students per Dwelling
- .04 High School Students per Dwelling

SCHOOL LOCATIONS

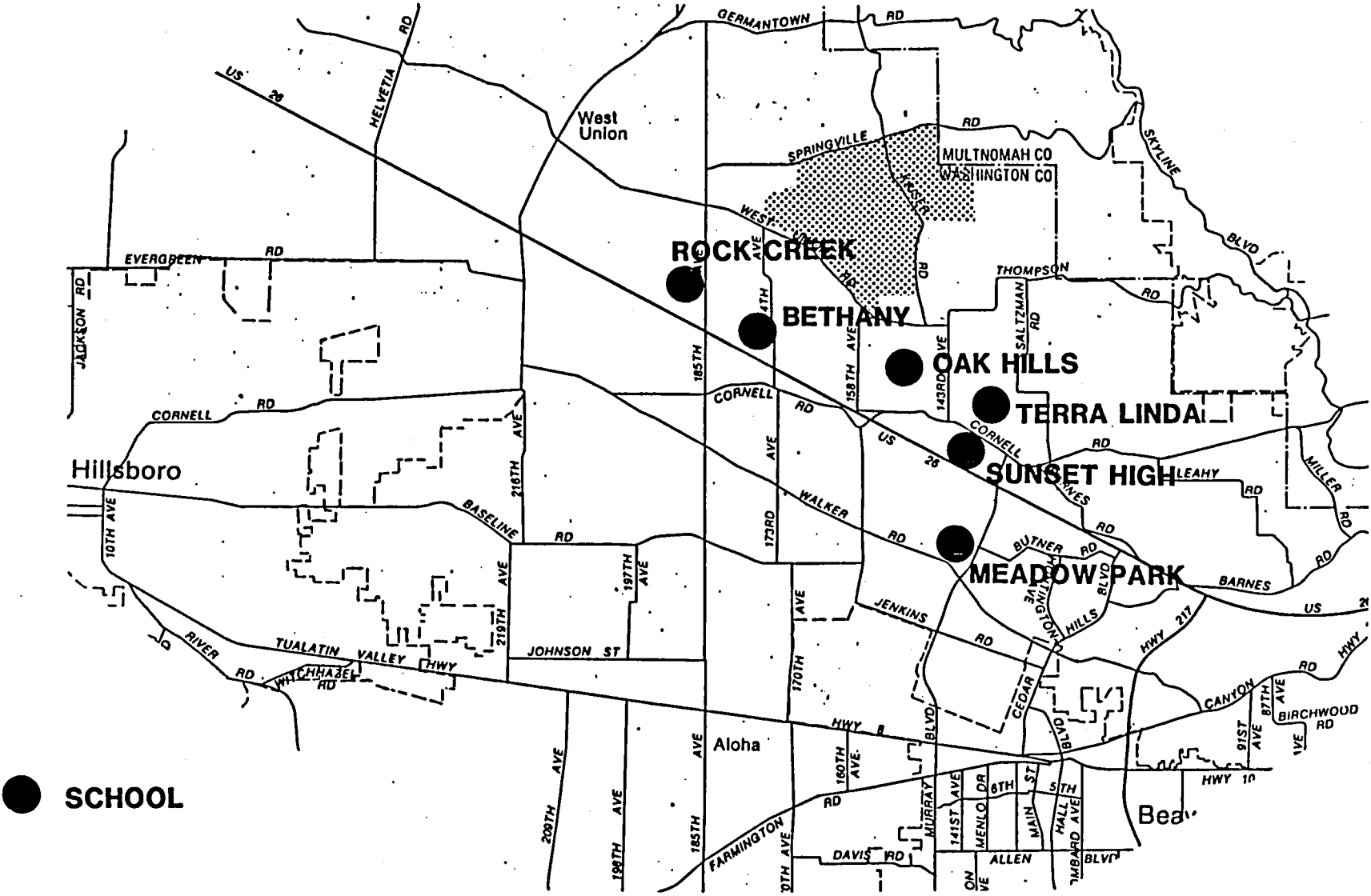


FIG. 5

Based on the above student per dwelling unit factors, it is possible to estimate the numbers of students attributable to the central Bethany area as follows:

	Attached			<u>Total</u>
	<u>S.F.</u>	<u>S.F.</u>	<u>M.F.</u>	
No. Dwelling Units	2,821	2,701	3,958	
No. Students: Elementary	930	297	198	1,425
Intermediate	310	135	158	603
High School	310	162	752	1,224

School district officials report that as new residential areas are built and as they mature over time and the economy changes, the demands for schools and classrooms change or shift. Thus, elementary schools may experience declining enrollments as students pass through the grades if the population in the attendance area is stable.²⁸

While it is possible to estimate the number of elementary, junior high and high school students that new housing in the Bethany area may generate, it is unrealistic to assume that such demand occurs instantaneously, or that the number of students hold constant across time.

It is likely that there will be a need for new school facilities as a result of development in Bethany and surrounding areas. The exact nature of these facilities will depend on the District's ability to expand existing facilities and the rate at which new development occurs. Typically, the construction of school facilities lags the construction of housing.

Generally, school district officials summarize the near-term school enrollment picture as follows: high school enrollment has probably peaked and is expected to decline; junior high enrollment has been declining and is expected to be bottoming out; elementary enrollment is expected to be on the increase.²⁹

There are no particular features of the central Bethany area that would make it harder or easier than other urbanizable lands to provide with such new school facilities as may be needed.

Transit

Bus service is provided in the Bethany area by Tri-Met on line No. 52 which serves Portland Community College via 185th Avenue and Springville Road.

Tri-Met has prepared a set of standards for rating the performance of each line in terms of rides per service hour and systems cost per ride. The standards for grid feed line types (No. 52) are as follows:³⁰

Rides per service hour

Adequate	35.5
Marginal	17.8 - 35.5
Substandard	17.8

System cost per ride

Adequate	\$1.78
Marginal	\$1.78 - \$3.56
Substandard	\$3.56

The Spring 1985 ratings for line No. 52 are as follows:³¹

Rides per service hour	33.27	Marginal
System cost per ride	\$2.07	Marginal

Tri-Met's Spring 1985 ridership survey shows ridership on line No. 52 at 1,201. The survey has also shown that approximately 4 percent of all trips within one-half mile of a bus stop will be transit trips. The inclusion of central Bethany in the UGB would permit the development of 507 dwelling units within one-half mile of a bus stop. That number of dwelling units would generate an estimated 203 additional riders which would elevate the rides per service hour rating to 38.9, and move the line rating from marginal to adequate.³² In addition, the central Bethany area includes the bulk of the higher density housing in the general vicinity, which tends to be transit supportive. Therefore, it is more advantageous from a transit point of view that central Bethany remain inside the UGB.

Storm Drainage

Washington County has prepared a Drainage Master Plan which includes the Rock Creek and Bronson Creek basins. The plan was prepared recognizing that the central Bethany area was planned for urban development. The plan recommendation for the Bronson Creek basin is that no improvements are required to the main channel. For the Rock Creek Basin, improvements to the main stem channel above West Union Road are planned as development occurs. Primarily, these improvements will result in the widening of the Rock Creek channel.³³

Washington County has spent approximately \$160,000 to analyze and plan for the improvements recommended in the Drainage Master Plan. To alter the fundamental premise that the plan is based on at this point in time would be an inefficient and wasteful expenditure of public funds.

Police Protection

Police protection in the central Bethany area is provided by the Washington County Sheriff's Department. Sheriff patrols operate on a roving basis within specified geographic areas. As a result, a

patrol car may be responding from almost any location within a specified geographic area when an emergency call is received.³⁴

All other things being equal, the ability to respond quickly to an emergency call is a function of the "connectability" of the road network. A road network that affords a greater number of connecting links will facilitate quicker response times.³⁵

The existing road network in the Bethany area is not well connected. For the most part, the road network is primarily on the perimeter of the area. Urbanization of the central Bethany area will result in completion of the road network through the area as per the County's Transportation Plan. The improved road network will shorten the travel distance between many points in the area. For example the distance between 158th Avenue and West Union Road to PCC is currently 2.7 miles. With the developed road network for the area, this travel distance could be reduced by three-quarters of a mile. This reduction in travel distance would improve response time.

Planning

Over the past 16 years, Washington County has prepared and adopted several plans of development for the County with the general understanding that the Bethany area would develop with urban uses. Beginning in early 1970, the following plans were prepared:

- 1971 - Northeast Community Plan; designated the Bethany area as suburban and urban low density residential.³⁶
- 1973 - Comprehensive Framework Plan; designated the Bethany area for residential development and placed the area in an urban intermediate designation that allowed development when urban services were provided.³⁷
- 1982-83 - Washington County Comprehensive Plan; created the Bethany Community Plan which allows for the development of a new community in the Bethany area, and permits a variety of residential types and neighborhood commercial facilities; adopted growth management strategies which require the provision or the assurance of provision of public facilities.³⁸

Countless hours of staff and citizen time have been spent preparing urban plans for the Bethany area. Several million dollars have been spent by the housing industry on property acquisition based on the premise that the area would be available for residential development. Approximately 30 percent of this area is currently held by development corporations with additional land held by individuals waiting the opportunity to develop. Reversing positions at this time would be highly inefficient from the standpoint of public and private expenditures, and the planning process.

Fire Protection

The Bethany area receives fire protection services from Washington County Fire District No. 1. The District has three stations in the general area at the following locations (see Figure 6):

185th Avenue at Sunset Highway
Barnes Road near Cedar Hills Boulevard
Kaiser Road north of West Union Road

Response time from the two most distant locations to central Bethany ranges from three to five minutes. The facility situated on Kaiser Road is immediately adjacent to central Bethany. The Kaiser Road facility houses a "mini-pumper" and two firefighters that also have emergency medical training. The facility is staffed 24 hours per day.³⁹

The recent initiation of operations in this area is in response to the District's recognition that residential development is expected to continue in the area. The District has elected to initially serve the area with a "mini-pumper" and upgrade the service and facilities over time as the area develops.⁴⁰

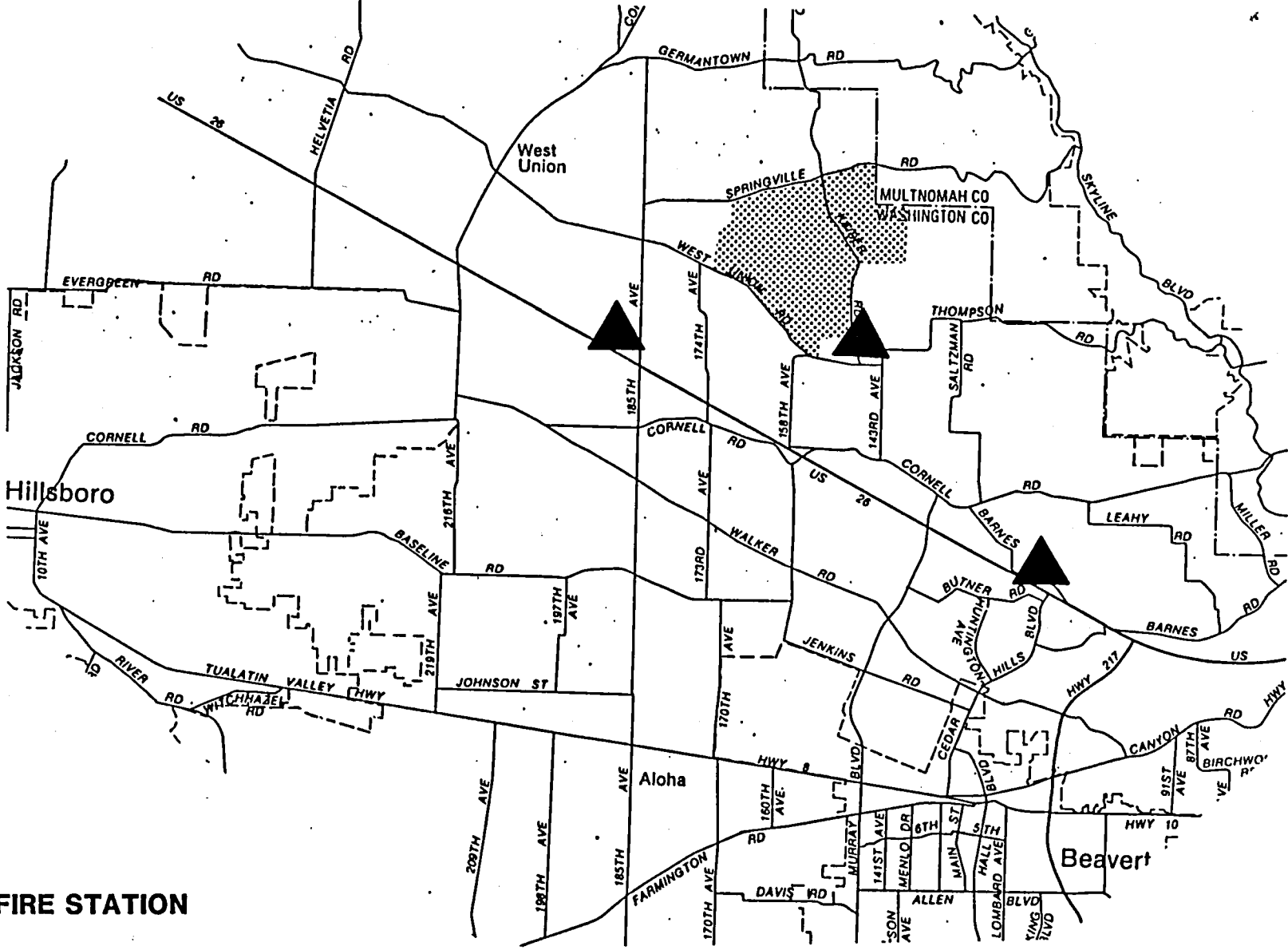
Summary

- Urbanization of the central Bethany area will facilitate a more efficient provision of water and sewer service. Excluding central Bethany from the UGB will raise the per dwelling unit cost of sewer line extensions in the Bethany area by 50 percent in the Bronson Creek Basin, and by \$2,325 per unit in the Rock Creek Basin. Similarly, several million dollars of water system improvements that could be supported by the urbanization of Bethany that will need to be duplicated to support development in other portions of the urban area. Approximately 21,000 lineal feet of planned water and sewer line would have to be built through the central Bethany area, but adjacent properties could not benefit from these improvements if the area is excluded.
- Road improvements will be needed in the Bethany area with or without urbanization of central Bethany. It will be less economical to make these improvements, on a per dwelling unit basis, if the central Bethany area is not included in the UGB.
- The existing transit line in the area would benefit from inclusion of central Bethany in the UGB by virtue of increased ridership and more economical operation of service.
- In summary, major urban services (water, sewer and transportation) can be provided more efficiently with the inclusion of central Bethany.

Further Findings

- There is additional capacity within the schools serving the Bethany area to accommodate a portion of the growth expected to occur in the area. Typically the construction of new schools lags behind residential development. The school district has prepared for the eventual construction of new schools through the acquisition of vacant sites in the area.

FIRE STATIONS



 FIRE STATION

FIG. 6

- Washington County and its citizens have spent countless hours and a great deal of money in the preparation of a Comprehensive Plan and a Storm Drainage Master Plan predicated on the belief that the central Bethany area would urbanize. It would be uneconomical and disruptive to the integrity of the planning process to reverse position at this time.
- Urbanization and road improvements in central Bethany could lead to shorter sheriff patrol response times.
- Washington County Fire District No. 1 has recently initiated operations in the Bethany area with a fire station on Kaiser Road. The District has initiated this service in recognition of the eventual residential development of the area.

FACTOR 4: MAXIMUM EFFICIENCY OF LAND USES WITHIN AND ON THE FRINGE OF THE EXISTING URBAN AREA

EFFICIENT COMMUTING PATTERNS

As noted above (pp. 5-9), the availability of a variety of types of housing in close proximity to regional employment centers is essential to a continued high quality of life and orderly economic growth. Central Bethany has been shown to be needed to support continued economic growth in the Sunset Corridor. The Sunset Corridor is not the only major employment center to which Bethany is proximate, however. Located midway between downtown Portland and the Sunset Corridor, Bethany is well situated to provide convenient housing for employees in other growing areas of Washington County and the west-side of Portland. Urbanization of Bethany thus promotes efficient land use by providing housing close to where the jobs are.

To demonstrate Bethany's locational advantages, an analysis was undertaken of its attractiveness to the region's employees as a place to live, relative to other residential areas in the region.

This analysis uses average weighted time and distance as the measure of proximity of population and employment. The basic inputs to this analysis are as follows:

- Population and employment growth greater than 1,000 at the census tract level within the Metro UGB.
- Travel time and distance between the center of each census tract.

In this analysis there are 57 population growth centers identified. The average weighted travel time and distance is computed between each population center and 54 employment growth centers.⁴¹ The result is a rank ordering of population centers in which the shorter the time or distance between the centers, and the greater the employment growth, the higher the ranking.

From this analysis it has been determined that the Raleigh Hills area of Washington County as a population center has the shortest average

weighted travel distance and time, 9.44 miles and 21.15 minutes respectively, to places of employment. The Forest Grove area ranked last in this analysis at 23.34 miles and 46.50 minutes. Of the 57 population growth centers considered in this analysis, the Bethany area ranked 22nd in terms of distance and 16th in terms of travel time. The general findings of this analysis are summarized in the Figure 7. Clearly, the Bethany area ranks in the upper quartile of all population growth areas in the region, and is better situated than, for example, southeast Hillsboro, which is also near the Sunset Corridor.

Nearby development indicates the attractiveness of this general area. In the last six months, 1,600 dwelling units have been committed to development in the area adjacent to central Bethany (between Sunset Highway and West Union Road, and between 185th Avenue and 143rd Avenue).⁴² The central Bethany area is a uniquely situated residential area with respect to the Sunset Corridor and central Portland. It provides an opportunity to meet the County's housing need in close proximity to the major employment centers of the County and region.

Travel Efficiency

Based upon the foregoing analysis, it is possible to estimate the travel efficiencies that result from the development of housing in central Bethany as opposed to that development occurring elsewhere in the County. If the 9,500 dwelling unit holding capacity of central Bethany is unavailable because the area is outside the UGB, then the housing units that would have been built there will be displaced to other locations in the County. The estimated increase in the average trip to work resulting from the housing displacement would be 3.25 miles (regional average trip to work at 16.09 miles - 12.84 miles from central Bethany). The increased travel mileage per year from the employees living in the 9,500 dwelling units would be 18,574,400 miles. Assuming a cost per mile of travel of \$.20, results in an increase in the cost of the trip to and from work of \$3,714,880 per year.⁴³ Therefore, it is evident that it is more efficient to include central Bethany in the UGB.

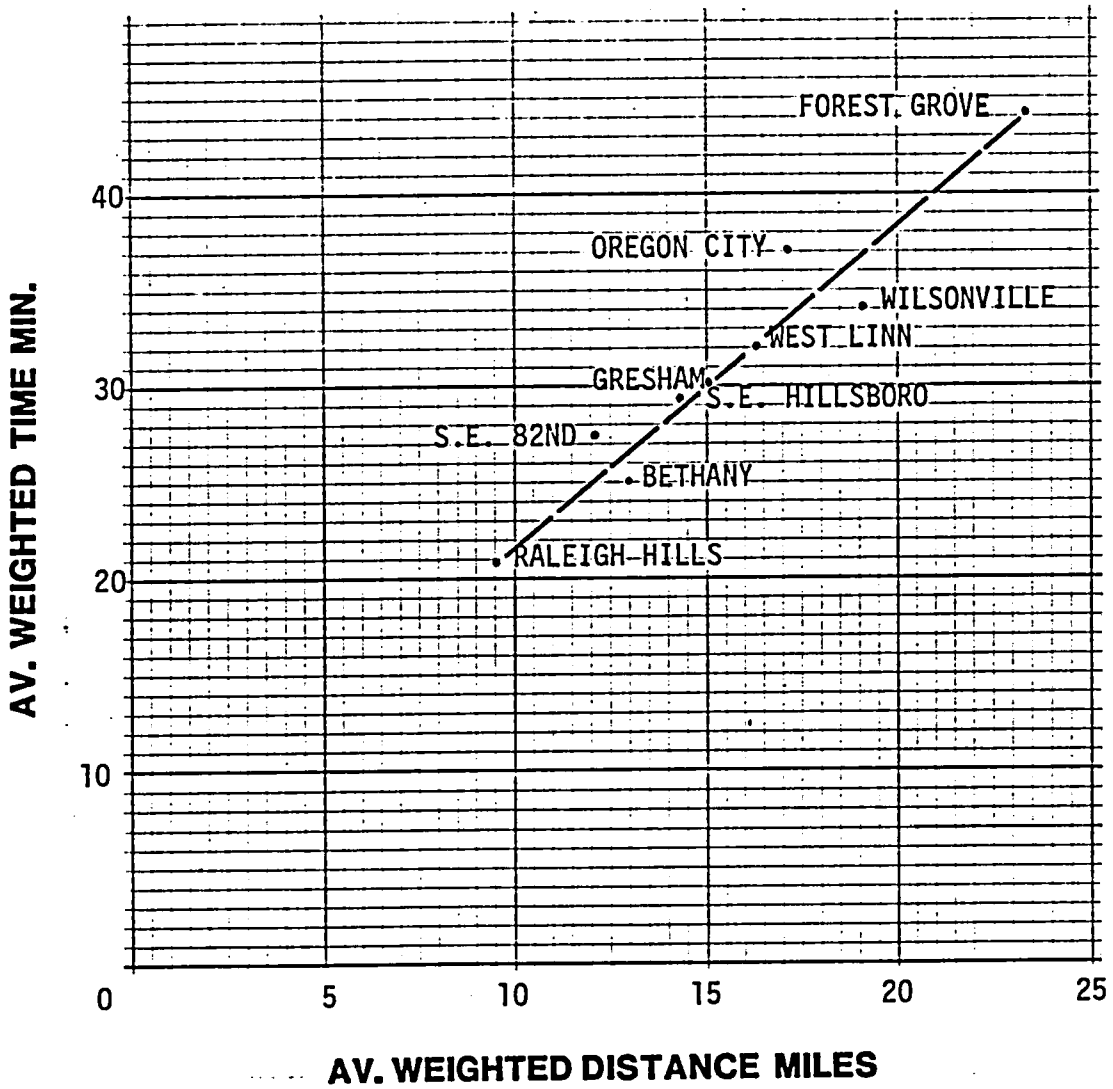
UGB Configuration

An urban growth boundary drawn so as to exclude central Bethany would create a rural area surrounded on three sides by urban development. Such a boundary configuration invites piecemeal additions to the urban area which compounds the planning for urban use. It would create inefficiencies in land use and service delivery -- e.g., the nearly 21,000 lineal feet of water and sewer line that have to be built through the central Bethany area to serve adjacent urban areas.

A UGB drawn along Springville Road results in a more efficient land use pattern than a boundary drawn to exclude central Bethany. It is more readily identifiable and provides a clearer demarcation than one drawn in part along property lines or splitting properties. Furthermore, the current boundary follows the edge of the drainage

FIGURE 7

AVERAGE WEIGHTED TIME & DISTANCE



basin, thus establishing a strong limit to UGB expansion further north. By providing a more stable boundary, it allows for more effective and efficient long-term planning for more efficient long-term growth.

Summary

- Based on an analysis of average weighted travel time and distance data, it has been determined that the Bethany area is very well situated with respect to the anticipated employment growth centers of the County and region. This analysis has shown that the Bethany area ranked in the upper quartile of all locations of significant residential growth with respect to places of employment. In fact, the Bethany area is better situated than other areas near the Sunset Corridor such as southeast Hillsboro. As a result, in terms of maximizing land use efficiency, the Bethany area represents a highly desirable location.
- A UGB that creates an enclave of rural land surrounded on three sides by urban development invites land use conflicts and piecemeal urbanization which vitiates effective planning. The current boundary, on the other hand, establishes a clear and effective demarcation between urban and rural areas, and so promotes a more stable and hence more efficient planning environment.

FACTOR 5: ENVIRONMENTAL, ENERGY, ECONOMIC AND SOCIAL CONSEQUENCES

Environmental and Energy Consequences

If the central Bethany area is not available for development, then the future residents of Washington County will be faced with longer trips as a result of having to reside at more distant locations. Longer trips means more air pollution and energy consumption. Displacing the development that might otherwise occur in central Bethany to some other location will also have impacts on the amount of traffic that will occur at those locations. As stop and go traffic increases for the A.M. and P.M. peak hour, air pollution resulting from automobile exhaust will further increase, particularly at locations where peak hour traffic is already congested.

Urbanization of Bethany, on the other hand, will add new roads to the transportation network that will increase its "connectivity." This in turn will shorten trips from and to nearby urban locations, and so help minimize air pollution and energy consumption.

Economic and Social Consequences

As noted in the Saxenian work (quoted noted above, pp. 6-8), the availability of an adequate supply of affordable housing in close proximity to employment can greatly influence the social structure and economic viability of industry. If the housing supply is limited and/or the trip to work is lengthy, the result can be a high turnover rate in the workforce which can bring about instability in the economics of operations.

In addition, the Bethany area plan has been developed under a concept that integrates a mix of housing types and provides for a neighborhood commercial center as its focal point. The community plan was created through a citizen involvement process during 1982 and 1983 which fostered an awareness of the planning process, and generated support for sensible planning, which has positive social consequences. To remove central Bethany from the UGB at this time would dismantle much of the community's work in the planning process.

Summary

- As a result of increased travel times and distances for trips to and from work, air quality can be impaired or degraded stemming from automobile air pollution.
- Urbanization of central Bethany represents an opportunity to minimize the negative impact on air quality and cut down on energy consumption as a result of shorter travel distances between work and home.
- Failure to provide an adequate housing supply close to employment centers can have negative economic and social consequences such as high employee turnover and increased socio-economic stratification.

Further Findings

- Exclusion of central Bethany from the UGB so late in the planning process would have a demoralizing effect on community planning activities.

FACTOR 6: RETENTION OF AGRICULTURAL LAND AS DEFINED, WITH CLASS I BEING THE HIGEST PRIORITY FOR RETENTION AND CLASS IV THE LOWEST PRIORITY.

Goal 14 requires that the agricultural factors be addressed, but compliance with Goal 3 is not required. Nor is it necessary that Metro meet the Goal 2 exception standard when establishing a UGB (Branscomb v. LCDC, 681 P2d 124 (1984)). Metro must, however, address the retention of agricultural land, with priority being given to the best soils.

Soil Type

No Class I soils are found in any part of Bethany. The central Bethany area consists of a mix of soil classifications (See Figure 8) as follows:

Class II	25%	252 acres
Class III	64%	660 acres
Class IV	11%	117 acres

These acreages qualify under the definition of agricultural land; however, they do not have the highest priority for retention because of the predominance of lesser quality agricultural soils.

Parcel Size

Central Bethany is comprised of 58 tax lots totalling 1,039 acres. This is an average parcel size of 17.9 acres. Average ownership is 26 acres. Half of the lots are five acres or less, while only 10 lots are over 40 acres.⁴⁴

Use

This is an area of mixed uses reflecting the growth of suburban residential housing in the areas which were in the past agricultural. It is currently an area of mixed suburban housing, hobby farms, and agricultural use.

Only about 40 acres of the area, or about 4 percent, is in horticultural use. These are very small scale operations scattered over several ownerships. Growth of these operations is unlikely because of the unavailability of water for irrigation. Much of the farming activity in central Bethany is continued as a basis for maintaining agricultural tax deferral rather than as a primary source of livelihood. Only one resident owner within central Bethany makes his living from farming. The balance of the ownerships are subsidized and supported by outside jobs and income or is leased to farmers outside of the area. This is an area where the conversion to suburban uses has reached the point where the Agricultural Stabilization Conservation Service has decided that it can no longer make farm loans. This decision, of course, further accelerates the demise of the area as farmland. Crops grown on the area are primarily grains.⁴⁵

Problems Affecting Productivity

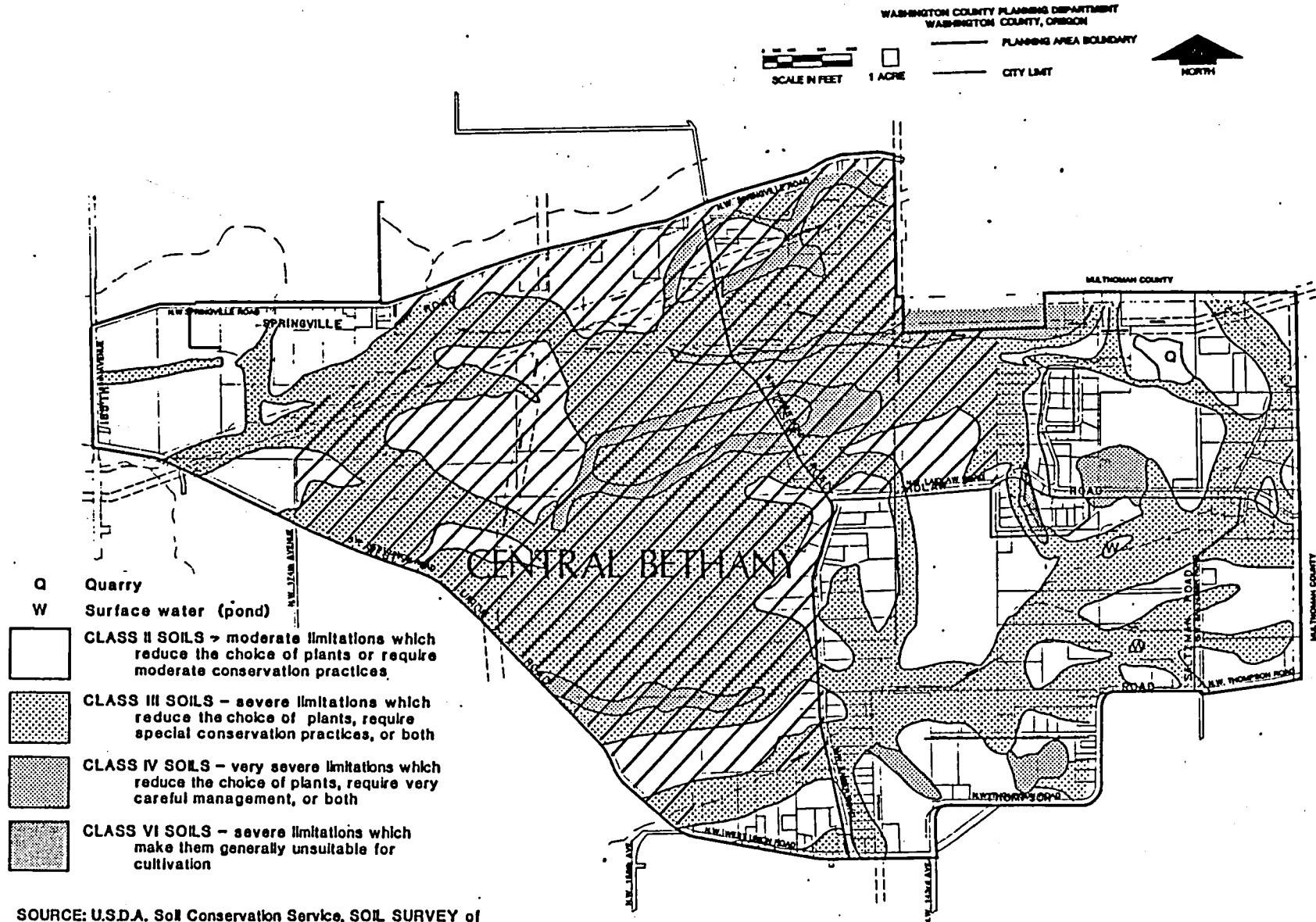
Owners of property within central Bethany have provided testimony based upon their personal knowledge of specific impacts from surrounding urban development which reduce agricultural productivity of the area. Earl Stoller has described the fact that his turkey farming operation had to be moved from the area due to losses caused by dog attacks from the surrounding suburban housing. These losses, coupled with the interference due to trespassing, produced losses which made continued turkey farming at this location uneconomic.⁴⁶

Bruce Redding has also described losses which occur from the impacts of surrounding suburban development. His crops were damaged by joggers who admit to living in Oak Hills and nearby suburban development. Damage was also caused by trail bikes and the dumping of garbage on the land.⁴⁷

Productivity of the area is also affected by physical factors. First, in several areas steep slopes make the land difficult for agricultural use. More importantly, the area lacks water for irrigation. Uses such as horticulture which require intensive management and irrigation are not possible on a large scale basis.

BETHANY COMMUNITY PLANNING AREA

SOILS - AGRICULTURAL CAPABILITY CLASSES



SOURCE: U.S.D.A. Soil Conservation Service, SOIL SURVEY of WASHINGTON COUNTY, OREGON, July, 1982

With the passage of time and increasing suburbanization on the fringe of central Bethany, agricultural viability has decreased. Land with greater inherent productivity might be able to withstand some of the suburban residential impacts which now affect the land. Given the limitations on the subject soils, they are not so productive that yields from agriculture can be high enough to offset the increased costs from the impact of suburban development.

If central Bethany is deleted from the UGB, it will be bordered on the east and west by land which will be developed for urban purposes. Both of those developed areas will be accessed by roads and utilities which will run through central Bethany. Accessing urban areas through resource land will create conflicts with resource use. When the east end and west end of Bethany are fully developed, there will be substantial traffic impact on this area, which would not be compatible with agricultural use.

Long-term retention of agricultural uses in Bethany appears impossible. Nonetheless, the state's interest in retention of even the limited agricultural activities currently present or possible for even as little as five or ten year must be given serious weight under this factor.

This consideration is not sufficient, however, to outweigh all the costs of removing Bethany from the UGB and all the benefits of retaining it.

Most compelling is the need to provide adequate residential support for the industrial development of the Sunset Corridor, in order to maintain area livability and ensure continued economic growth. The inefficiency of running sewer and water lines through properties which cannot be connected to them; the need to develop an internal road system to increase the "connectibility" of the transportation network; and the reduction in the length of commuting trips achieved by allowing urbanization of this locationally attractive area also weigh heartily in favor of urbanization. These considerations and their consequences supplemented by all the other supporting findings presented, strongly outweigh the important but single countervailing interest in the retention of agricultural land.

Summary

- Central Bethany is predominately Class III soil and does not include land with the highest priority for retention for agricultural purposes. Viewed in its most favorable light, the land is in transition. The vast majority of any agricultural uses which currently exist are not commercial in nature.
- The agriculture which exists is primarily done for purposes of maintaining tax deferral. The leasees pay only nominal rent and might not be able to produce a crop which exceeded production costs if reasonable rent were charged.

- The land is needed for urban uses, as identified under the other Goal 14 factors, consideration of which far outweigh the retention of this land in limited, short-term agricultural use.

FACTOR 7: COMPATIBILITY OF THE PROPOSED URBAN USES WITH NEARBY AGRICULTURAL ACTIVITIES.

There are inherent conflicts between commercial agricultural practices and urban residential development. However, conflicts between urban development in Bethany and nearby agricultural activities are likely to be relatively minor, for two reasons. First are the several features which buffer agricultural activity from the proposed urban use: Springville Road, the rural residential development abutting portions of it to the north⁴⁸ and the ridge line that roughly follows it. By creating both distance and physical barriers between central Bethany and agricultural activity to the north, these features will minimize the conflicts that can result from such things as drifting sprays, noise, and canine or human trespassers.

The current UGB also helps minimize conflict by establishing a more stable, long-term boundary: both urban and agricultural uses can be designed in cognizance of where the demarcation between urban and rural use is and will stay.

As a result of these mitigating factors, such limited incompatibility as would exist is easily outweighed by the same considerations identified above as outweighing the State's interest in the retention of agricultural land of even minimal utility.

Summary

- Incompatibility is minimized by distance and physical buffering; and by establishment of a stable boundary.
- Such conflicts as remain are outweighed by previously identified benefits.

CONCLUSIONS

Central Bethany is needed to provide an adequate supply of housing close to the Sunset Corridor, and other regional employment centers. Its exclusion would create an inefficient land use pattern with negative energy and environmental consequences. Its retention, on the other hand, allows for full utilization of a variety of needed public facilities (primarily sewer, water, and roads) and would significantly reduce per capita service costs in consequence. Negative consequences of urbanization -- retention of limited agricultural activities for a few more years, and minor conflicts with agricultural activity to the north -- are far outweighed by the strong and significant benefits.

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05/19/86

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2. Center for Population Research and Census, "Population Estimates of Oregon Counties and Incorporated Cities," printed summary dated January 1, 1986.
3. Ibid.
4. Neal Higgins, Ed., Metropolitan Portland Real Estate Report, Fall 1985, p. A-3.
5. Oregon Employment Division, Oregon Covered Employment and Payrolls by Industry and County, 1979 and 1984.
6. Metro, A Regional Population and Employment Forecast to 1990 and 2005, July 1985.
7. Annalee Saxenian, Silicon Chips & Spatial Structure: The Industrial Basis of Urbanization in Santa Clara County, California, March 1981, pp. 1-102.
8. See, for example, Industrial Expansion: Oregon, Portland, and the Sunset Corridor, Robert J. Pope and associates, 1985.
9. Unified Sewerage Agency, Component Unit Financial Report for Year Ended June 30, 1985, November 11, 1985, p. 41.
10. Stevens, Thompson & Runyan, Inc., Tualatin Basin Water and Sewerage Master Plan, January, 1969, pp. 106-107.
11. Kramer, Chin & Mayo, Inc., USA Master Plan Update, June 1985, p. 3-139.
12. Estimated costs per dwelling unit based on the following:

Bronson Creek: $\$837,000/6,900 = \$124/\text{DU}$ v. $\$857,000/4,600 = \$186/\text{DU}$

Rock Creek: $\$788,400/7,855 = \$100/\text{DU}$ v. $\$788,400/325 = \$2,43,25/\text{DU}$
13. Kramer, Chin, & Mayo, Inc., Op. Cit., p. 3-124 and 3-125.
14. Wolf Creek Highway Water District, Five-Year Capital Improvement Program for Fiscal Years through 1989-90, pp. 7 and 21.
15. Based on a telephone conversation between Gary Pippin, District Engineer, and County Planning Division staff, March 1986.

16. Washington County Department of Public Works, Transportation Plan Element of Comprehensive Framework Plan, June 1983, p. 27.
17. Washington County Average Daily Traffic Volumes, map, 1984.
18. Metro, 2005 RTP Traffic Analysis, map.
19. Washington County Department of Public Works, Op. Cit., p. 27.
20. ODOT, Six Year Highway Improvement Program, 1984 through 1989, January 1984.
21. Cost estimates based on the following:
 - Scenario I: 7.15 miles of improvements at \$215/Ft. and 7,706 dwelling unit potential in the Bethany planning area exclusive of central Bethany.
 - Scenario II: 10.44 miles of improvements at \$245/Ft. and 17,185 dwelling unit potential in the Bethany planning area including central Bethany.
22. Washington County Department of Public Works, Op. Cit., p. 27.
23. Projected capacities and needed improvements are identified in Metro's Regional Transportation Plan. Project cost increases estimated per Richard Leonard's April 30, 1986, memo and Dick Walker's May 6, 1986, response.
24. Beaverton School District. "School Enrollment Summary for the Period Ending September 27, 1985."
25. Telephone conversation between Joy-Gay Pahl, Beaverton School District Demographics, and County Planning staff, March 1986.
26. Ibid.
27. Beaverton School District, "Summary of Demographics Survey," October 1985.
28. Telephone conversation with Joy-Gay Pahl, Op. Cit.
29. Ibid.
30. Tri-Met, "Service Standards Memorandum," September 1985.
31. Ibid.
32. Estimated number of additional riders based on the following:

10 Ac	at R-15 =	50	d.u.
10 Ac	at R-9 =	90	d.u.
24.5 Ac	at R-15 =	<u>367</u>	d.u.

507 d.u. x 10 trips/d.u. = 5,070 x 4%

transit = 203 riders

33. Kramer, Chin, & Mayo, and David & Associates, Drainage Master Plan Prototype Basin Plan, February 1985, pp. 7.1-7.3.
34. Telephone conversation with Richard Fletcher, Sr. Deputy, Washington County Department of Public Safety, March 1986.
35. Ibid.
36. Washington County Department of Planning, Northeast Community Plan, December 1971, p. 250.
37. Washington County Planning Department, Washington County Comprehensive Framework Plan, November 1973 (Revised February 1977), map.
38. Washington County Planning Department, Washington County Comprehensive Framework Plan for the Urban Area, and Bethany Community Plan, adopted June 1983, map.
39. Based on telephone conversation between Burt Parker, Fire Marshall, Washington County Fire District No. 1, and County Planning Division staff, March 1986.
40. Ibid.
41. The average weighted distance or time was calculated using the following formula:

$$\text{Av. } d_{R1} = \sum_{j_1}^{j_n} d_{Rj} \times \frac{j_1}{\sum_j}$$

Where d_{R1} is the average weighted distance between each zone of residence and all potential job locations.

d_{Rj} is the distance between the zone of residence and a particular job location.

j_1 is the amount of employment growth at each location.

\sum_j is the total growth in jobs for all the zones considered.

42. Based on a review of Washington County building permit data and plan approvals.
43. Calculations in this section based on the following:
 - 9.500 d.u. = approximately holding capacity of central Bethany.
 - 1.28 jobs/d.u. is a regional average based on Metro's 2005 forecast data.

- Increase in miles traveled = 9,500 d.u. x 1.28 jobs/d.u. x 470 trips/yr. x 3.25 miles = 18,574,400 miles

44. Based on a review of County tax lot maps and assessment and taxation ownership records.
45. This information has been provided by Bruce Redding who owns approximately 80 acres in central Bethany and derives his livelihood from farming.
46. Information in this paragraph was presented by Earl Stoller at LCDC's Metro UGB hearing on January 30, 1986.
47. Information in this paragraph was presented by Bruce Redding at LCDC's Metro UGB hearing on January 30, 1986.
48. The level of rural residential development has been identified based upon aerial photographs.

JH/srs
5524C/455-2
05/02/86



METRO

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

Memorandum

Date: May 8, 1986

To: Interested Parties

From: Jill Hinckley, Land Use Coordinator

Regarding: Corrections to Metro's Findings to Comply with LCDC
86-CONT-001, regarding Retaining Central Bethany within
the regional Urban Growth Boundary

Since publication of the Findings for Central Bethany, we have discovered a few typographical and other errors which should be corrected. Please mark the following changes in your copy of the findings:

PAGE 4, last paragraph, third line: change 2000 to 2005

PAGE 18, second paragraph, beginning eighth line from the bottom:

The phrase "if the development that is expected" should be inserted as the beginning of a new sentence preceding the words "to occur," so that the affected sentences would read as follows: (beginning 11 lines from the end of the paragraph):

With a potential for approximately 9,500 dwelling units in central Bethany, the per unit efficiency of providing these facilities is greatly enhanced if Bethany is allowed to develop, which would utilize the several million dollars in improvements that will have to be made in any case. If the development that is expected to occur in central Bethany is not permitted, then other water system improvements would have to be made elsewhere in the District to accommodate growth.

PAGE 21, first paragraph, third line: replace the phrase "well into the millions" with the phrase "at over a million dollars."

PAGE 24, Storm Drainage: in the first paragraph of this section, change "from" to "for" in the third sentence, to read:
"The plan recommendation for the Bronson Creek basin..."

In the second paragraph of this section, at the end of the first line, change "the" to "and" to read: "...to analyze and plan for..."

PAGE 26, second to last paragraph (immediately above "Further Findings"): delete the phrase "is more efficient."

PAGE 33, third paragraph, end of ninth line: change "based" to "leased," and "farmer's" to "farmers," to read: "...or is leased to farmers outside of the area."

fourth paragraph, fifth line: change "has" to "had," to read: "Earl Stoller has described the fact that his turkey farming operation had to be moved from the area..."

PAGE 36, second "Summary" paragraph: add "v" to "previously identified..."

last paragraph, start of second line: change "those" to "close;" at the beginning of the fifth line, insert "other" before "hand," to read "on the other hand..."

NOTES AND REFERENCES:

#12: delete "y" in "unity" to read: "estimated costs per dwelling unit..."

#41: should read as follows:

41. The average weighted distance or time was calculated using the following formula:

$$\text{Av. } d_{R_1} = \frac{\sum_{j_1}^{j_n}}{j_1} d_{rj} \times \frac{j_1}{\sum_j}$$

Where d_{R_1} is the average weighted distance between each zone of residence and all potential job locations.

d_{rj} is the distance between the zone of residence and a particular job location.

j_1 is the amount of employment growth at each location.

\sum_j is the total growth in jobs for all the zones considered.

STAFF REPORT

Agenda Item No. 9.2

Meeting Date May 15, 1986

CONSIDERATION OF ORDINANCE NO. 86-202, FOR THE
PURPOSE OF ADOPTING FINDINGS TO COMPLY WITH LCDC
86-CONT-001
(First Reading)

Date: May 2, 1986

Presented by: Jill Hinckley

FACTUAL BACKGROUND AND ANALYSIS

On January 30, 1986, the Land Conservation and Development Commission (LCDC) adopted 86-ACK-002, acknowledging the vast majority of the Metropolitan Service District's Urban Growth Boundary (UGB) for complinace with Statewide Planning Goals, and 86-CONT-001, continuing action on Metro's inclusion within the UGB of the area known as Central Bethany. Attached as Exhibit A are Findings that demonstrate that the UGB for Central Bethany does meet the applicable goal requirements.

Drafts of these Findings have been reviewed by the Washington County Planning Commission and Board of County Commissioners, as well as by 1000 Friends of Oregon, the Department of Land Conservation and Development, and representatives for Bethany property owners. All known interested parties have been notified by mail of the public hearing on this matter. At the time this report was written, no opposition had been received. Council adoption of Ordinance No. 86-202 on May 29, 1986, will allow for LCDC action at its July 24-25 meeting.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Ordinance No. 86-202.

JH/srs
5499C/453-2
05/02/86

STAFF REPORT

Agenda Item No. 7.1

Meeting Date May 29, 1986

CONSIDERATION OF ORDINANCE NO. 86-202, FOR THE
PURPOSE OF ADOPTING FINDINGS TO COMPLY WITH LCDC
86-CONT-001
(Second Reading)

Date: May 16, 1986

Presented by: Jill Hinckley

FACTUAL BACKGROUND AND ANALYSIS

On January 30, 1986, the Land Conservation and Development Commission (LCDC) adopted 86-ACK-002, acknowledging the vast majority of the Metropolitan Service District's Urban Growth Boundary (UGB) for complinace with Statewide Planning Goals, and 86-CONT-001, continuing action on Metro's inclusion within the UGB of the area known as Central Bethany. Attached as Exhibit A are Findings that demonstrate that the UGB for Central Bethany does meet the applicable goal requirements.

Drafts of these Findings have been reviewed by the Washington County Planning Commission and Board of County Commissioners, as well as by 1000 Friends of Oregon, the Department of Land Conservation and Development, and representatives for Bethany property owners. A public hearing before the Council was held on May 15. Council adoption of Ordinance No. 86-202 on May 29, 1986, will allow for LCDC action at its July 24-25 meeting.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Ordinance No. 86-202.

JH/gl
5499C/453-3
05/19/86

Motion: Councilor Kafoury moved to adopt Order No. 86-9 to include changes to page 9, line 12, of the Hearings Officer's Report noted in the errata sheet dated May 15, 1986, and to change the word "incompatibility" to read "compatibility" on page 8, line 13, of the Hearings Officer's Report. Councilor Van Bergen seconded the motion.

Presiding Officer Waker said he would not support the motion because he believed looping of the streets was an important issue.

Councilor Van Bergen explained he had come to understand the importance of the UGB and would support the motion because no burden of proof had been demonstrated by the petitioner.

Councilor Oleson said he shared the same concerns as Councilor Van Bergen but he wished to consider the additional evidence and, therefore, would not support the motion.

Vote: A vote on the motion to adopt the Order resulted in:
Ayes: Councilors Frewing, Gardner, Hansen, Kafoury, Kelley, Kirkpatrick and Van Bergen
Nays: Councilors Cooper, Myers, Oleson and Waker
Absent: Councilor DeJardin

The motion carried and Order No. 86-9 was adopted.

9.2 Consideration of Ordinance No. 86-202, for the Purpose of Adopting Findings to Comply with LCDC 86-CONT-001 (Bethany Property) (Second Reading)
FIRST

The Clerk read the Ordinance a first time by title only.

There were no questions from Councilors of Jill Hinckley, Land Use Coordinator, about the staff report.

Motion for Adoption: Councilor Kafoury moved to adopt the Ordinance and Councilor Kelley seconded the motion.

Presiding Officer Waker opened the public hearing.

Tim Ramis, 1727 N.W. Hoyt, Portland, represented several Bethany clients who were either long time property owners who had experienced the change of land from agricultural to residential and urban type development or property owners who purchased land with the

intent to develop the property based on Metro's previously adopted UGB. Mr. Ramis thanked both Metro and Washington County staff for their work in reaching a settlement and for preparing an excellent findings document. Mr. Ramis said his clients urged adoption of the Ordinance. He reviewed the utility planning efforts that had been made based on the assumption the land would continue to be within the UGB. Those efforts, he explained, would be wasted if the Council did not adopt the Ordinance.

Richard Leonard, 9999 S.W. Wilshire Street, Portland, an architect and planner representing property owners of the central Bethany area, urged the Council to adopt the Ordinance. He said the findings were one of the most complete set of facts and analysis to support a land use decision he had seen and he commended staff for an excellent job. He hoped the issue would be resolved because it had been debated far too long.

Dan Adair, 13960 N.W. Lakeview Drive, Portland, Chairman of the Bethany Landowners Association which represented the larger land owners in the area. He noted many land owners were present at the meeting and they wholeheartedly endorsed adoption of Ordinance No. 86-202. He thanked Metro and Washington County staff for their work and for preparing an excellent set of findings.

Ralph Hillier, Interland Investment Corporation, explained his corporation owned about 16 percent of the area in the Continuance Order. That property, he explained, was acquired in 1979 when it was assumed the land was within the UGB. He commended Eleanore Baxendale, Metro's Counsel, and Ms. Hinckley, for their work and appreciated that the findings of fact justified the reinclusion of the territory within the UGB. He noted he had submitted a letter dated May 12 1986, to be included in the official record and that the letter supported the findings of fact as submitted.

Maurine Warneking, 12835 N.W. Laidlaw Road, Portland, testified she was a Bethany area resident, the Chairman of CPO 7, and a member of the steering committee for the Bethany area planning process. She said the findings of fact were excellent and strongly supported adoption of the Ordinance. The Bethany area plan would mean nothing without the land being included in the UGB, she said.

Floyd Redding, Bruce Redding, Earl Stroller, John Mitchell, Stanley Richards and James White all agreed with the findings of fact and urged adoption of the Ordinance.

Bob Stacey, 534 S.W. Third Avenue, Suite 300, Portland, staff attorney for 1000 Friends of Oregon, noted that since his organization first starting working to reduce the amount of non-urban land in the

UGB, dramatic development had taken place in the Bethany area. Those developments, he said, would make it impractical to exclude the Bethany area from the UGB. He said the findings concluded that to exclude the area from the UGB would mean a failure to provide the amount of housing space projected to be needed for the area. Therefore, Mr. Stacey said 1000 Friends of Oregon were withdrawing their longstanding opposition to Metro's 1979 decision. He stressed local governments should work hard to ensure good land use practices and Metro was clearly responsible, when considering petitions to expand the UGB, for guaranteeing a clear need be established that could not be accommodated on land already within the Boundary. He regretted the delay cause property owners but was happy the issue had finally been resolved.

The Presiding Officer read into the record a letter from Robert O. Warner. Mr. Warner was a long time resident of the Bethany area and urged the Council not adopt the Ordinance in order to maintain the area for agricultural use. He discussed the fact that agricultural land was shrinking and could be non-existent in the future.

There being no further testimony, Presiding Officer Waker closed the public hearing.

In response to Councilor Frewing's question, Councilor Kafoury said her motion for adoption of the Ordinance had included the changes noted in Ms. Hinckley's memo dated May 8, 1986.

Councilor Kafoury remarked on the importance of this decision. Although she was not totally in agreement with the conclusions of the findings, she said it was good to finally have the Boundary resolved.

The Presiding Officer announced the second reading of the Ordinance was scheduled for May 29, 1986.

9.3 Consideration of Ordinance No. 86-201, for the Purpose of Amending Ordinance No. 86-199 by Adopting Criteria for Implementation of Alternative Technology projects (Continued Second Reading and Public Hearing)

The Clerk read the Ordinance a second time by title only.

Motion: A motion to adopt Ordinance No. 86-201 was made by Councilors Kelley and Kafoury at the meeting of April 22, 1986.

Debbie Allmeyer, Solid Waste Analyst, reported Councilors had been mailed staff's responses to questions raised about the Ordinance at the previous meeting.

Convention, Trade, and Spectator Facilities (CTS). The Executive Officer announced the City of Portland Council had adopted a resolution and ordinance in support of the CTS facility which was an excellent demonstration of unanimous support for the project.

4. WRITTEN COMMUNICATIONS TO COUNCIL ON NON-AGENDA ITEMS

None.

5. CITIZENS' COMMUNICATIONS TO COUNCIL ON NON-AGENDA ITEMS

None.

6. CONSENT AGENDA

Motion: Councilor DeJardin moved to approve the Consent Agenda and Councilor Van Bergen seconded the motion.

Vote: A vote on the motion resulted in:

Ayes: Councilors DeJardin, Gardner, Kafoury, Kelley, Kirkpatrick, Myers, Van Bergen and Waker

Absent: Councilors Cooper, Frewing, Hansen and Oleson

The motion carried and the following items were approved and adopted:

6.1 Minutes of April 16, 1986

6.2 Resolution No. 86-647, Amending the FY 1986 Transportation Improvement Program to Include an Updated Program of Projects Using Section 9 Funds

6.3 Metro Regional Federal Transportation Position Paper

7. ORDINANCES

7.1 Consideration of Ordinance No. 86-202, for the Purpose of Adopting Findings to Comply with LCDC 86-CONT-001 (Second Reading)

The Clerk read the Ordinance by title only a second time.

Motion: A motion to adopt the Ordinance was made by Councilors Kafoury and Kelley at the meeting of May 15, 1986.

Jill Hickley, Land Use Coordinator, reminded the Council this set of findings related to the last remaining unacknowledged portion of the

Urban Growth Boundary. The findings would go to the Land Conservation and Development Commission (LCDC) on July 24 to be considered for final acknowledgement, she reported.

Vote: A vote on the motion resulted in:

Ayes: Councilors DeJardin, Frewing, Gardner, Kafoury, Kelley, Kirkpatrick, Myers, Van Bergen and Waker

Absent: Councilors Cooper, Hansen and Oleson

The motion carried and the Ordinance was adopted.

8. RESOLUTIONS

8.1 Consideration of Resolution No. 86-648, for the Purpose of Adopting the Regional Convention, Trade, and Spectator Facilities Master Plan and Declaring Intent to Carry Out Recommendations of that Master Plan Related to Metro

Steve Siegel, Intergovernmental Resource Center Administrator, stated the Master Plan before the Council was the same plan recommended by the Regional Convention, Trade, and Spectator Facilities (CTS) Committee on May 15. He further explained the plan was contingent on whether the region's voters approved funding for the facility. A request for a \$65 million General Obligation bond measure would be before the voters on November 4, he said. He then summarized the four main components of the CTS Master Plan:

1. Establishing a regional commission to operate the CTS facilities;
2. Recommending the Holladay/Union site for a convention and trade show center;
3. Establishing a mission of Metro working with the Legislature and Department of Agriculture to potentially develop a agri-business center or agricultural resource product center; and
4. Establishing policies for long-term development and implementation of a stadium and arena.

Mr. Siegel reported the City of Portland Council had unanimously adopted a resolution approving the CTS Committee's recommendations and had adopted an ordinance designating the Holladay/Union site for the convention and trade show center. In response to Councilor Myers' question, he explained the City Council's action would amend



METRO

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

June 13, 1986

Ms. Jane McGarvin
Clerk of the Board
Multnomah County Courthouse
1021 S.W. Fourth Avenue
Portland, Oregon 97204

Dear Jane:

Enclosed are true copies of the following ordinances adopted by the Council of the Metropolitan Service District. Please file these ordinances in the Metro ordinance files maintained by your county.

Ordinance No. 86-199, Adopting a Solid Waste Reduction Plan

Ordinance No. 86-200, Amending Ordinance No. 86-199 by Adopting a Public Education Plan for the Solid Waste Reduction Program

Ordinance No. 86-201, Amending Ordinance No. 86-199 by Adopting Criteria for Implementation of Alternative Technology Projects

Ordinance No. 86-202, Adopting Findings to Comply with LCDC 86-CONT-001 (Bethany Property)

Sincerely,

A. Marie Nelson
Clerk of the Council

Enclosures

Metro Council

Richard Waker
Presiding Officer
District 2

Jim Gardner
Deputy Presiding
Officer
District 3

Bob Oleson
District 1

Corky Kirkpatrick
District 4

Tom DeJardin
District 5

George Van Bergen
District 6

Sharron Kelley
District 7

(Vacant)
District 8

Hardy Myers
District 9

Larry Cooper
District 10

Marge Kafoury
District 11

Gary Hansen
District 12

Executive Officer
Rick Gustafson



METRO

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

June 13, 1986

Mr. Don Stilwell
County Administrator
Washington County Courthouse
150 North First Avenue
Hillsboro, Oregon 97123

Dear Mr. Stilwell:

Enclosed are true copies of the following ordinances adopted by the Council of the Metropolitan Service District. Please file these ordinances in the Metro ordinance file maintained by your county.

Ordinance No. 86-199, Adopting a Solid Waste Reduction Plan

Ordinance No. 86-200, Amending Ordinance No. 86-199 by Adopting a Public Education Plan for the Solid Waste Reduction Plan

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Ordinance No. 86-202, Adopting Findings to Comply with LCDC 86-CONT-001 (Bethany Property)

Sincerely,

A. Marie Nelson
Clerk of the Council

Enclosures

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District 2

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(Vacant)
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District 9

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District 10

Marge Kafoury
District 11

Gary Hansen
District 12

Executive Officer
Rick Gustafson



METRO

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

June 13, 1986

Ms. Juanita Orr
County Clerk
Clackamas County Courthouse
8th and Main
Oregon City, Oregon 97045

Dear Ms. Orr:

Enclosed are true copies of the following ordinances adopted by the Council of the Metropolitan Service District. Please file these ordinances in the Metro ordinance files maintained by your county.

Ordinance No. 86-199, Adopting a Solid Waste Reduction Plan

Ordinance No. 86-200, Amending Ordinance No. 86-199 by Adopting a Public Education Plan for the Solid Waste Reduction Program

Ordinance No. 86-201, Amending Ordinance No. 86-199 by Adopting Criteria for Implementation of Alternative Technology Projects

Ordinance No. 86-202, Adopting findings to comply with LCDC 86-CONT-001 (Bethany Property)

Sincerely,

A. Marie Nelson
Clerk of the Council

Enclosures

Metro Council

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