

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING A) ORDINANCE NO 01-909B
METRO COUNCIL DISTRICT)
REAPPORTIONMENT PLAN; AND) Introduced by Presiding Officer
DECLARING AN EMERGENCY) David Bragdon

WHEREAS, the voters of the Metro region approved Ballot Measure 26-10 to amend the 1992 Metro Charter; and

WHEREAS, the amended Metro Charter prescribes that beginning January 6, 2003, the governing body of Metro is to be a council consisting of seven councilors, one of whom shall be elected at large and designated President of the Council, together with the remaining six councilors, each nominated and elected from a single district within the Metro area; and

WHEREAS, Section 32(3) of the amended Metro Charter requires that within three months of the completion of the 2000 census, the Metro Council shall establish six districts in a manner that accords equal protection of the law, and further states that the three councilors serving terms that expire January 2005 shall be assigned to one of the six districts, and that their terms shall continue; and

WHEREAS, on March 15, 2001, the Metro Council adopted Ordinance No. 01-895, for the purpose of establishing criteria for Metro Council district reapportionment; and

WHEREAS, pursuant to Ordinance No. 01-895, the Council specified certain criteria in developing an apportionment plan; and

WHEREAS, pursuant to Ordinance No. 01-895, a Metro Council reapportionment task force was created to develop a reapportionment plan; and

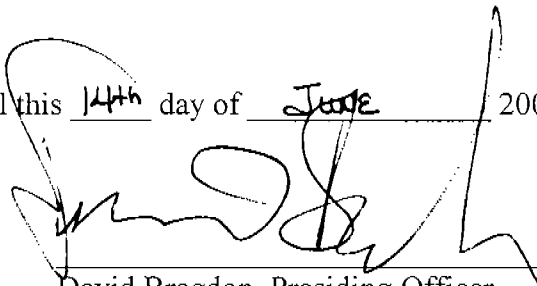
WHEREAS, the reapportionment task force has held five meetings as required by Ordinance No. 01-895, and has made its recommendation on reapportionment to the Metro Council; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. That the reapportionment plan attached to this Ordinance as Exhibit A and describing six council districts is hereby adopted by the Council; and
2. That the assignment of councilors to districts shall be as described in Exhibit B; and
3. That this Ordinance being necessary for the health, safety, and welfare of the Metro area, for the reason that the reapportionment plan should be adopted in compliance with the provisions of the Metro Charter, an emergency is declared to exist, and this Ordinance shall be operative upon its passage for the purpose of describing the six council districts and shall be effective on January 6, 2003 for the purposes of electing councilors to new districts 1, 2 and 4, and dividing Metro into the six districts described in Exhibit A.

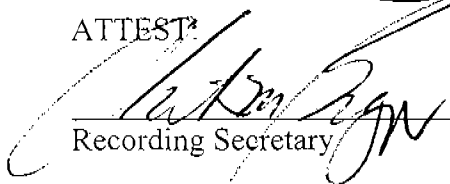
ADOPTED by the Metro Council this 14th day of June 2001.





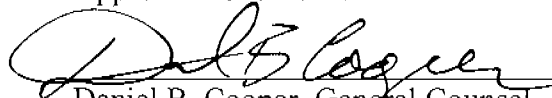
David Bragdon, Presiding Officer

ATTEST:



Recording Secretary

Approved as to Form:



Daniel B. Cooper, General Counsel

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Exhibit A (Second Amended)

Metro Council Reapportionment Plan

The following is a description of the Metro Council districts as adopted by this Ordinance. The boundary of each district is described beginning at a point approximately in the northwestern portion of the district, and moving generally clockwise fashion around the district. The phrase “outer boundary of Metro” refers to the Metro boundary as a whole. Unless otherwise specified, references to streets refer to the centerline of the street and references to rivers refer to the center channel of the river. References to political and jurisdictional boundaries contained herein refer to those boundaries as they existed as of the date of the adoption of this plan.

District 1: Beginning at a point in the center of the channel of the Columbia River north of Government Island where such channel intersects with Interstate 205; east following the outer boundary of Metro to the outer boundary's most easterly point; generally south following the eastern outer boundary of Metro; generally west following the southern outer boundary Metro to a point in the channel of the Clackamas River that is 570 feet south of the intersection of Oregon Highway 212/224 and SE 142nd Ave.; north 570 feet to the intersection of Oregon Highway 212/224 and SE 142nd Ave.; north on SE 142nd Ave. to a point approximately 1,069 feet north of its intersection with Sunnyside Road; north following the west section line of sec. 01, T. 2 S, R. 2E to the northwest corner sec. 01, T. 2 S, R. 2E; north on the west section line of sec. 36, T. 1 S, R 2E to the point at which it intersects with SE 143rd Place; north on SE 143rd Place to its intersection with SE Aldridge Road; west on SE Aldridge Road to its intersection with the boundary of the City of Happy Valley at the west section line of sec. 36, T. 1 S, R 2E; generally northwest following the boundary of the City of Happy Valley to the southwest corner of sec. 27, T. 1S, R. 2E; generally north, then east following the boundary of the City of Happy Valley to the point at which the boundary of the City of Happy Valley intersects with SE Mt. Scott Blvd. at a point approximately 230 feet north of the intersection of SE Mt. Scott Blvd. and SE Idleman Road; generally north on SE Mt Scott Blvd. until it becomes SE 112th Ave.; north on SE 112th Ave. until it becomes SE 110th Drive at the intersection of SE Brookside Drive; north on SE 110th Drive to its intersection with SE Foster Road; east on SE Foster Road to its intersection with SE 122nd Ave.; north on SE 122nd Ave. to its intersection with SE Division St.; east on SE Division St to its intersection with SE 142nd St.; north on SE 142nd St. to its intersection with SE Mill St.; east approximately 132 feet to the point at which SE Mill St. intersects a point along the west line of sec. 01, T. 1 S, R. 2 E.; north following the west line of sec. 01, T. 1 S, R. 2 E to its intersection with SE Stark St.; east on SE Stark St. to its intersection with SE 148th Ave.; north on SE 148th Ave. until it becomes NE 148th Ave.; north on NE 148th Ave. to its intersection with NE Halsey St.; west on NE Halsey St. to its intersection with NE 102nd Ave.; north on NE 102nd Ave. to its intersection with NE Fremont St.; west on NE Fremont St. to its intersection with the boundary of the City of Maywood Park; following the boundary of the City of Maywood Park initially south, and then west, and then north until such City of Maywood Park boundary intersects with NE Skidmore St.; west along NE Skidmore St. to its intersection with NE Sandy Blvd.; southwest on NE Sandy Blvd. to its intersection with NE 82nd Ave.; north on NE 82nd Ave. to its intersection with NE Killingsworth St.; east on NE Killingsworth St. to its intersection with NE 82nd Ave.; north on NE 82nd Ave. to its intersection with the north section line of sec.16, T. 1N., R. 2E.; east on the north section line of sec.16, T. 1N., R. 2E. to its intersection with NE

Airport Way; east on NE Airport Way to its intersection with Interstate 205; North on Interstate 205 to the point of beginning.

District 2: Beginning at a point at the intersection of SW Brier Place and SW Custer St. in the City of Portland; south on SW Brier Place to its intersection with SW Canby St.; east on SW Canby St to its intersection with SW Hood Ave.; east 424 feet to SW Taylors Ferry Road; north on SW Taylors Ferry Road to its intersection with SW Virginia Ave.; south on SW Virginia Ave. to its intersection with SW Macadam Blvd.; south on SW Macadam Blvd. to its intersection with the Sellwood Bridge; east on the Sellwood Bridge to a point above the center of the channel of the Willamette River; south following the center of the channel of Willamette River approximately 2,719 feet to its intersection with the Multnomah County/Clackamas County boundary at the west section line of sec. 26, T. 1S., R. 1E.; east following the Multnomah County/Clackamas County boundary approximately 5.549 miles to the point at which the boundary intersects with SE Mt. Scott Blvd.; south on SE Mt. Scott Blvd. to its intersection with the boundary of the City of Happy Valley at a point that is 230 feet north of the intersection of SE Mt. Scott Blvd. and SE Idleman Road; generally west, then south following the boundary of the City of Happy Valley to the southwest corner of sec. 27, T. 1S, R. 2E; generally southeast following the boundary of the City of Happy Valley to the point at which the boundary of the City of Happy Valley intersects with west section line of sec. 36, T. 1S, R. 2E at SE Aldridge Road; east on SE Aldridge Road to the point at which it intersects with SE 143rd Place; south on SE 143rd Place to the point at which it intersects with west section line of sec. 36, T. 1S, R. 2E; south on the west section line of sec. 36, T. 1S, R. 2E to the northwest corner of sec. 01, T. 2S, R. 2E; south following the west section line of sec. 01, T. 2S, R. 2E to the beginning of SE 142nd Ave. at a point that is approximately 1,069 feet north of the intersection of SE 142nd Ave. and Sunnyside Road; south on SE 142nd Ave. to its intersection with Oregon Highway 212/224; south to the outer boundary of Metro at a point that is in the center channel of the Clackamas River 570 feet south of the intersection of Oregon Highway 212/224 and SE 142nd Ave.; generally southwest following the meandering of the Clackamas River to a point at which the Clackamas River intersects with the west section line of sec. 21, T. 2S., R. 2E; generally south following the outer boundary of Metro approximately 4.889 miles to a point that is approximately 709 feet south of the intersection of South Beaver Creek Road and South Old Acres Lane; generally west following the outer boundary of Metro approximately 5.624 miles to the point at which the outer boundary of Metro intersects with the Willamette River on the north section line of sec. 15, T. 3S, R. 1E; ; north following the Willamette River approximately 1.525 miles to its intersection with the boundary of the city of West Linn; northwest following the boundary of the city of West Linn to its intersection with the SW Borland Road; southeast on SW Borland Road to its intersection with SW Dollar St.; first north, then east on SW Dollar St. to its intersection with Ostman Road; north on Ostman Road to its intersection with Blankenship Drive; east on Blankenship Drive to its intersection with 19th St.; generally north on 19th St. to its intersection with SW Johnson Road; north on SW Johnson Road to its intersection with SW Woodbine Road; northeast on SW Woodbine Road to its intersection with Interstate 205; west on Interstate 205 to its intersection with the east lot line of tax lot 21E30A01300; north on the east lot line of of tax lot 21E30A01300 to its intersection with the boundary of the City of Tualatin at SW Borland Road; following the boundary of the city of Tualatin first east and then north until the boundary of the city of Tualatin intersects with the Tualatin River; west following the Tualatin River to the point at which the Tualatin River intersects with the Clackamas

County/Washington County boundary; north along the Clackamas/Washington County boundary to its intersection with the boundary of the city of Lake Oswego on the west section line of sec. 06, T. 2S., R. 1E; first north, then east, then north following the boundary of the city of Lake Oswego to its intersection with the north section line of sec. 06, T. 2S, R. 1E; west along the north section line of sec. 06, T. 2S., R. 1E until such section line intersects with Interstate 5; north on Interstate 5 to its intersection with SW Brier Place; south on SW Brier Place approximately 225 feet to the point of beginning.

District 3: Beginning at the intersection of SW Farmington Road and the outer boundary of Metro at a point that is approximately 1,684 feet from the southwest corner of sec. 26, T. 1 S., R. 2 W; northeast on SW Farmington Road to its intersection with SW 160th Ave.; north on SW 160th Ave. until it becomes SW Millikan Blvd.; north on SW Millikan Blvd. to its intersection with SW Tualatin Valley Highway; east on SW Tualatin Valley Highway to its intersection with SW Murray Blvd.; north on SW Murray Blvd. to its intersection with SW Millikan Way; east on SW Millikan Way, following the boundary of the city of Beaverton to the point at which SW Millikan Way intersects with SW Hocken Ave.; north on SW Hocken Ave. approximately 1,800 feet; north following the boundary of the City of Beaverton from a point 1,800 feet north of the intersection of SW Hocken Ave. and Millikan Way to a point at which the boundary of the city of Beaverton intersects with SW Jenkins Road; southeast on SW Jenkins Road to its intersection with SW Cedar Hills Blvd.; northeast on SW Cedar Hills Blvd. to its intersection with SW Walker Road; southeast on SW Walker Road to its intersection with the boundary of the city of Beaverton; first generally south and then generally northeast following the boundary of the city of Beaverton to a point on SW Walker Road located approximately 877 feet west of the intersection of SW Walker Road and Oregon Highway 217; east on SW Walker Road to its intersection with SW Canyon Road; east on SW Canyon Road to its intersection with US Highway 26; east on US Highway 26 to its intersection with the Multnomah County/Washington County boundary; south along the Multnomah County/ Washington County boundary to its intersection with the north section line of sec. 06, T. 2 S., R. 1 E.; east along the north section line sec. 06, T. 2 S., R. 1 E. to its intersection with the boundary of the City of Lake Oswego; first south, then west and south following the boundary of the city of Lake Oswego with the Washington County/Clackamas County boundary on the west section line of sec. 06, T. 2 S., R. 1 E; south on the Clackamas County/Washington County boundary to its intersection with the Tualatin River; east following the Tualatin River to its intersection with the boundary of the City of Tualatin; first south and then west following the boundary of the city of Tualatin to the point at which it intersects the east lot line of tax lot 213E0A01300 at SW Borland Road; south on the east lot line of tax lot 213E0A01300 to its intersection with Interstate 205; east on Interstate 205 to its intersection with SW Woodbine Road; southwest on SW Woodbine Road to its intersection with SW Johnson Road; generally south on SW Johnson St. to its intersection with 19th St.; generally south on 19th St. to its intersection with Blankenship Drive; west on Blankenship Drive to its intersection with Ostman Road; south on Ostman Road to its intersection with SW Dollar St.; first west, then south on SW Dollar St. to its intersection with SW Borland Road; northwest on SW Borland Road to its intersection with the the boundary of the city of West Linn; southeast following the boundary of the city of West Linn approximately 1.525 miles to its intersection with the Willamette River; south following the Willamette River to the point at which it intersects with the outer boundary of Metro on the north section line of sec. 15, T. 3S, R. 1E; northwest, south, west and north along the outer boundary of Metro to the point of beginning.

District 4: Beginning at the intersection of the east line of sec. 23, T.1N, R.4W and the Bonneville Power Administration right-of-way, follow the outer boundary of Metro east to its intersection with the Washington County/Multnomah County boundary; southeast along the Washington County/Multnomah County boundary to its intersection with the boundary of the city of Portland and the northwest corner sec. 35, T. 1N, R. 1W; generally east following the boundary of the city of Portland to its intersection with the Washington County/Multnomah County boundary at the east section line of sec. 35, T. 1N, R. 1W; south on the Washington County/Multnomah county boundary to its intersection with US Highway 26; west on US Highway 26 to its intersection with SW Canyon Road; west along SW Canyon Road to its intersection with SW Walker Road; northwest on SW Walker Road to its intersection with the boundary of the city of Beaverton at a point on SW Walker Road located approximately 877 feet west of the intersection of SW Walker Road and Oregon Highway 217; first generally southwest and then north following the boundary of the city of Beaverton to its intersection with SW Walker Road; northwest on SW Walker Road to its intersection with SW Cedar Hills Blvd.; southwest on SW Cedar Hills Blvd. to its intersection with SW Jenkins Road; northwest on SW Jenkins Road to its intersection with the boundary of the city of Beaverton; south following the boundary of the city of Beaverton approximately 1,500 feet to a point on SW Hocken Ave. approximately 1,800 feet north of the intersection of SW Hocken Ave. and SW Millikan Way; south approximately 1,800 feet to the intersection of SW Millikan Way and SW Hocken Ave.; west on SW Millikan Way to its intersection with SW Murray Blvd.; south on SW Murray Blvd. to its intersection with SW Tualatin Valley Highway; west on SW Tualatin Valley Highway to its intersection with SW Millikan Blvd.; south on SW Millikan Blvd. until it becomes SW 160th Ave.; south on SW 160th Ave. to its intersection with SW Farmington Road; southwest on SW Farmington Road to its intersection with the outer boundary of Metro; north, west and north along the outer boundary of Metro to the point of beginning.

District 5: Beginning at the confluence of the Columbia River and the Willamette River; east following the northern outer boundary of Metro along the north channel of the Columbia River to the point at which the outer boundary of Metro intersects with Interstate 205; south on Interstate 205 to its intersection with NE Airport Way; west on NE Airport Way to its intersection with the north section line of sec. 16, T. 1 N., R. 2 E.; west on the north line of sec.16, T. 1 N., R. 2 E. to its intersection with NE 82nd Ave.; south on NE 82nd Ave. to its intersection with NE Killingsworth St.; west on NE Killingsworth St. to its intersection with NE 82nd Ave.; south on NE 82nd Ave. to its intersection with NE Sandy Blvd.; northeast on NE Sandy Blvd. to its intersection with NE Skidmore St.; east on NE Skidmore St. to its intersection with the boundary of the city of Maywood Park; following the boundary of the city of Maywood Park first southeast, then south, then east, then north to the intersection of the boundary of the city of Maywood Park and NE Fremont Street; east on NE Fremont St. to its intersection with NE 102nd Ave.; south on NE on 102nd Ave. to its intersection with the Union Pacific railroad right of way; south and then west on the Union Pacific railroad right of way to its intersection with NE 47th Ave.; south on NE 47th Ave. to its intersection with NE Oregon St.; west on NE Oregon Street to its intersection with NE 44th Ave.; south on NE 44th Ave. until it becomes SE 44th Ave. at Burnside St.; south on SE 44th Ave. to its intersection with SE Stark St.; east on SE Stark St to its intersection with SE 49th Ave.; south on SE 49th Ave. to its intersection with SE Hawthorne Blvd.; west on SE Hawthorne Blvd. to its intersection with Interstate 5; south on Interstate 5 to its intersection with Interstate 405; northwest on Interstate 405 to its intersection

with US Highway 26; west on US Highway 26 to its intersection the Multnomah County/Washington county boundary; northwest on the Multnomah County/Washington county boundary to the east section line of sec. 35, T. 1N, R. 1W; north along the East section line of sec. 35, T. 1N, R. 1W approximately 4,230 feet to the intersection of the boundary of the city of Portland and the southeast corner of tax lot 1N135AA02200; north and then west following the boundary of the city of Portland to its intersection with Washington County/Multnomah County boundary at the northwest corner of sec. 35, T. 1N, R. 1W; north on the Washington County/Multnomah county boundary to its intersection with the outer boundary of Metro; north, west and northeast along the outer boundary of Metro to the point of beginning.

District 6: Beginning at a point at which the Multnomah County/Washington county boundary intersects with US Highway 26; east on US Highway 26 to its intersection with Interstate 405; southeast on Interstate 405 to its intersection with Interstate 5; north on Interstate 5 to its intersection with SE Hawthorne Blvd.; east on SE Hawthorne Blvd. to its intersection with SE 49th Ave.; north on SE 49th Ave. to its intersection with SE Stark St.; west on SE Stark St. to its intersection with SE 44th Ave.; north on SE 44th Ave. until it becomes NE 44th Ave. at Burnside St.; north on NE 44th Ave. to its intersection with NE Oregon St.; east on NE Oregon St. to its intersection with NE 47th St.; north on NE 47th St. to its intersection with the Union Pacific railroad right of way; east and then north on the Union Pacific railroad right of way to its intersection with NE 102nd Ave.; south on NE 102nd Ave. to its intersection with NE Halsey St.; east on NE Halsey St. to its intersection with NE 148th Ave.; south on NE 148th Ave. until it becomes SE 148th Ave.; south on SE 148th Ave. to its intersection with SE Stark St.; west on SE Stark St. to its intersection with a point along the west section line of sec. 01, T.1S, R.2E; south on the west section line of sec. 01, T.1S, R.2E to its intersection with SE Mill St.; west approximately 132 feet to the intersection of SE Mill St. and SE 142nd Ave.; south on SE 142nd Ave. to its intersection with SE Division St.; west on SE Division St. to its intersection with SE 122nd Ave.; south on SE 122nd Ave. to its intersection with SE Foster Road; west on SE Foster Road to its intersection with SE 110th Dr.; south on SE 110th Dr. until it becomes SE 112th Ave. at the intersection of SE Brookside Dr.; south on SE 112th Ave. until it becomes SE Mt Scott Blvd.; south on SE Mt Scott Blvd. to its intersection with the Multnomah County/Clackamas County boundary; west approximately 5.549 miles along the Multnomah County/Clackamas County boundary to its intersection with the center of the channel of the Willamette River at the west section line of sec. 26, T.1S., R.1 E.; north following the center of the channel of Willamette River approximately 2,719 feet to its intersection above the center of the channel with the Sellwood Bridge; west on the Sellwood Bridge to its intersection with SW Macadam Blvd.; north on SW Macadam Blvd. to its intersection with SW Virginia Ave.; north on SW Virginia Ave. to its intersection with SW Taylors Ferry Road; south on SW Taylors Ferry Road to a point 424 feet east of the intersection of SW Hood Ave. and SW Canby St.; west 424 feet to the intersection of SW Hood Ave. and SW Canby St.; west on SW Canby St. to its intersection with SW Brier Place; north on SW Brier Place to its intersection with Interstate 5; southwest on Interstate 5 to its intersection with the Multnomah County/Washington County boundary; north on the Multnomah County/Washington county boundary back to the point of beginning.

Exhibit A (Second Amended)

Metro Council Reapportionment Plan

The following is a description of the Metro Council districts as adopted by this Ordinance. The boundary of each district is described beginning at a point approximately in the northwestern portion of the district, and moving generally clockwise fashion around the district. The phrase “outer boundary of Metro” refers to the Metro boundary as a whole. Unless otherwise specified, references to streets refer to the centerline of the street and references to rivers refer to the center channel of the river. References to political and jurisdictional boundaries contained herein refer to those boundaries as they existed as of the date of the adoption of this plan.

District 1: Beginning at a point in the center of the channel of the Columbia River north of Government Island where such channel intersects with Interstate 205; east following the outer boundary of Metro to the outer boundary's most easterly point; generally south following the eastern outer boundary of Metro; generally west following the southern outer boundary Metro to a point in the channel of the Clackamas River that is 570 feet south of the intersection of Oregon Highway 212/224 and SE 142nd Ave.; north 570 feet to the intersection of Oregon Highway 212/224 and SE 142nd Ave.; north on SE 142nd Ave. to a point approximately 1,069 feet north of its intersection with Sunnyside Road; north following the west section line of sec. 01, T. 2 S, R. 2E to the northwest corner sec. 01, T. 2 S, R. 2E; north on the west section line of sec. 36, T. 1 S, R 2E to the point at which it intersects with SE 143rd Place; north on SE 143rd Place to its intersection with SE Aldridge Road; west on SE Aldridge Road to its intersection with the boundary of the City of Happy Valley at the west section line of sec. 36, T. 1 S, R 2E; generally northwest following the boundary of the City of Happy Valley to the most northwesterly point of

~~the boundary of the City of Happy Valley approximately 390 feet from the terminus of SE Johnson Creek Blvd.; east to the southwest corner of sec. 27, T. 1S, R. 2E; generally north, then east following the boundary of the City of Happy Valley to the point at which the boundary of the City of Happy Valley intersects with SE Mt. Scott Blvd. at a point approximately 230 feet north of the intersection of SE Mt. Scott Blvd. and SE Idleman Road; generally north on SE Mt Scott Blvd. until it becomes SE 112th Ave.; north on SE 112th Ave. until it becomes SE 110th Drive at the intersection of SE Brookside Drive; north on SE 110th Drive to its intersection with SE Foster Road; east on SE Foster Road to its intersection with SE 122nd Ave.; north on SE 122nd Ave. to its intersection with SE Division St.; east on SE Division St to its intersection with SE 142nd St.; north on SE 142nd St. to its intersection with SE Mill St.; east approximately 132 feet to the point at which SE Mill St. intersects a point along the west line of sec. 01, T. 1 S, R. 2 E.; north following the west line of sec. 01, T. 1 S, R. 2 E to its intersection with SE Stark St.; east on SE Stark St. to its intersection with SE 148th Ave.; north on SE 148th Ave. until it becomes NE 148th Ave.; north on NE 148th Ave. to its intersection with NE Halsey St.; west on NE Halsey St. to its intersection with NE 102nd Ave.; north on NE 102nd Ave. to its intersection with NE Fremont St.; west on NE Fremont St. to its intersection with the boundary of the City of Maywood Park; following the boundary of the City of Maywood Park initially south, and then west, and then north until such City of Maywood Park boundary intersects with NE Skidmore St.; west along NE Skidmore St. to its intersection with NE Sandy Blvd.; southwest on NE Sandy Blvd. to its intersection with NE 82nd Ave.; north on NE 82nd Ave. to its intersection with NE Killingsworth St.; east on NE Killingsworth St. to its intersection with NE 82nd Ave.; north on NE 82nd Ave. to its intersection with the north section line of sec.16, T. 1N., R. 2E.; east on the north section line of sec.16, T. 1N., R. 2E. to its intersection with NE Airport Way; east on~~

NE Airport Way to its intersection with Interstate 205; North on Interstate 205 to the point of beginning.

District 2: Beginning at a point at the intersection of SW Brier Place and SW Custer St. in the City of Portland; south on SW Brier Place to its intersection with SW Canby St.; east on SW Canby St to its intersection with SW Hood Ave.; east 424 feet to SW Taylors Ferry Road; north on SW Taylors Ferry Road to its intersection with SW Virginia Ave.; south on SW Virginia Ave. to its intersection with SW Macadam Blvd.; south on SW Macadam Blvd. to its intersection with the Sellwood Bridge; east on the Sellwood Bridge to a point above the center of the channel of the Willamette River; south following the center of the channel of Willamette River approximately 2,719 feet to its intersection with the Multnomah County/Clackamas County boundary at the west section line of sec. 26, T. 1S., R. 1E.; east following the Multnomah County/Clackamas County boundary approximately 5.549 miles to the point at which the boundary intersects with SE Mt. Scott Blvd.; south on SE Mt. Scott Blvd. to its intersection with the boundary of the City of Happy Valley at a point that is 230 feet north of the intersection of SE Mt. Scott Blvd. and SE Idleman Road; ~~west following the boundary of the City of Happy Valley to the most Northwesterly point of the boundary of the City of Happy Valley; generally west, then south following the boundary of the City of Happy Valley to the southwest corner of~~ sec. 27, T. 1S, R. 2E; generally southeast following the boundary of the City of Happy Valley to the point at which the boundary of the City of Happy Valley intersects with west section line of sec. 36, T. 1S, R. 2E at SE Aldridge Road; east on SE Aldridge Road to the point at which it intersects with SE 143rd Place; south on SE 143rd Place to the point at which it intersects with west section line of sec. 36, T. 1S, R. 2E; south on the west section line of sec. 36, T. 1S, R. 2E

to the northwest corner of sec. 01, T. 2S, R. 2E; south following the west section line of sec. 01, T. 2S, R. 2E to the beginning of SE 142nd Ave. at a point that is approximately 1,069 feet north of the intersection of SE 142nd Ave. and Sunnyside Road; south on SE 142nd Ave. to its intersection with Oregon Highway 212/224; south to the outer boundary of Metro at a point that is in the center channel of the Clackamas River 570 feet south of the intersection of Oregon Highway 212/224 and SE 142nd Ave.; generally southwest following the meandering of the Clackamas River to a point at which the Clackamas River intersects with the west section line of sec. 21, T. 2S., R. 2E; generally south following the outer boundary of Metro approximately 4.889 miles to a point that is approximately 709 feet south of the intersection of South Beaver Creek Road and South Old Acres Lane; generally west following the outer boundary of Metro approximately 9.792-5.624 miles to the point at which the outer boundary of Metro intersects with the ~~Clackamas County/Washington County~~ boundary Willamette River on the north section line of sec. 15, T. 3S, R. 1E; north on the following the ~~Clackamas-Willamette River County/Washington County~~ boundary approximately 1.525 miles to its intersection with the boundary of the city of ~~Tualatin~~ West Linn; northwest following the boundary of the city of West Linn to its intersection with the SW Borland Road; southeast on SW Borland Road to its intersection with SW Dollar St.; first north, then east on SW Dollar St. to its intersection with Ostman Road; north on Ostman Road to its intersection with Blankenship Drive; east on Blankenship Drive to its intersection with 19th St.; generally north on 19th St. to its intersection with SW Johnson Road; north on SW Johnson Road to its intersection with SW Woodbine Road; northeast on SW Woodbine Road to its intersection with Interstate 205; west on Interstate 205 to its intersection with the east lot line of tax lot 21E30A01300; north on the east lot line of of tax lot 21E30A01300 to its intersection with the boundary of the City of Tualatin at SW Borland

Road; following the boundary of the city of Tualatin first east and then north until the boundary of the city of Tualatin intersects with the Tualatin River; west following the Tualatin River to the point at which the Tualatin River intersects with the Clackamas County/Washington County boundary; north along the Clackamas/Washington County boundary ~~to its intersection with the boundary of the city of Lake Oswego; north on the boundary of the City of Lake Oswego to the intersection of the boundary and the southwest corner of sec. 07, T. 2S, R. 1E;~~ following the boundary of the city of Lake Oswego first approximately 1 mile east, then approximately 1 mile north, then approximately 1 mile west until such boundary of the City of Lake Oswego intersects with the Clackamas County/Washington County boundary at the southwest corner of sec. 06, T. 2S, R. 1E; ~~following the boundary of the city of Lake Oswego north approximately 1 mile to a point at which to its intersection with the boundary of the city of Lake Oswego intersects with the north section on the west section line line of sec. 06, T. 2S., R. 1E;~~ first north, then east, then north following the boundary of the city of Lake Oswego to its intersection with the north section line of sec. 06, T. 2S, R. 1E; west along the north section line of sec. 06, T. 2S., R. 1E until such section line intersects with Interstate 5; north on Interstate 5 to its intersection with SW Brier Place; south on SW Brier Place approximately 225 feet to the point of beginning.

District 3: Beginning at the intersection of SW Farmington Road and the outer boundary of Metro at a point that is approximately 1,684 feet from the southwest corner of sec. 26, T. 1 S., R. 2 W; northeast on SW Farmington Road to its intersection with SW 160th Ave.; north on SW 160th Ave. until it becomes SW Millikan Blvd.; north on SW Millikan Blvd. to its intersection with SW Tualatin Valley Highway; east on SW Tualatin Valley Highway to its intersection with SW Murray Blvd.; north on SW Murray Blvd. to its intersection with SW Millikan Way; east on

SW Millikan Way, following the boundary of the city of Beaverton to the point at which SW Millikan Way intersects with SW Hocken Ave.; ~~north following on SW Hocken Ave. approximately 1,800 feet; north following the boundary of the City of Beaverton from a point 1,800 feet north of the intersection of SW Hocken Ave. and Millikan Way to a point at which the boundary of the city of Beaverton until such boundary intersects with SW Jenkins Road;~~ southeast on SW Jenkins Road to its intersection with SW Cedar Hills Blvd.; northeast on SW Cedar Hills Blvd. to its intersection with SW Walker Road; southeast on SW Walker Road to its intersection with the boundary of the city of Beaverton; first generally south and then generally northeast following the boundary of the city of Beaverton to a point on SW Walker Road located approximately 877 feet west of the intersection of SW Walker Road and Oregon Highway 217; east on SW Walker Road to its intersection with SW Canyon Road; east on SW Canyon Road to its intersection with US Highway 26; east on US Highway 26 to its intersection with the Multnomah County/Washington County boundary; south along the Multnomah County/Washington County boundary to its intersection with the north section line of sec. 06, T. 2 S., R. 1 E.; east along the north section line sec. 06, T. 2 S., R. 1 E. to its intersection with the boundary of the City of Lake Oswego; first south, then west and south following the boundary of the city of Lake Oswego ~~approximately 1 mile to a point at which the boundary of the city of Lake Oswego intersects with the Washington County/Clackamas County boundary on the south west~~ section line of sec. 06, T. 2 S., R. 1 E; ~~east following the boundary of the city of Lake Oswego first approximately 1 mile, then south approximately 1 mile, then west approximately 1 mile until such boundary of the city of Lake Oswego intersects with the~~ south on the Clackamas County/Washington County boundary at the southwest corner of sec. 07, T. 2S, R. 1E; south along the ~~Clackamas County/Washington County boundary~~ south following the boundary of the

~~City of Lake Oswego to its intersection with the west section line of sec. 19, T. 2S, R. 1E; south on the west section line of sec. 19, T. 2S, R. 1E to the point at which it intersects with the boundary of the City of Tualatin at a point that is coincident its intersection with the Tualatin River; east following the boundary of the city of Tualatin and the Tualatin River to a point at which the boundary and river intersect the east section line of sec. 19, T. 2 S, R 1 E at its intersection with the boundary of the City of Tualatin; first south and then west following the boundary of the city of Tualatin to the point at which the boundary of the city of Tualatin intersects the Clackamas County/Washington County boundary; south along the Washington County/Clackamas County boundary to its intersection with the outer boundary of Metro; it intersects the east lot line of tax lot 213E0A01300 at SW Borland Road; south on the east lot line of tax lot 213E0A01300 to its intersection with Interstate 205; east on Interstate 205 to its intersection with SW Woodbine Road; southwest on SW Woodbine Road to its intersection with SW Johnson Road; generally south on SW Johnson St. to its intersection with 19th St.; generally south on 19th St. to its intersection with Blankenship Drive; west on Blankenship Drive to its intersection with Ostman Road; south on Ostman Road to its intersection with SW Dollar St.; first west, then south on SW Dollar St. to its intersection with SW Borland Road; northwest on SW Borland Road to its intersection with the the boundary of the city of West Linn; southeast following the boundary of the city of West Linn approximately 1.525 miles to its intersection with the Willamette River; south following the Willamette River to the point at which it intersects with the outer boundary of Metro on the north section line of sec. 15, T. 3S, R. 1E; northwest, south, west and north along the outer boundary of Metro to the point of beginning.~~

District 4: Beginning at the intersection of the east line of sec. 23, T.1N, R.4W and the Bonneville Power Administration right-of-way, follow the outer boundary of Metro east to its intersection with the Washington County/Multnomah County boundary; southeast along the Washington County/Multnomah County boundary to its intersection with the boundary of the city of Portland and the northwest corner sec. 35, T. 1N, R. 1W; generally east following the boundary of the city of Portland to its intersection with the Washington County/Multnomah County boundary at the east section line of sec. 35, T. 1N, R. 1W; south on the Washington County/Multnomah county boundary to its intersection with US Highway 26; west on US Highway 26 to its intersection with SW Canyon Road; west along SW Canyon Road to its intersection with SW Walker Road; northwest on SW Walker Road to its intersection with the boundary of the city of Beaverton at a point on SW Walker Road located approximately 877 feet west of the intersection of SW Walker Road and Oregon Highway 217; first generally southwest and then north following the boundary of the city of Beaverton to its intersection with SW Walker Road; northwest on SW Walker Road to its intersection with SW Cedar Hills Blvd.; southwest on SW Cedar Hills Blvd. to its intersection with SW Jenkins Road; northwest on SW Jenkins Road to its intersection with the boundary of the city of Beaverton; south following the boundary of the city of Beaverton approximately 1,500 feet to a point on SW Hocken Ave. approximately 1,800 feet north of the intersection of SW Hocken Ave. and SW Millikan Way; south approximately 1,800 feet to the intersection of SW Millikan Way and SW Hocken Ave.; west on SW Millikan Way to its intersection with SW Murray Blvd.; south on SW Murray Blvd. to its intersection with SW Tualatin Valley Highway; west on SW Tualatin Valley Highway to its intersection with SW Millikan Blvd.; south on SW Millikan Blvd. until it becomes SW 160th Ave.; south on SW 160th Ave. to its intersection with SW Farmington Road; southwest on SW

Farmington Road to its intersection with the outer boundary of Metro; north, west and north along the outer boundary of Metro to the point of beginning.

District 5: Beginning at the confluence of the Columbia River and the Willamette River; east following the northern outer boundary of Metro along the north channel of the Columbia River to the point at which the outer boundary of Metro intersects with Interstate 205; south on Interstate 205 to its intersection with NE Airport Way; west on NE Airport Way to its intersection with the north section line of sec . 16, T. 1 N., R. 2 E.; west on the north line of sec.16, T. 1 N., R. 2 E. to its intersection with NE 82nd Ave.; south on NE 82nd Ave. to its intersection with NE Killingsworth St.; west on NE Killingsworth St. to its intersection with NE 82nd Ave.; south on NE 82nd Ave. to its intersection with NE Sandy Blvd.; northeast on NE Sandy Blvd. to its intersection with NE Skidmore St.; east on NE Skidmore St. to its intersection with the boundary of the city of Maywood Park; following the boundary of the city of Maywood Park first southeast, then south, then east, then north to the intersection of the boundary of the city of Maywood Park and NE Fremont Street; east on NE Fremont St. to its intersection with NE 102nd Ave.; south on NE on 102nd Ave. to its intersection with the Union Pacific railroad right of way~~Interstate-84~~; south and then west on the Union Pacific railroad right of way~~Interstate-84~~ to its intersection with NE 47th Ave.; south on NE 47th Ave. to its intersection with NE Oregon St.; west on NE Oregon Street to its intersection with NE 44th Ave.; south on NE 44th Ave. until it becomes SE 44th Ave. at Burnside St.; south on SE 44th Ave. to its intersection with SE Stark St.; east on SE Stark St to its intersection with SE 49th Ave.; south on SE 49th Ave. to its intersection with SE Hawthorne Blvd.; west on SE Hawthorne Blvd. to its intersection with Interstate 5; south on Interstate 5 to its intersection with Interstate 405; northwest on Interstate

405 to its intersection with US Highway 26; west on US Highway 26 to its intersection the Multnomah County/Washington county boundary; northwest on the Multnomah County/Washington county boundary to the east section line of sec. 35, T. 1N, R. 1W; north along the East section line of sec. 35, T. 1N, R. 1W approximately 4,230 feet to the intersection of the boundary of the city of Portland and the southeast corner of tax lot 1N135AA02200; north and then west following the boundary of the city of Portland to its intersection with Washington County/Multnomah County boundary at the northwest corner of sec. 35, T. 1N, R. 1W; north on the Washington County/Multnomah county boundary to its intersection with the outer boundary of Metro; north, west and northeast along the outer boundary of Metro to the point of beginning.

District 6: Beginning at a point at which the Multnomah County/Washington county boundary intersects with US Highway 26; east on US Highway 26 to its intersection with Interstate 405; southeast on Interstate 405 to its intersection with Interstate 5; north on Interstate 5 to its intersection with SE Hawthorne Blvd.; east on SE Hawthorne Blvd. to its intersection with SE 49th Ave.; north on SE 49th Ave. to its intersection with SE Stark St.; west on SE Stark St. to its intersection with ~~NE 44th Ave.;~~ SE 44th Ave.; north on SE 44th Ave. until it becomes NE 44th Ave. at Burnside St.; north on NE 44th Ave. to its intersection with NE Oregon St.; east on NE Oregon St. to its intersection with NE 47th St.; north on NE 47th St. to its intersection with the Union Pacific railroad right of way~~Interstate 84;~~ east and then north on the Union Pacific railroad right of way~~Interstate 84~~ to its intersection with NE 102nd Ave.; south on NE 102nd Ave. to its intersection with NE Halsey St.; east on NE Halsey St. to its intersection with NE 148th Ave.; south on NE 148th Ave. until it becomes SE 148th Ave.; south on SE 148th Ave. to its intersection with SE Stark St.; west on SE Stark St. to its intersection with a point along the west section line

of sec. 01, T.1S, R.2E; south on the west section line of sec. 01, T.1S, R.2E to its intersection with SE Mill St.; west approximately 132 feet to the intersection of SE Mill St. and SE 142nd Ave.; south on SE 142nd Ave. to its intersection with SE Division St.; west on SE Division St. to its intersection with SE 122nd Ave.; south on SE 122nd Ave. to its intersection with SE Foster Road; west on SE Foster Road to its intersection with SE 110th Dr.; south on SE 110th Dr. until it becomes SE 112th Ave. at the intersection of SE Brookside Dr.; south on SE 112th Ave. until it becomes SE Mt Scott Blvd.; south on SE Mt Scott Blvd. to its intersection with the Multnomah County/Clackamas County boundary; west approximately 5.549 miles along the Multnomah County/Clackamas County boundary to its intersection with the center of the channel of the Willamette River at the west section line of sec. 26, T.1S., R.1 E.; north following the center of the channel of Willamette River approximately 2,719 feet to its intersection above the center of the channel with the Sellwood Bridge; west on the Sellwood Bridge to its intersection with SW Macadam Blvd.; north on SW Macadam Blvd. to its intersection with SW Virginia Ave.; north on SW Virginia Ave. to its intersection with SW Taylors Ferry Road; south on SW Taylors Ferry Road to a point 424 feet east of the intersection of SW Hood Ave. and SW Canby St.; west 424 feet to the intersection of SW Hood Ave. and SW Canby St.; west on SW Canby St. to its intersection with SW Brier Place; north on SW Brier Place to its intersection with Interstate 5; southwest on Interstate 5 to its intersection with the Multnomah County/Washington County boundary; north on the Multnomah County/Washington county boundary back to the point of beginning.

EXHIBIT B

District 1 – n/a

District 2 – n/a

District 3 – Carl Hosticka

District 4 – n/a

District 5 – Rex Burkholder

District 6 – Rod Monroe

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING A) ORDINANCE NO 01-909A
METRO COUNCIL DISTRICT)
REAPPORTIONMENT PLAN; AND) Introduced by Presiding Officer
DECLARING AN EMERGENCY) David Bragdon

WHEREAS, the voters of the Metro region approved Ballot Measure 26-10 to amend the 1992 Metro Charter; and

WHEREAS, the amended Metro Charter prescribes that beginning January 6, 2003, the governing body of Metro is to be a council consisting of seven councilors, one of whom shall be elected at large and designated President of the Council, together with the remaining six councilors, each nominated and elected from a single district within the Metro area; and

WHEREAS, Section 32(3) of the amended Metro Charter requires that within three months of the completion of the 2000 census, the Metro Council shall establish six districts in a manner that accords equal protection of the law, and further states that the three councilors serving terms that expire January 2005 shall be assigned to one of the six districts, and that their terms shall continue; and

WHEREAS, on March 15, 2001, the Metro Council adopted Ordinance No. 01-895, for the purpose of establishing criteria for Metro Council district reapportionment; and

WHEREAS, pursuant to Ordinance No. 01-895, the Council specified certain criteria in developing an apportionment plan; and

WHEREAS, pursuant to Ordinance No. 01-895, a Metro Council reapportionment task force was created to develop a reapportionment plan; and

WHEREAS, the reapportionment task force has held five meetings as required by Ordinance No. 01-895, and has made its recommendation on reapportionment to the Metro Council; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. That the reapportionment plan attached to this Ordinance as Exhibit A and describing six council districts is hereby adopted by the Council; and
2. That the assignment of councilors to districts shall be as described in Exhibit B; and
3. That this Ordinance being necessary for the health, safety, and welfare of the Metro area, for the reason that the reapportionment plan should be adopted in compliance with the provisions of the Metro Charter, an emergency is declared to exist, and this Ordinance shall be operative upon its passage for the purpose of describing the six council districts and shall be effective on January 6, 2003 for the purposes of electing councilors to new districts 1, 2 and 4, and dividing Metro into the six districts described in Exhibit A.

ADOPTED by the Metro Council this ____ day of _____ 2001.

David Bragdon, Presiding Officer

ATTEST:

Approved as to Form:

Recording Secretary

Daniel B. Cooper, General Counsel

Exhibit A (Amended)

Metro Council Reapportionment Plan

The following is a description of the Metro Council districts as adopted by this Ordinance. The boundary of each district is described beginning at a point approximately in the northwestern portion of the district, and moving generally clockwise fashion around the district. The phrase “outer boundary of Metro” refers to the Metro boundary as a whole. Unless otherwise specified, references to streets refer to the centerline of the street and references to rivers refer to the center channel of the river. References to political and jurisdictional boundaries contained herein refer to those boundaries as they existed as of the date of the adoption of this plan.

District 1: Beginning at a point in the center of the channel of the Columbia River north of Government Island where such channel intersects with Interstate 205; east following the outer boundary of Metro to the outer boundary's most easterly point; generally south following the eastern outer boundary of Metro; generally west following the southern outer boundary Metro to a point in the channel of the Clackamas River that is 570 feet south of the intersection of Oregon Highway 212/224 and SE 142nd Ave.; north 570 feet to the intersection of Oregon Highway 212/224 and SE 142nd Ave.; north on SE 142nd Ave. to a point approximately 1,069 feet north of its intersection with Sunnyside Road; north following the west section line of sec. 01, T. 2 S, R. 2E to the northwest corner sec. 01, T. 2 S, R. 2E; north on the west section line of sec. 36, T. 1 S, R. 2E to the point at which it intersects with SE 143rd Place; north on SE 143rd Place to its intersection with SE Aldridge Road; west on SE Aldridge Road to its intersection with the boundary of the City of Happy Valley at the west section line of sec. 36, T. 1 S, R. 2E; generally northwest following the boundary of the City of Happy Valley to the most northwesterly point of

~~the boundary of the City of Happy Valley approximately 390 feet from the terminus of SE Johnson Creek Blvd.;~~ east to the southwest corner of sec. 27, T. 1S, R. 2E; generally north, then east following the boundary of the City of Happy Valley to the point at which the boundary of the City of Happy Valley intersects with SE Mt. Scott Blvd. at a point approximately 230 feet north of the intersection of SE Mt. Scott Blvd. and SE Idleman Road; generally north on SE Mt Scott Blvd. until it becomes SE 112th Ave.; north on SE 112th Ave. until it becomes SE 110th Drive at the intersection of SE Brookside Drive; north on SE 110th Drive to its intersection with SE Foster Road; east on SE Foster Road to its intersection with SE 122nd Ave.; north on SE 122nd Ave. to its intersection with SE Division St.; east on SE Division St to its intersection with SE 142nd St.; north on SE 142nd St. to its intersection with SE Mill St.; east approximately 132 feet to the point at which SE Mill St. intersects a point along the west line of sec. 01, T. 1 S, R. 2 E.; north following the west line of sec. 01, T. 1 S, R. 2 E to its intersection with SE Stark St.; east on SE Stark St. to its intersection with SE 148th Ave.; north on SE 148th Ave. until it becomes NE 148th Ave.; north on NE 148th Ave. to its intersection with NE Halsey St.; west on NE Halsey St. to its intersection with NE 102nd Ave.; north on NE 102nd Ave. to its intersection with NE Fremont St.; west on NE Fremont St. to its intersection with the boundary of the City of Maywood Park; following the boundary of the City of Maywood Park initially south, and then west, and then north until such City of Maywood Park boundary intersects with NE Skidmore St.; west along NE Skidmore St. to its intersection with NE Sandy Blvd.; southwest on NE Sandy Blvd. to its intersection with NE 82nd Ave.; north on NE 82nd Ave. to its intersection with NE Killingsworth St.; east on NE Killingsworth St. to its intersection with NE 82nd Ave.; north on NE 82nd Ave. to its intersection with the north section line of sec.16, T. 1N., R. 2E.; east on the north section line of sec.16, T. 1N., R. 2E. to its intersection with NE Airport Way; east on

NE Airport Way to its intersection with Interstate 205; North on Interstate 205 to the point of beginning.

District 2: Beginning at a point at the intersection of SW Brier Place and SW Custer St. in the City of Portland; south on SW Brier Place to its intersection with SW Canby St.; east on SW Canby St to its intersection with SW Hood Ave.; east 424 feet to SW Taylors Ferry Road; north on SW Taylors Ferry Road to its intersection with SW Virginia Ave.; south on SW Virginia Ave. to its intersection with SW Macadam Blvd.; south on SW Macadam Blvd. to its intersection with the Sellwood Bridge; east on the Sellwood Bridge to a point above the center of the channel of the Willamette River; south following the center of the channel of Willamette River approximately 2,719 feet to its intersection with the Multnomah County/Clackamas County boundary at the west section line of sec. 26, T. 1S., R. 1E.; east following the Multnomah County/Clackamas County boundary approximately 5.549 miles to the point at which the boundary intersects with SE Mt. Scott Blvd.; south on SE Mt. Scott Blvd. to its intersection with the boundary of the City of Happy Valley at a point that is 230 feet north of the intersection of SE Mt. Scott Blvd. and SE Idleman Road; ~~west following the boundary of the City of Happy Valley to the most Northwesterly point of the boundary of the City of Happy Valley; generally west, then south following the boundary of the City of Happy Valley to the southwest corner of~~ sec. 27, T. 1S, R. 2E; generally southeast following the boundary of the City of Happy Valley to the point at which the boundary of the City of Happy Valley intersects with west section line of sec. 36, T. 1S, R. 2E at SE Aldridge Road; east on SE Aldridge Road to the point at which it intersects with SE 143rd Place; south on SE 143rd Place to the point at which it intersects with west section line of sec. 36, T. 1S, R. 2E; south on the west section line of sec. 36, T. 1S, R. 2E

to the northwest corner of sec. 01, T. 2S, R. 2E; south following the west section line of sec. 01, T. 2S, R. 2E to the beginning of SE 142nd Ave. at a point that is approximately 1,069 feet north of the intersection of SE 142nd Ave. and Sunnyside Road; south on SE 142nd Ave. to its intersection with Oregon Highway 212/224; south to the outer boundary of Metro at a point that is in the center channel of the Clackamas River 570 feet south of the intersection of Oregon Highway 212/224 and SE 142nd Ave.; generally southwest following the meandering of the Clackamas River to a point at which the Clackamas River intersects with the west section line of sec. 21, T. 2S., R. 2E; generally south following the outer boundary of Metro approximately 4.889 miles to a point that is approximately 709 feet south of the intersection of South Beaver Creek Road and South Old Acres Lane; generally west following the outer boundary of Metro approximately ~~9.792~~5.624 miles to the point at which the outer boundary of Metro intersects with the ~~Clackamas County/Washington County boundary~~ Willamette River on the north section line of sec. 15, T. 3S, R. 1E; ; ~~north on the following the Clackamas-Willamette River County/Washington County boundary~~ approximately 1.525 miles to its intersection with the boundary of the city of Tualatin West Linn; northwest following the boundary of the city of West Linn to its intersection with the SW Borland Road; southeast on SW Borland Road to its intersection with SW Dollar St.; first north, then east on SW Dollar St. to its intersection with Ostman Road; north on Ostman Road to its intersection with Blankenship Drive; east on Blankenship Drive to its intersection with 19th St.; generally north on 19th St. to its intersection with SW Johnson Road; north on SW Johnson Road to its intersection with SW Woodbine Road; northeast on SW Woodbine Road to its intersection with Interstate 205; west on Interstate 205 to its intersection with the east lot line of tax lot 21E30A01300; north on the east lot line of of tax lot 21E30A01300 to its intersection with the boundary of the City of Tualatin at SW Borland

Road; following the boundary of the city of Tualatin first east and then north until the boundary of the city of Tualatin intersects with the Tualatin River; west following the Tualatin River to the point at which the Tualatin River intersects with the Clackamas County/Washington County boundary; north along the Clackamas/Washington County boundary to its intersection with the boundary of the city of Lake Oswego; ~~north on the boundary of the City of Lake Oswego to the intersection of the boundary and the southwest corner of sec. 07, T. 2S, R. 1E;~~ following the boundary of the city of Lake Oswego first approximately 1 mile east, then approximately 1 mile north, then approximately 1 mile west until such boundary of the City of Lake Oswego intersects with the Clackamas County/Washington County boundary at the southwest corner of sec. 06, T. 2S, R. 1E; following the boundary of the city of Lake Oswego north approximately 1 mile to a point at which to its intersection with the boundary of the city of Lake Oswego intersects with the north section on the west section line line of sec. 06, T. 2S., R. 1E; first north, then east, then north following the boundary of the city of Lake Oswego to its intersection with the north section line of sec. 06, T. 2S, R. 1E; west along the north section line of sec. 06, T. 2S., R. 1E until such section line intersects with Interstate 5; north on Interstate 5 to its intersection with SW Brier Place; south on SW Brier Place approximately 225 feet to the point of beginning.

District 3: Beginning at the intersection of SW Farmington Road and the outer boundary of Metro at a point that is approximately 1,684 feet from the southwest corner of sec. 26, T. 1 S., R. 2 W; northeast on SW Farmington Road to its intersection with SW 160th Ave.; north on SW 160th Ave. until it becomes SW Millikan Blvd.; north on SW Millikan Blvd. to its intersection with SW Tualatin Valley Highway; east on SW Tualatin Valley Highway to its intersection with SW Murray Blvd.; north on SW Murray Blvd. to its intersection with SW Millikan Way; east on

SW Millikan Way, following the boundary of the city of Beaverton to the point at which SW Millikan Way intersects with SW Hocken Ave.; ~~north following on SW Hocken Ave. approximately 1,800 feet; north following the boundary of the City of Beaverton from a point 1,800 feet north of the intersection of SW Hocken Ave. and Millikan Way to a point at which the boundary of the city of Beaverton until such boundary intersects with SW Jenkins Road;~~ southeast on SW Jenkins Road to its intersection with SW Cedar Hills Blvd.; northeast on SW Cedar Hills Blvd. to its intersection with SW Walker Road; southeast on SW Walker Road to its intersection with the boundary of the city of Beaverton; first generally south and then generally northeast following the boundary of the city of Beaverton to a point on SW Walker Road located approximately 877 feet west of the intersection of SW Walker Road and Oregon Highway 217; east on SW Walker Road to its intersection with SW Canyon Road; east on SW Canyon Road to its intersection with US Highway 26; east on US Highway 26 to its intersection with the Multnomah County/Washington County boundary; south along the Multnomah County/Washington County boundary to its intersection with the north section line of sec. 06, T. 2 S., R. 1 E.; east along the north section line sec. 06, T. 2 S., R. 1 E. to its intersection with the boundary of the City of Lake Oswego; first south, then west and south following the boundary of the city of Lake Oswego approximately 1 mile to a point at which ~~the boundary of the city of Lake Oswego intersects with the Washington County/Clackamas County boundary on the south-west~~ section line of sec. 06, T. 2 S., R. 1 E; east following the boundary of the city of Lake Oswego ~~first approximately 1 mile, then south approximately 1 mile, then west approximately 1 mile until such boundary of the city of Lake Oswego intersects with the~~ south on the Clackamas County/Washington County boundary at the southwest corner of sec. 07, T. 2S, R. 1E; south ~~along the Clackamas County/Washington County boundary~~ south following the boundary of the

~~City of Lake Oswego to its intersection with the west section line of sec. 19, T. 2S, R. 1E; south on the west section line of sec. 19, T. 2S, R. 1E to the point at which it intersects with the boundary of the City of Tualatin at a point that is coincident- its intersection with the Tualatin River; east following the boundary of the city of Tualatin and the Tualatin River to a point at which the boundary and river intersect the east section line of sec. 19, T. 2 S, R 1 E at its intersection with the boundary of the City of Tualatin; first south and then west following the boundary of the city of Tualatin to the point at which the boundary of the city of Tualatin intersects the Clackamas County/Washington County boundary; south along the Washington County/Clackamas County boundary to its intersection with the outer boundary of Metro; it intersects the east lot line of tax lot 213E0A01300 at SW Borland Road; south on the east lot line of tax lot 213E0A01300 to its intersection with Interstate 205; east on Interstate 205 to its intersection with SW Woodbine Road; southwest on SW Woodbine Road to its intersection with SW Johnson Road; generally south on SW Johnson St. to its intersection with 19th St.; generally south on 19th St. to its intersection with Blankenship Drive; west on Blankenship Drive to its intersection with Ostman Road; south on Ostman Road to its intersection with SW Dollar St.; first west, then south on SW Dollar St. to its intersection with SW Borland Road; northwest on SW Borland Road to its intersection with the the boundary of the city of West Linn; southeast following the boundary of the city of West Linn approximately 1.525 miles to its intersection with the Willamette River; south following the Willamette River to the point at which it intersects with the outer boundary of Metro on the north section line of sec. 15, T. 3S, R. 1E; northwest, south, west and north along the outer boundary of Metro to the point of beginning.~~

District 4: Beginning at the intersection of the east line of sec. 23, T.1N, R.4W and the Bonneville Power Administration right-of-way, follow the outer boundary of Metro east to its intersection with the Washington County/Multnomah County boundary; southeast along the Washington County/Multnomah County boundary to its intersection with the boundary of the city of Portland and the northwest corner sec. 35, T. 1N, R. 1W; generally east following the boundary of the city of Portland to its intersection with the Washington County/Multnomah County boundary at the east section line of sec. 35, T. 1N, R. 1W; south on the Washington County/Multnomah county boundary to its intersection with US Highway 26; west on US Highway 26 to its intersection with SW Canyon Road; west along SW Canyon Road to its intersection with SW Walker Road; northwest on SW Walker Road to its intersection with the boundary of the city of Beaverton at a point on SW Walker Road located approximately 877 feet west of the intersection of SW Walker Road and Oregon Highway 217; first generally southwest and then north following the boundary of the city of Beaverton to its intersection with SW Walker Road; northwest on SW Walker Road to its intersection with SW Cedar Hills Blvd.; southwest on SW Cedar Hills Blvd. to its intersection with SW Jenkins Road; northwest on SW Jenkins Road to its intersection with the boundary of the city of Beaverton; south following the boundary of the city of Beaverton approximately 1,500 feet to a point on SW Hocken Ave. approximately 1,800 feet north of the intersection of SW Hocken Ave. and SW Millikan Way; south approximately 1,800 feet to the intersection of SW Millikan Way and SW Hocken Ave.; west on SW Millikan Way to its intersection with SW Murray Blvd.; south on SW Murray Blvd. to its intersection with SW Tualatin Valley Highway; west on SW Tualatin Valley Highway to its intersection with SW Millikan Blvd.; south on SW Millikan Blvd. until it becomes SW 160th Ave.; south on SW 160th Ave. to its intersection with SW Farmington Road; southwest on SW

Farmington Road to its intersection with the outer boundary of Metro; north, west and north along the outer boundary of Metro to the point of beginning.

District 5: Beginning at the confluence of the Columbia River and the Willamette River; east following the northern outer boundary of Metro along the north channel of the Columbia River to the point at which the outer boundary of Metro intersects with Interstate 205; south on Interstate 205 to its intersection with NE Airport Way; west on NE Airport Way to its intersection with the north section line of sec . 16, T. 1 N., R. 2 E.; west on the north line of sec.16, T. 1 N., R. 2 E. to its intersection with NE 82nd Ave.; south on NE 82nd Ave. to its intersection with NE Killingsworth St.; west on NE Killingsworth St. to its intersection with NE 82nd Ave.; south on NE 82nd Ave. to its intersection with NE Sandy Blvd.; northeast on NE Sandy Blvd. to its intersection with NE Skidmore St.; east on NE Skidmore St. to its intersection with the boundary of the city of Maywood Park; following the boundary of the city of Maywood Park first southeast, then south, then east, then north to the intersection of the boundary of the city of Maywood Park and NE Fremont Street; east on NE Fremont St. to its intersection with NE 102nd Ave.; south on NE on 102nd Ave. to its intersection with Interstate 84; south and then west on Interstate 84 to its intersection with NE 47th Ave.; south on NE 47th Ave. to its intersection with NE Oregon St.; west on NE Oregon Street to its intersection with NE 44th Ave.; south on NE 44th Ave. until it becomes SE 44th Ave. at Burnside St.; south on SE 44th Ave. to its intersection with SE Stark St.; east on SE Stark St to its intersection with SE 49th Ave.; south on SE 49th Ave. to its intersection with SE Hawthorne Blvd.; west on SE Hawthorne Blvd. to its intersection with Interstate 5; south on Interstate 5 to its intersection with Interstate 405; northwest on Interstate 405 to its intersection with US Highway 26; west on US Highway 26 to

its intersection the Multnomah County/Washington county boundary; northwest on the Multnomah County/Washington county boundary to the east section line of sec. 35, T. 1N, R. 1W; north along the East section line of sec. 35, T. 1N, R. 1W approximately 4,230 feet to the intersection of the boundary of the city of Portland and the southeast corner of tax lot 1N135AA02200; north and then west following the boundary of the city of Portland to its intersection with Washington County/Multnomah County boundary at the northwest corner of sec. 35, T. 1N, R. 1W; north on the Washington County/Multnomah county boundary to its intersection with the outer boundary of Metro; north, west and northeast along the outer boundary of Metro to the point of beginning.

District 6: Beginning at a point at which the Multnomah County/Washington county boundary intersects with US Highway 26; east on US Highway 26 to its intersection with Interstate 405; southeast on Interstate 405 to its intersection with Interstate 5; north on Interstate 5 to its intersection with SE Hawthorne Blvd.; east on SE Hawthorne Blvd. to its intersection with SE 49th Ave.; north on SE 49th Ave. to its intersection with SE Stark St.; west on SE Stark St. to its intersection with ~~NE 44th Ave.;~~ SE 44th Ave.; north on SE 44th Ave. until it becomes NE 44th Ave. at Burnside St.; north on NE 44th Ave. to its intersection with NE Oregon St.; east on NE Oregon St. to its intersection with NE 47th St.; north on NE 47th St. to its intersection with Interstate 84; east and then north on Interstate 84 to its intersection with NE 102nd Ave.; south on NE 102nd Ave. to its intersection with NE Halsey St.; east on NE Halsey St. to its intersection with NE 148th Ave.; south on NE 148th Ave. until it becomes SE 148th Ave.; south on SE 148th Ave. to its intersection with SE Stark St.; west on SE Stark St. to its intersection with a point along the west section line of sec. 01, T.1S, R.2E; south on the west section line of sec. 01, T.1S,

R.2E to its intersection with SE Mill St.; west approximately 132 feet to the intersection of SE Mill St. and SE 142nd Ave.; south on SE 142nd Ave. to its intersection with SE Division St.; west on SE Division St. to its intersection with SE 122nd Ave.; south on SE 122nd Ave. to its intersection with SE Foster Road; west on SE Foster Road to its intersection with SE 110th Dr.; south on SE 110th Dr. until it becomes SE 112th Ave. at the intersection of SE Brookside Dr.; south on SE 112th Ave. until it becomes SE Mt Scott Blvd.; south on SE Mt Scott Blvd. to its intersection with the Multnomah County/Clackamas County boundary; west approximately 5.549 miles along the Multnomah County/Clackamas County boundary to its intersection with the center of the channel of the Willamette River at the west section line of sec. 26, T.1S., R.1 E.; north following the center of the channel of Willamette River approximately 2,719 feet to its intersection above the center of the channel with the Sellwood Bridge; west on the Sellwood Bridge to its intersection with SW Macadam Blvd.; north on SW Macadam Blvd. to its intersection with SW Virginia Ave.; north on SW Virginia Ave. to its intersection with SW Taylors Ferry Road; south on SW Taylors Ferry Road to a point 424 feet east of the intersection of SW Hood Ave. and SW Canby St.; west 424 feet to the intersection of SW Hood Ave. and SW Canby St.; west on SW Canby St. to its intersection with SW Brier Place; north on SW Brier Place to its intersection with Interstate 5; southwest on Interstate 5 to its intersection with the Multnomah County/Washington County boundary; north on the Multnomah County/Washington county boundary back to the point of beginning.

EXHIBIT B

District 1 – n/a

District 2 – n/a

District 3 – Carl Hosticka

District 4 – n/a

District 5 – Rex Burkholder

District 6 – Rod Monroe

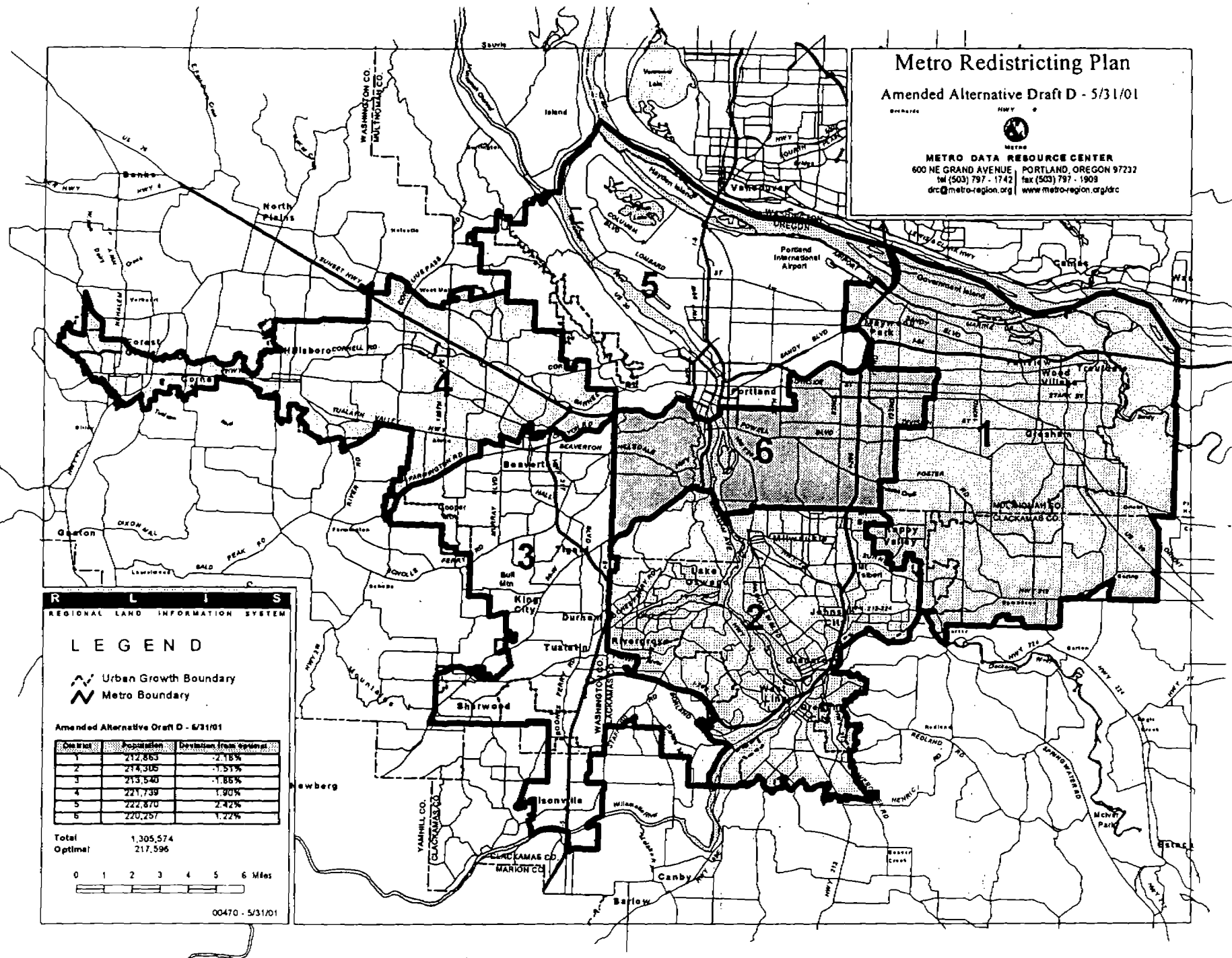
Metro Redistricting Plan

Amended Alternative Draft D - 5/31/01

DATE: 5/31/01



METRO DATA RESOURCE CENTER
 600 NE GRAND AVENUE PORTLAND, OREGON 97232
 tel (503) 797 - 1742 fax (503) 797 - 1909
 drc@metro-region.org www.metro-region.org/drc



R L I S
 REGIONAL LAND INFORMATION SYSTEM

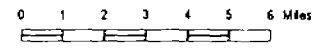
LEGEND

- Urban Growth Boundary
- Metro Boundary

Amended Alternative Draft D - 5/31/01

District	Population	Deviation from optimal
1	212,863	-2.18%
2	214,305	-1.51%
3	213,540	-1.86%
4	221,739	1.90%
5	222,870	2.42%
6	220,257	1.22%

Total 1,305,574
 Optimal 217,596



00470 - 5/31/01

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING A) ORDINANCE NO 01-909
METRO COUNCIL DISTRICT)
REAPPORTIONMENT PLAN; AND) Introduced by Presiding Officer
DECLARING AN EMERGENCY) David Bragdon

WHEREAS, the voters of the Metro region approved Ballot Measure 26-10 to amend the 1992 Metro Charter; and

WHEREAS, the amended Metro Charter prescribes that beginning January 6, 2003, the governing body of Metro is to be a council consisting of seven councilors, one of whom shall be elected at large and designated President of the Council, together with the remaining six councilors, each nominated and elected from a single district within the Metro area; and

WHEREAS, Section 32(3) of the amended Metro Charter requires that within three months of the completion of the 2000 census, the Metro Council shall establish six districts in a manner that accords equal protection of the law, and further states that the three councilors serving terms that expire January 2005 shall be assigned to one of the six districts, and that their terms shall continue; and

WHEREAS, on March 15, 2001, the Metro Council adopted Ordinance No. 01-895, for the purpose of establishing criteria for Metro Council district reapportionment; and

WHEREAS, pursuant to Ordinance No. 01-895, the Council specified certain criteria in developing an apportionment plan; and

WHEREAS, pursuant to Ordinance No. 01-895, a Metro Council reapportionment task force was created to develop a reapportionment plan; and

WHEREAS, the reapportionment task force has held five meetings as required by Ordinance No. 01-895, and has made its recommendation on reapportionment to the Metro Council; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. That the reapportionment plan attached to this Ordinance as Exhibit A and describing six council districts is hereby adopted by the Council; and
2. That the assignment of councilors to districts shall be as described in Exhibit B; and
3. That this Ordinance being necessary for the health, safety, and welfare of the Metro area, for the reason that the reapportionment plan should be adopted in compliance with the provisions of the Metro Charter, an emergency is declared to exist, and this Ordinance shall be operative upon its passage for the purpose of describing the six council districts and shall be effective on January 6, 2003 for the purposes of electing councilors to new districts 1, 2 and 4, and dividing Metro into the six districts described in Exhibit A.

ADOPTED by the Metro Council this _____ day of _____ 2001.

David Bragdon, Presiding Officer

ATTEST:

Approved as to Form:

Recording Secretary

Daniel B. Cooper, General Counsel

Exhibit A

Metro Council Reapportionment Plan

The following is a description of the Metro Council districts as adopted by this Ordinance. The boundary of each district is described beginning at a point approximately in the northwestern portion of the district, and moving generally clockwise fashion around the district. The phrase "outer boundary of Metro" refers to the Metro boundary as a whole. Unless otherwise specified, references to streets refer to the centerline of the street; references to rivers refer to the center channel of the river. References to political and jurisdictional boundaries contained herein refer to those boundaries as they existed as of the date of the adoption of this plan.

District 1: Beginning at a point in the center of the channel of the Columbia River north of Government Island where such channel intersects with Interstate 205; east following the outer boundary of Metro to the outer boundary's most easterly point; generally south following the eastern outer boundary of Metro; generally west following the southern outer boundary Metro to a point in the channel of the Clackamas River that is 570 feet south of the intersection of Oregon Highway 212/224 and SE 142nd Ave.; north 570 feet to the intersection of Oregon Highway 212/224 and SE 142nd Ave.; north on SE 142nd Ave. to a point approximately 1,069 feet north of its intersection with Sunnyside Road; north following the west section line of sec. 01, T. 2 S, R. 2E to the northwest corner sec. 01, T. 2 S, R. 2E; north on the west section line of sec. 36, T. 1 S, R 2E to the point at which it intersects with SE 143rd Pl.; north on SE 143rd Place to its intersection with SE Aldridge Road; west on SE Aldridge Road to its intersection with the boundary of the City of Happy Valley at the West section line of sec. 36, T. 1 S, R 2E ; generally northwest following the boundary of the City of Happy Valley to the most northwesterly point of the boundary of the City of Happy Valley approximately 390 feet from the terminus of SE Johnson Creek Blvd.; east following the boundary of the City of Happy Valley to the point at which the boundary of the City of Happy Valley intersects with SE Mt. Scott Blvd. at a point approximately 230 feet north of the intersection of SE Mt. Scott Blvd.. and SE Idleman Road; generally north on SE Mt Scott Blvd. until it becomes SE 112th Ave.; north on SE 112th Ave. until it becomes SE 110th Drive at the intersection of SE Brookside Drive; north on SE 110th Drive to its intersection with SE Foster Road; east on SE Foster Road to its intersection with SE 122nd Ave.; north on SE 122nd Ave. to its intersection with SE Division St.; east on SE Division St to its intersection with SE 142nd St.; north on SE 142nd St. to its intersection with SE Mill St.; east approximately 132 feet to the point at which SE Mill St. intersects a point along the west line of sec. 01, T. 1 S, R. 2 E.; north following the west line of sec. 01, T. 1 S, R. 2 E to its intersection with SE Stark St.; east on SE Stark St. to its intersection with SE 148th Ave.; north on SE 148th Ave. until it becomes NE 148th Ave.; north on NE 148th Ave. to its intersection with NE Halsey St.; west on NE Halsey St. to its intersection with NE 102nd Ave.; north on NE 102nd Ave. to its intersection with NE Fremont St.; west on NE Fremont St to its intersection with the boundary of the City of Maywood Park; following the boundary of the City of Maywood Park initially south, and then west, and then north until such City of Maywood Park boundary intersects with NE Skidmore St.; west along NE Skidmore St to its intersection with NE Sandy Blvd.; southwest on NE Sandy Blvd. to its intersection with NE 82nd Ave.; north on NE 82nd Ave. to its intersection with NE Killingsworth St.; east on NE Killingsworth St. to its intersection

with NE 82nd Ave.; north on NE 82nd Ave. to its intersection with the north section line of sec.16, T. 1N., R. 2E.; east on the north line of sec.16, T. 1N., R. 2E. to its intersection with NE Airport Way; east on NE Airport Way to its intersection with Interstate 205; North on Interstate 205 to the point of beginning.

District 2: Beginning at the intersection of SW Brier Place and SW Custer St. in the City of Portland; south on SW Brier Place to its intersection with SW Canby St.; east on SW Canby St to its intersection with SW Hood Ave.; east 424 feet to SW Taylors Ferry Road; north on SW Taylors Ferry Road to its intersection with SW Virginia Ave.; south on SW Virginia Ave. to its intersection with SW Macadam Blvd.; south on SW Macadam Blvd. to its intersection with the Sellwood Bridge; east on the Sellwood Bridge to a point above the center of the channel of the Willamette River; South following the center of the channel of Willamette River approximately 2,719 feet to its intersection with the Multnomah County/Clackamas County boundary at the west section line of sec. 26, T. 1 S., R. 1 E.; east following the Multnomah County/Clackamas County boundary approximately 5.549 miles to the point at which the boundary intersects with SE Mt Scott Blvd.; South on SE Mt. Scott Blvd.. to its intersection with the boundary of the City of Happy Valley at a point that is 230 feet north of the intersection of SE Mt. Scott Blvd. and SE Idleman Road; west following the boundary of the City of Happy Valley to the most Northwesterly point of the boundary of the City of Happy Valley; generally southeast following the boundary of the City of Happy Valley to the point at which the boundary of the City of Happy Valley intersects with west section line of sec. 36, T. 1 S, R 2E; east on SE Aldridge Road to the point at which it intersects with SE SE143rd Place; south on SE 143rd Place to the point at which it intersects with west section line of sec. 36, T. 1 S, R 2E; south on the west section line of sec. 36, T. 1 S, R 2E to the northwest corner of sec. 01, T. 2 S, R. 2E; south following the west section line of sec. 01, T. 2 , R. 2E to the beginning of SE 142nd Ave. at a point that is 1,069 feet north of the intersection of SE 142nd Ave. and Sunnyside Road; south on SE 142nd Ave. to its intersection with Oregon Highway 212/224; south to the outer boundary Metro at a point that is in the center channel of the Clackamas River 570 feet south of the intersection of Hwy 212/224 and SE 142nd Ave.; generally southwest following the meandering of the Clackamas River to a point at which the Clackamas River intersects with the west section line of sec. 21, T. 2S., R. 2 E; generally south following the outer boundary of Metro approximately 4.889 miles to a point that is 709 feet south of the intersection of South Beaver Creek Road and South Old Acres Lane; generally west following the outer boundary of Metro approximately 9.792 miles to the point at which the outer boundary of Metro intersects with the Clackamas County/Washington County boundary; north on the Clackamas County/Washington County boundary to its intersection with the boundary of the city of Tualatin; following the boundary of the city of Tualatin first east and then north until the boundary of the city of Tualatin intersects with the Tualatin River; west following the Tualatin River to the point at which the Tualatin River intersects with the Clackamas County/Washington County boundary; north along the Clackamas/Washington County boundary to its intersection with the boundary of the city of Lake Oswego; following the boundary of the city of Lake Oswego first approximately 1 mile east, then approximately 1 mile north, then approximately 1 mile west until such boundary of the City of Lake Oswego intersects with the Clackamas County/Washington County boundary at the southwest corner of sec. 06, T. 2S, R. 1E; following the boundary of the city of Lake Oswego north approximately 1 mile to a point at which a the boundary of the city of Lake Oswego intersects with the north line of sec. 06, T. 2 S., R. 1 E;

west along the north section line of sec. 06, T. 2 S., R. 1 E until such section line intersects with Interstate 5; north on Interstate 5 to its intersection with SW Brier Place; south on SW Brier Place approximately 225 feet to the point of beginning.

District 3: Beginning at the intersection of SW Farmington Rd and the outer boundary of Metro at a point that is approximately 1,684 feet from the southwest corner of sec. 26, T. 1 S., R. 2 W; northeast on SW Farmington Road to its intersection with SW 160th Ave.; north on SW 160th Ave. until it becomes SW Millikan Blvd.; north on SW Millikan Blvd. to its intersection with SW Tualatin Valley Highway; east on SW Tualatin Valley Highway to its intersection with SW Murray Blvd.; north on SW Murray Blvd. to its intersection with SW Millikan Way; east on SW Millikan Way, following the boundary of the city of Beaverton to the point at which SW Millikan Way intersects with SW Hocken Ave.; north following the boundary of the city of Beaverton until such boundary intersects with SW Jenkins Road; southeast on Jenkins Road to its intersection with SW Cedar Hills Blvd.; northeast on SW Cedar Hills Blvd. to its intersection with SW Walker Road; southeast on SW Walker Road to its intersection with the boundary of the city of Beaverton; first south and then generally northeast following the boundary of the city of Beaverton to a point on SW Walker Road located approximately 877 feet west of the intersection of SW Walker Road and Oregon Highway 217; east on SW Walker Road to its intersection with SW Canyon Road; east on SW Canyon Road to its intersection with US Highway 26; east on US Highway 26 to its intersection with the Multnomah County/Washington County boundary line; south along the Multnomah County/Washington County boundary line to its intersection with the north section line of sec. 06, T. 2 S., R. 1 E.; east along the north section line sec. 06, T. 2 S., R. 1 E. to its intersection with the boundary of the City of Lake Oswego; south following the boundary of the city of Lake Oswego approximately 1 mile to a point at which the boundary of the city of Lake Oswego intersects with the south section line of sec. 06, T. 2 S., R. 1 E; east following the boundary of the city of Lake Oswego first approximately 1 mile, then south approximately 1 mile, then west approximately 1 mile until such boundary of the city of Lake Oswego intersects with the Clackamas County/Washington County boundary at the southwest corner of sec. 07, T. 2S, R. 1E; south along the Clackamas County/Washington County boundary to the point at which it intersects with the boundary of the City of Tualatin at a point that is coincident with the Tualatin River; east following the boundary of the city of Tualatin and the Tualatin River to point at which the boundary and river intersect the east section line of sec. 19, T. 2 S, R 1 E; first south and then west following the boundary of the city of Tualatin to the point at which the boundary of the city of Tualatin intersects the Clackamas County/Washington County boundary; south along the Washington County/Clackamas County boundary to its intersection with the outer boundary of Metro; south, west and north along the outer boundary of Metro to the point of beginning.

District 4: Beginning at the intersection of the east line of sec. 23, T. 1 N, R. 4 W. and the Bonneville Power Administration right-of-way, follow the outer boundary of Metro east to its intersection with the Washington County/Multnomah County boundary; southeast along the Washington County/Multnomah County boundary to its intersection with the boundary of the city of Portland and the northwest corner sec. 35, T. 1N, R. 1W; generally east following the boundary of the city of Portland to its intersection with the Washington County/Multnomah County boundary at the east section line of sec. 35, T. 1N, R. 1W; south on the Washington

County/Multnomah county boundary to its intersection with US Highway 26; west on US Highway 26 to its intersection with SW Canyon Road; west along SW Canyon Road to its intersection with the boundary of the city of Beaverton at a point on SW Walker Road located approximately 877 feet west of the intersection of SW Walker Road and Oregon Highway 217; first generally southwest and then north following the boundary of the city of Beaverton to its intersection with SW Walker Road; northwest on SW Walker Road to its intersection with SW Cedar Hills Blvd.; southwest on SW Cedar Hills Blvd. to its intersection with SW Jenkins Road; northwest on SW Jenkins Road to its intersection with the boundary of the city of Beaverton; south following the boundary of the city of Beaverton to the intersection SW Millikan Way and SW Hocken Ave.; west on SW Millikan Way to its intersection with SW Murray Blvd.; south on SW Murray Blvd. to its intersection with SW Tualatin Valley Highway; west on SW Tualatin Valley Highway to its intersection with SW Millikan Blvd.; south on SW Millikan Blvd. until it becomes SW 160th Ave.; south on SW 160th Ave. to its intersection with SW Farmington Road; southwest on SW Farmington Road to its intersection with the outer boundary of Metro; north, west and north along the outer boundary of Metro to the point of beginning.

District 5: Beginning at the confluence of the Columbia River and the Willamette River; east following the northern outer boundary of Metro along the north channel of the Columbia River to the point at which the outer boundary of Metro intersects with Interstate 205; south on Interstate 205 to its intersection with NE Airport Way; west on NE Airport Way to its intersection with the north section line of sec . 16, T. 1 N., R. 2 E.; west on the north line of sec.16, T. 1 N., R. 2 E. to its intersection with NE 82nd Ave.; south on NE 82nd Ave. to its intersection with NE Killingsworth St.; west on NE Killingsworth St. to its intersection with NE 82nd Ave.; south on NE 82nd Ave. to its intersection with NE Sandy Blvd.; northeast on NE Sandy Blvd. to its intersection with NE Skidmore St.; east on NE Skidmore St to its intersection with the boundary of the city of Maywood Park; following the boundary of the city of Maywood Park first southeast, then south, then east, then north to the intersection of the boundary of the city of Maywood Park and NE Fremont Street; east on NE Fremont St. to its intersection with NE 102nd Ave.; south on NE on 102nd Ave. to its intersection with Interstate 84; south and then west on Interstate 84 to its intersection with NE 47th Ave.; south on NE 47th Ave. to its intersection with NE Oregon St.; west on NE Oregon Street to its intersection with NE 44th Ave.; south on NE 44th Ave. to its intersection with SE Stark St.; east on SE Stark St to its intersection with SE 49th Ave.; south on SE 49th Ave. to its intersection with SE Hawthorne Blvd.; west on SE Hawthorne Blvd. to its intersection with Interstate 5; south on Interstate 5 to its intersection with Interstate 405; northwest on Interstate 405 to its intersection with US Highway 26; west on US Highway 26 to its intersection the Multnomah County/Washington county boundary; northwest on the Multnomah County/Washington county boundary to the east section line of sec. 35, T. 1N, R. 1W; north along the East section line of sec. 35, T. 1N, R. 1W approximately 4,230 feet to the intersection of the boundary of the city of Portland and the southeast corner of tax lot 1N135AA02200; north and then west following the boundary of the city of Portland to its intersection with Washington County/Multnomah County boundary at the northwest corner of sec. 35, T. 1N, R. 1W; north on the Washington County/Multnomah county boundary to its intersection with the outer boundary of Metro; north, west and northeast along the outer boundary of Metro to the point of beginning.

District 6: Beginning at a point at which the Multnomah County/Washington county boundary intersects with US Highway 26; east on US Highway 26 to its intersection with Interstate 405; southeast on Interstate 405 to its intersection with Interstate 5; north on Interstate 5 to its intersection with SE Hawthorne Blvd.; east on SE Hawthorne Blvd. to its intersection with SE 49th Ave.; north on SE 49th Ave. to its intersection with SE Stark St.; west on SE Stark St. to its intersection with NE 44th Ave.; north on NE 44th Ave. to its intersection with NE Oregon St.; east on NE Oregon St. to its intersection with NE 47th St.; north on NE 47th St. to its intersection with Interstate 84; east and then north on Interstate 84 to its intersection with NE 102nd Ave.; south on NE 102nd Ave. to its intersection with NE Halsey St.; east on NE Halsey St. to its intersection with NE 148th St.; south on NE 148th St. until it becomes SE 148th St.; south on SE 148th St. to its intersection with SE Stark St.; west on SE Stark St to its intersection with a point along the west section line of sec. 01, T.1S, R.2E; south on the west section line of sec. 01, T.1S, R.2E to its intersection with SE Mill St.; west approximately 132 feet to the intersection of SE Mill St. and SE 142nd Ave.; south on SE 142nd Ave. to its intersection with SE Division St.; west on SE Division St to its intersection with SE 122nd Ave.; south on SE 122nd Ave. to its intersection with SE Foster Road; west on SE Foster Road to its intersection with SE 110th Dr.; south on SE 110th Dr until it becomes SE 112th Ave. at the intersection of SE Brookside Drive; south on SE 112th Ave. until it becomes SE Mt Scott Blvd.; south on SE Mt Scott Blvd. to its intersection with the Multnomah County/Clackamas county boundary; west approximately 5.549 miles along the Multnomah County/Clackamas county boundary to its intersection with the center of the channel of Willamette River at the west section line of sec. 26, T.1S., R.1 E.; north following the center of the channel of Willamette River approximately 2,719 feet to its intersection above the center of the channel with the Sellwood Bridge; west on the Sellwood Bridge to its intersection with SW Macadam Blvd.; north on SW Macadam Blvd. to its intersection with SW Virginia Ave.; north on SW Virginia Ave. to its intersection with SW Taylors Ferry Road; south on SW Taylors Ferry Road to a point 424 feet east of the intersection of SW Hood Ave. and SW Canby St.; west 424 feet to the intersection of SW Hood Ave. and SW Canby St.; west on SW Canby St. to its intersection with SW Brier Place; north on SW Brier Place to its intersection with Interstate 5; southwest on Interstate 5 to its intersection with the Multnomah County/Washington County boundary; north on the Multnomah County/Washington county boundary back to the point of beginning.

EXHIBIT B

District 1 – n/a

District 2 – n/a

District 3 – Carl Hosticka

District 4 – n/a

District 5 – Rex Burkholder

District 6 – Rod Monroe

Staff Report

IN CONSIDERATION OF ORDINANCE NO. 01-909, FOR THE PURPOSE OF ADOPTING A COUNCIL REAPPORTIONMENT PLAN; AND DECLARING AN EMERGENCY

May 22, 2001

Presented by: Councilor Burkholder

Purpose

Approval of Ordinance No. 01-909 would adopt a Metro Council district reapportionment plan based on population data resulting from the year 2000 census as required by the Metro Charter.

Background

The Metro Charter, adopted by the voters in 1992 and amended by Ballot Measure 26-10 in 2000, establishes a framework for the reapportionment of Councilor districts after the completion of each decennial federal census. The charter provides that, beginning in 2003, the Council will consist of seven Councilors. One of the Councilors will be elected district-wide and serve as the President of the Council. The remaining six Councilors will be elected from single-member districts.

The Charter requires that the Council establish the six single-member districts within three months after the receipt of population data based on the federal census. If the Council fails to establish the districts within this time period, the districts would be established by the Metro Executive Officer. The Charter also provides that the three current Councilors whose terms expire in 2005 will be assigned to one of the six districts and that their terms would continue.

On March 15, 2001, the Council adopted Ordinance No. 01-895 to establish a process and timeline to facilitate compliance with the redistricting requirements of the Charter. The ordinance outlined the criteria to be used during the redistricting process. The ordinance included the Charter requirement that districts should "be of equal population and shall be contiguous and geographically compact." It also required that the population of each district could not vary more than five percent from the average population of a district though the Council "shall make every effort to create districts with population variances of zero percent." In addition, the ordinance required that the Council "to the maximum extent possible" maintain certain specified communities of interest. Such communities of interest included cities under 15,000 in population, regional centers, and town centers, watershed boundaries and neighborhood associations and planning organizations. The Council also was given the flexibility to define other communities of interest.

The ordinance created a Council Reapportionment Task Force consisting of the three Councilors serving terms that expire in 2005. The full Council charged the task force with developing a redistricting plan for consideration. The section also required the Task Force to hold at least five public hearings and make its final recommendations to the full Council by June 1. The ordinance also created a citizens review committee to provide information, advice and assistance to the Reapportionment Task Force. The committee would consist of 16 members. Each councilor appointed two members to the committee and the Executive Officer also appointed two members. The committee was required to make its recommendations by May 11.

Metro received the necessary census population data on March 15, 2001. Receipt of this data initiated the Charter-based three-month deadline for the Council to complete its adoption of a redistricting plan. Thus, the adoption of a Council-initiated redistricting plan must be completed by June 15, 2001.

The redistricting process was initiated by the development of a proposed plan by a staff workgroup. The intent of this plan was to set a high standard by addressing the requirements of Ordinance No. 01-895, with particular emphasis on the maintenance of the communities of interest specified in the ordinance. The proposed plan also sought to limit the population deviation from the largest to the smallest district to less than five percent. This plan was presented to the Task Force at its initial meeting on March 22 and to the initial citizen review committee meeting on March 27. This plan is now referred to as Alternative A.

At the initial Task Force meeting, the Chair, Councilor Monroe introduced an alternative to the staff plan. The only difference between the two alternatives was a redrawing of the boundary between District 1 (east Multnomah County) and District 6 (east and southeast Portland) and the placement of the city of Happy Valley in District 1 instead of District 6. Councilor Monroe contended that the revised line would divide fewer neighborhood associations and better maintain the community of interest represented by the David Douglas School District. The plan is now referred to as Alternative B.

The citizen review committee met on three occasions (March 27, April 10 and a joint meeting with the Task Force on April 17). At the initial meeting, the focus was on staff presentations related to the role of the committee, the process timeline and proposed outreach efforts. Alternative A was presented to the committee. At the April 10 meeting, the committee focused on a discussion of global factors that should be considered when drawing the district boundaries. Based on this discussion, the committee recommended to the Task Force that it should focus on placing smaller cities in a single district, placing regional centers in a single district and keeping neighborhood associations whole. The committee recommended that lesser attention be given to the use of county lines, special district boundaries or freeways as boundary lines between districts.

At the April 17 joint meeting with the Task Force, the committee reviewed a draft proposed plan developed by the committee chair and vice-chair. The proposed plan was significantly different than Alternatives A or B. All of the proposed districts, except one, crossed county lines and sought to include both urban and suburban elements. The committee voted to recommend that the Task Force have the proposed plan prepared as a new alternative. The task force directed staff to review the proposed plan and make any necessary changes to insure that the population deviation would be comparable to the other alternate plans. The plan was designated as Alternative C.

At the close of the April 17 joint meeting, the citizen review committee voted to disband and the Task Force established its schedule for a series of public hearings in early May. These hearings were held in Oregon City (May 2), Gresham (May 3), Beaverton (May 8) and at Metro Center (May 10). A total of 15 people testified at the public hearings. They represented jurisdictions, neighborhood associations and themselves.

At the Beaverton hearing, Councilor Burkholder introduced a new variation of Alternative B that affected the boundary between District 5 and District 6. Under this proposal, the area in District 6 north of I-84 would be moved to District 5 and the area between U.S. Highway 26 and I-5 west

of the Willamette River would be moved from District 5 to District 6. This proposal was designated as Alternative D.

Following the May 10 public hearing, the Task Force voted to recommend Alternative D to the full Council. Councilors Burkholder and Hosticka voted in favor and Chair Monroe abstained.

Proposed Plan

Following the receipt of the census population data on March 15, the staff determined that the ideal population for the six single-member districts would be 217,596. Because of the reduction in the number of council districts, the existing districts were found to be up to 25% (56,000) below the ideal population. Existing Districts 1, 3, and 4 were within 10% of the ideal population, while Districts 5, 6 and 7 were more than 20% below the ideal population.

The proposed plan (Alternative D) addressed the criteria set in Ordinance 01-895 in the following manner:

*** District population shall not vary by more than 5% from the ideal district size-**

The districts in the proposed plan range in population from 212,863 to 222, 934. The smallest is 2.18% below the ideal population and the largest is 2.45% above the ideal population. The deviation from the largest to the smallest district is 4.63%

*** Make every effort the create districts with zero percent (0.0%) variance-** By seeking to comply with other criteria related to communities of interest, some variance from zero percent was required.

*** Maintain smaller cities in a single district.** - The only cities that were split between two or more districts were Portland and Beaverton.

*** Keep neighborhood association whole** – Only five neighborhood associations are split in the proposed plan. The Powellhurst-Gilbert association along the boundary between District 1 and District 6 is split with a major arterial (122nd) used as the boundary in this area. The Ash Creek and Hayhurst associations would be split between District 3 and 6 based on a decision to use the county boundary rather than the city of Portland boundary in this area. The Ardenwald association is split between District 6 and District 2. The west Mt. Scott association is split between District 1 and District 2.

*** Regional and Town Centers-** it does not appear that any regional or town centers has been split in the proposed plan.

District Description

District 1- The current District 1 is about 22,000 persons below the ideal district population. The boundaries are proposed to change in the following manner. The eastern portion of Clackamas County within the Metro boundary would be added to the district. This area includes Damascus, Boring and the city of Happy Valley. These areas are currently part of District 2. The portion of the current District 6 north of Halsey and east of I-205 would be added to District 1. In addition, a small area near Columbia Blvd. and Airport Way on the Westside of I-205 could be added to District 1. District 1 would lose an area of the Hazelwood and Mill Park neighborhood associations west of 148th that would be added to District 6.

District 2- The current District is about 38,000 persons below the ideal population. The boundaries are proposed to change in the following manner. The city of Milwaukee and the adjacent area in Clackamas County that are currently in District 7 would be added to District 6. The area near I-205 and Mt. Scott in Clackamas County that is currently in District 6 would be

transferred to District 2. A small unincorporated area west of Lake Oswego and adjacent to Washington County would be transferred to District 3.

District 3- The current District is about 10,000 persons below the ideal population. The boundaries are proposed to change in the following manner. A number of small changes have been made along the boundary between District 3 and 4 to reflect changes in the Beaverton city boundary and community planning organization boundaries in the area. In addition, a small unincorporated area west of Lake Oswego and adjacent to Washington County would be transferred to District 3.

District 4- The current District is about 1,000 above the ideal population. The boundaries are proposed to change in the following manner. A number of small changes have been made along the boundary between District 3 and 4 to reflect changes in the Beaverton city boundary and community planning organization boundaries in the area. These changes reduce the district population by about 6,000.

District 5- The current District is about 47,000 below the ideal population. The boundaries are proposed to change in the following manner. Significant population will be added to the district by adding an area between I-84 and Hawthorne and between about 44th and the Willamette River. The area in District 6 north of I-84 and west of I-205 also would be added to District 5.

District 6- The current District is about 48,000 below the ideal population. The boundaries are proposed to change in the following manner. All portions of the district north of I-84 and Halsey would be transferred to either District 1 or District 5. The portion of the district in Clackamas County would be transferred to District 2. The district would add the area between Hawthorne and the Multnomah/Clackamas county line to the west of the current district boundary. The area between U.S. 26 and I-5 in southwest Portland also would be added to the district. In addition the eastern boundary of the district would be extended to include the Hazelwood and Mill Park neighborhood associations and a portion of the Powellhurst-Gilbert association.

Budget Impact

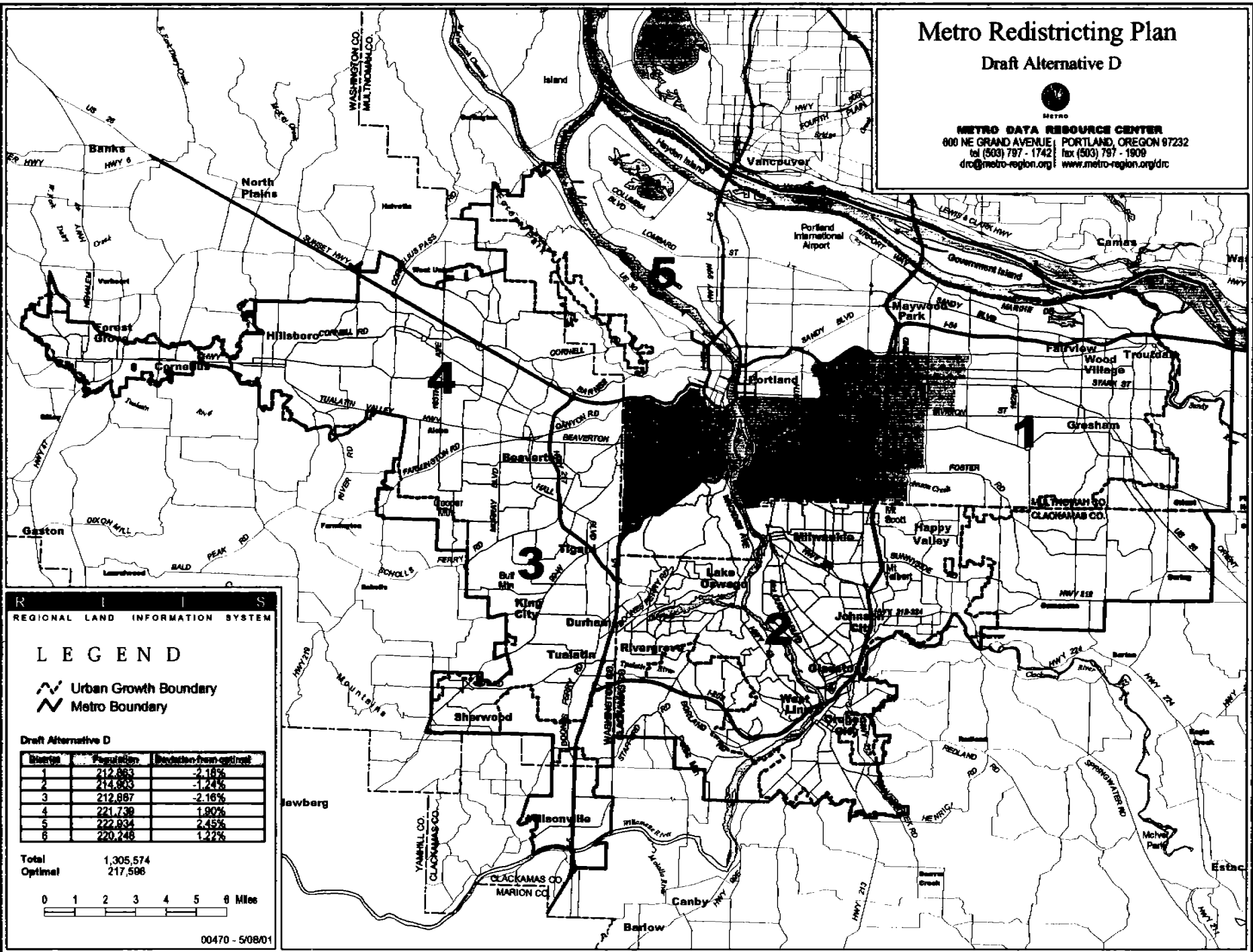
Changes in district boundaries will have no major budgetary impact.

Metro Redistricting Plan

Draft Alternative D



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R I S
 REGIONAL LAND INFORMATION SYSTEM

LEGEND

- Urban Growth Boundary
- Metro Boundary

Draft Alternative D

District	Population	Deviation from Optimal
1	212,863	-2.16%
2	214,803	-1.24%
3	212,887	-2.16%
4	221,739	1.90%
5	222,934	2.45%
6	220,248	1.22%

Total 1,305,574
 Optimal 217,598

0 1 2 3 4 5 6 Miles

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