



METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST., PORTLAND OR. 97201, 503/221-1646

A G E N D A COUNCIL

Date: May 22, 1980

Day: Thursday

Time: 7:30 p.m.

Place: Council Chamber

CALL TO ORDER (7:30)

1. INTRODUCTIONS

2. WRITTEN COMMUNICATIONS TO COUNCIL

3. CITIZEN COMMUNICATIONS TO COUNCIL ON NON-AGENDA ITEMS

PUBLIC HEARING ON Ordinance No. 80-95, Relating to the Use of Urbanizable Land and the Conversion of Urbanizable Land to Urban Use Within the Urban Growth Boundary and Prescribing Regulations Therefor (First Reading) (7:35)

4. CONSENT AGENDA

4.1 A-95 Review, directly related to Metro (8:05)

4.2 Minutes of Meeting of April 24, 1980 (8:10)

5. REPORTS

5.1 Report from Executive Officer (8:15)

5.2 Council Committee Reports (8:35)

5.3 A-95 Review Report (8:55)

6. ORDINANCES

6.1 Ordinance No. 80-93, Relating to Local Improvement District Procedures, and Amending Ordinance No. 79-78 (First Reading) (9:00)

Note: Council may wish to act on Res. 80-149 prior to Ordinance No. 80-93.

- ✓ 6.2 Ordinance No. 80-94, For the Purpose of Transferring Appropriations Within the Solid Waste Operating Fund for the Fiscal Year 1981 Metropolitan Service District Budget (First Reading) (9:20)
- ✓ 6.3 Ordinance No. 80-96, For the Purpose of Establishing Disposal Charges to be Collected at the St. Johns Landfill and Declaring an Emergency (9:40)

7. RESOLUTIONS

- ✓ 7.1 Resolution No. 80-147, For the Purpose of Recommending a Continuance of the city of Tualatin's Request for Acknowledgment of Compliance with the LCDC Goals (10:00)
- ✓ 7.2 Resolution No. 80-148, For the Purpose of Adopting the International City Management Association (ICMA) Retirement Corporation Plan Option for Metro Employees (10:15)
- ✓ 7.3 Resolution No. 80-149, For the Purpose of Stating the Council's Intent to Proceed with the Johnson Creek Basin Flood Control and Pollution Abatement Project Local Improvement District (10:30)
- ✓ 7.4 Resolution No. 80-150, For the Purpose of Clarifying the Intention of the "208" Waste Treatment Management Component with Regard to the Columbia Region Treatment Plan Element Thereof (10:45)
- ✓ 7.5 Resolution No. 80-151, For the Purpose of Approving the FY 1981 Unified Work Program (UWP) (11:00)
- ✓ 7.6 Resolution No. 80-152, For the Purpose of Authorizing Federal Interstate Funds for a Resurfacing, Restoration and Rehabilitation (3R) Project on I-84 Sundial Road to Sandy Boulevard (11:15)
- ✓ 7.7 Resolution No. 80-153, For the Purpose of Authorizing Federal I-505 Funds for Preliminary Engineering of the Terwilliger/Barbur Blvd. Project (11:30)
- ✓ 7.8 Resolution No. 80-154, For the Purpose of Authorizing Federal Funds for the City of Portland Central Business District Bicycle Parking Project (11:45)
- ✓ 7.9 Resolution No. 80-155, For the Purpose of Approving and Authorizing the Positions of Chief Landfill Clerk and Landfill Attendant in the Solid Waste Department (12:00)

ADJOURNMENT

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Metro Council
FROM: Executive Officer
SUBJECT: Ordinance Relating to the Use of Urbanizable Land
(Washington County)

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Public hearing on and first reading of Ordinance No. 80-95.
- B. POLICY IMPACT: Adoption of the Ordinance is consistent with Resolution Nos. 79-83 and 79-102 establishing policy guidelines for the control of urban sprawl and will fulfill the agreement among LCDC, Metro and Washington County to implement these guidelines by July 1.

The public hearing continues a process for public review of and comment on the proposed ordinance, consistent with Goal #1 (Citizen Involvement).

- C. BUDGET IMPACT: None

II. ANALYSIS:

- A. BACKGROUND: During the acknowledgment of the regional UGB, Metro provided testimony to LCDC regarding its interest in and ability to control urban sprawl within the UGB. Metro committed to allowing the counties the time to implement the guidelines through their own planning process which in all three counties was scheduled for completion by at least July 1, 1980. Metro also committed to implementing the guidelines through use of its statutory UGB powers, should the counties not enforce the guidelines. Since that time, Washington County has officially adopted a compliance schedule which shows completion of their comprehensive plan, including growth management policies, not occurring until December, 1980.

The attached ordinance is intended to assure that land within the Washington County portion of the UGB is effectively used for urban development. Availability of urban services and assurances of urban densities provide the major criteria for allowing new development. Lots of record existing prior to July 1, 1980, are exempt from these regulations.

Both Multnomah County and Clackamas County are scheduled to have adopted and/or acknowledged comprehensive plans, including development controls, prior to July 1, 1980. Because of this timing, Ordinance No. 80-95 is proposed, at

this time, to apply only to Washington County. If the proposed ordinance is adopted, it would ensure that the guidelines are met in Washington County between July 1, 1980, and the time of the County's plan adoption.

A public hearing was held in Washington County before the Regional Planning Committee on April 21. In addition, a series of meetings was held with a variety of different groups including a Special Conversions Guidelines Task Force.

As a result of response received, the ordinance, as originally proposed, has been substantially revised. The Task Force endorsed the revised ordinance at its April 30 meeting and on May 5, the Regional Planning Committee released it for first reading before the Council.

The Regional Planning Committee will determine its recommendation to the Council at its June 9 meeting. Second reading of the Ordinance and Council action is scheduled for June 26.

- B. ALTERNATIVES CONSIDERED: The revised ordinance is the result of an evaluation of alternatives with respect to some 10 issues raised in the public involvement process. These alternatives and the staff recommendations were included in the report to the Regional Planning Committee for their May 5 meeting. Additional copies of these agenda materials are available at the Metro office. The two most significant changes in the revised ordinance are: (1) the elimination of Types I, II and III land classifications, and (2) provision for septic tanks on newly created lots 10 acres or larger. In general, these changes were designed to make the operation of the ordinance simpler and clearer, and to tie its provisions more directly to regional policy interests.

Based on comments of the Regional Planning Committee, staff is still investigating alternative concepts and wording for Section V, paragraph B on page 9 of the ordinance. This provision is designed to allow development in zones with a minimum lot size greater than 10,000 square feet in areas subject to a Community Plan or other adopted plan which provides for a range of zoning consistent with the overall average density for new development assumed in the UGB Findings. Based on these investigations and testimony received, staff may recommend an amendment to this section to the Regional Planning Committee at its June 9 meeting.

- C. CONCLUSION: Public hearing on and first reading of Ordinance No. 80-95 will continue the process for public review and comment on a schedule allowing for Council action by July 1, to fulfill the commitments expressed in Resolution Nos. 79-83 and 79-102.

SUMMARY OF ORDINANCE NO. ____ RELATING TO THE USE OF
URBANIZABLE LAND (WASHINGTON COUNTY)

As Revised May 5, 1980

(Deletions are marked out with ~~dashes~~, Additions are underlined)

General Features

- Applies to land inside the Urban Growth Boundary (UGB) only.
(Section III, A, p.4)
- Applies only until the County submits its plan to LCDC for acknowledgment, or until July 1, 1981, whichever comes first.
(Section II B, p.4)
- DOES NOT APPLY TO LOTS OF RECORD, i.e., Does not affect the issuance of a building permit or septic tank permit to construction of one house (or other use) on a lot legally recorded prior to the effective date of the ordinance.
(Section VII A)

In summary, this ordinance affects only land inside the UGB which would be subdivided or partitioned within the next year.

Regulations on Development Outside Specially Regulated Areas
(Section V, p.8)

- Multi-family housing and commercial and industrial uses are permitted wherever public sewer and water are available
(subject to the County's zoning and other regulations)
- Subdivision and partitioning of land for single family housing is subject to the following requirements in addition to zoning and planning requirements currently established by the County:

LOTS 10,000 SQUARE FEET OR SMALLER: Public sewer and water hook-ups are required.

LOTS BETWEEN 10,000 SQUARE FEET AND TEN ACRES: Allowed only in special circumstances as listed in Section V, paragraphs B, C, and D (p.9).

LOTS 10 ACRES OR LARGER: A waiver of the right to remonstrate against future formation of a local improvement district must be entered as a deed restriction.

Specially Regulated Areas (Section VI, p. 9)

- Regulations apply only in the areas shown on the map included with the ordinance as attachment A.
- Subdivisions or partitions for residential purposes are prohibited.
- Non-residential uses are allowed only when there are no suitable alternative locations for the proposed use elsewhere within the UGB.

JH:lz

Revised May 5, 1980

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

AN ORDINANCE RELATING TO THE USE	)	ORDINANCE NO. 80-95
OF URBANIZABLE LAND AND THE)	
CONVERSION OF URBANIZABLE LAND	)	Introduced by the
TO URBAN USE WITHIN THE URBAN	)	Regional Planning
GROWTH BOUNDARY AND PRESCRIBING	)	Committee
REGULATIONS THEREFOR)	

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section I. Purpose and Authority.

A. The purpose of this ordinance is to implement the Metro Urban Growth Boundary (UGB), and to establish temporary restrictions on certain land therein consistent with policies relating to "Specially Protected Areas" and to conversion of urbanizable land as approved by the Land Conservation and Development Commission (LCDC) as conditions upon the acknowledgment of the UGB under ORS 197.251.

B. This ordinance is adopted pursuant to 1977 Oregon Laws, Chapter 665, section 18; 1979 Oregon Laws, Chapter 402; ORS 268.030 (4) and ORS 268.360 (1).

Section II. Findings

A. The Council finds as follows:

1. Metro is required by 1979 Oregon Laws, ch 402 to "(a)dopt an urban growth boundary for the district in compliance with applicable goals adopted under ORS 197.005 to 197.430," said UGB having been adopted by Ordinance No. 79-77 on November 8, 1979. Pursuant to LCDC rulings in LCDC Nos. 78-039, 79-001 and 79-009 the applicable Statewide Goals are Goal #1 (Citizen Involvement), Goal #2 (Land Use Planning) and Goal #14 (Urbanization).

2. Goal #14 (Urbanization) requires that "(c)onversion of urbanizable land to urban uses shall be based on consideration of: (1) Orderly, economic provision for public facilities and services; (2) Availability of sufficient land for the various uses to insure choices in the marketplace; (3) LCDC goals; and (4) Encouragement of development within urban areas before conversion of urbanizable areas."

3. Guideline A2 of Goal #14 provides that "(t)he size of the parcels of urbanizable land that are converted to urban land should be of adequate dimension so as to maximize the utility of the land recourse and enable the logical and efficient extension of services to such parcels." Guideline B1 of Goal #14 provides that "(t)he type, location and placing of public facilities and services are factors which should be utilized to direct urban expansion."

4. During the process of acknowledgment of the Metro UGB pursuant to ORS 197.251, the LCDC directed that the UGB could not be acknowledged as complying with Goal #14 unless Metro or its constituent local jurisdictions adopted and implemented policies relating to the conversion of future urbanizable land to urban use in accordance with Goal #14. Prior to acknowledgment, such policies were developed by Metro (Metro Resolution No. 79-83 and Resolution No. 79-102) in coordination with Washington, Multnomah and Clackamas Counties and were approved for implementation by the LCDC in its Acknowledgment of Compliance order dated January 16, 1980. Such policies must be implemented in Washington and Clackamas Counties by July 1, 1980.

5. Multnomah and Clackamas Counties have adopted policies for the conversion of urbanizable land within their jurisdictions to urban use which are substantially consistent with the policies approved by the LCDC. Washington County has not adopted such policies and has informed Metro that the County will not be able to adopt such policies by July 1, 1980. Washington County has, however, endorsed said policies pursuant to Washington County Resolution No. 79-197 dated August 21, 1979.

6. Temporary restrictions on development and individual sewage disposal systems within Washington County are necessary to allow the County time to properly plan the use of urban land and to prevent local planning options from being precluded by premature development.

~~7. --- Because the District has shown, in the "Urban Growth Boundary Findings" adopted November 8, 1979, that sufficient land exists within the Boundary for all purposes until the year 2000, temporary residential development restrictions adopted herein will not cause any shortage, unavailability or dislocation of housing and will, therefore, not violate Statewide Goal #10 (Housing).~~

7. Metro has shown in the "Urban Growth Boundary Findings" adopted November 8, 1979, that sufficient land exists within the Boundary to accommodate projected needs until the year 2000. In adopting the Boundary, Metro examined several methods of controlling the premature conversion of urbanizable land to urban uses. Metro concludes the temporary residential development restrictions adopted herein will cause the least shortage, unavailability or dislocation of housing. To minimize adverse

impacts, Metro will monitor the effect this ordinance has on development in Washington County, and the Metro Council will review the ordinance after six months.

8. The unincorporated land within Washington County and within the UGB, and the conversion of that land to urban use, are areas and activities having significant impact upon the orderly and responsible development of the metropolitan area, and said impacts must be controlled temporarily until local comprehensive plans are adopted which regulate such impacts.

9. The purpose of this ordinance is to promote urban level development wherever it can be efficiently provided with services for future urban level development.

Section III. Application and Duration

A. This ordinance shall apply to all unincorporated land in Washington County, Oregon, which is within the UGB adopted by Metro in Ordinance No. 79-77. The County shall take no land use related action inconsistent with the terms of this ordinance.

B. The terms of this ordinance shall apply, as stated in paragraph A of this section, until July 1, 1981 or until the Comprehensive Plan of Washington County, Oregon, is submitted to LCDC for compliance with the Statewide Goals pursuant to ORS 197.251, whichever shall occur first.

C. Six months from the effective date of this ordinance, Metro staff will present to the Council for its consideration a review of the effects of this ordinance. Such review will include an evaluation of the impacts of this ordinance on the rates of

residential development and on the conversion of urbanizable land to urban use.

Section IV. Definitions

For purposes of this ordinance:

A.---"Contiguous" shall mean adjacent to, or surrounded on at least three (3) sides by urban-level development.

B.---"Efficient provision of public facilities and services" includes at least public sewers and public water.

A. -C. "County" means Washington County, Oregon.

B.---"Future urban use" refers to lands within the Urban Growth Boundary not designated for immediate urban use, as defined herein.

B.---"Immediate urban use" refers to that land designated "Urban" in the Washington County Framework Plan as revised February 14, 1977, and subsequently.

B. -F. "Metro" means the Metropolitan Service District.

C. "Specially Regulated Areas" refers to all land described in Appendix A of this ordinance, which is incorporated herein by this reference.

Section V.---Land Conversion Classifications

A.---For purposes of this ordinance, all unincorporated land within both the UGB and Washington County is hereby classified as either Type I, Type II or Type III.

B.---Type I land shall be land:

1.---which, as of the date of this ordinance, is designated by the County, in the existing County plan, for immediate urban use, and

2.---which, as of the date of this ordinance, is zoned by the County to allow one of the following:

a.---single-family residential development on lots of 10,000 square feet or less, or

b.---multi-family residential development at a density of 14 units per net acre or more, or 3,200 square feet per unit or less, or

c.---urban commercial or industrial development.

C.---Type II land is all land other than Type I and Type III.

D.---Type III land is all land described in Appendix A of this ordinance, which is incorporated herein by this reference.

Section VI.---Type I Land Use Regulations

The following regulations shall apply to all Type I land:

A.---Except as provided in paragraph B of this section, no building or development permit shall be issued without prior County approval of connection to a public sewer system and a public water system.

B.---Paragraph A of this section shall not apply to or on lots in Type I lands duly created and recorded prior to the effective date of this ordinance.

Section VII.---Type II Land Use Regulations

The following regulations shall apply to all Type II land:

A.---Except as provided in Section VIII, no Type II land shall be subdivided or partitioned into lots of less than ten (10) acres.

B.---Except as provided in paragraph C of this section and in Section VIII, no septic tank permits shall be issued for development on Type II land.

~~C.---Paragraph B of this section shall not apply to or on lots in Type II lands which were duly created and recorded prior to the effective date of this ordinance.~~

Section VIII.---Variances

~~A.---The County may grant variances to the provisions of Section VII of this ordinance as follows:~~

~~1.---Septic tank permits may be issued for development on Type II land if the lot cannot at any time in the future feasibly be served with sewers.~~

~~2.---Minimum lot sizes may be varied if the land cannot at any time be divided further due to topographic or other natural constraints on the land.~~

~~B.---In granting variances provided for in subsection (A) of this section, the County shall use those procedures otherwise required by County ordinances for granting variances.~~

Section IX.---Redesignation of Land From Type II to Type I

~~A.---The County may approve amendments to its plan map or zoning map which would redesignate land from Type II to Type I subject to the provisions of paragraph B of this section.---Such redesignation may occur whenever such amendments would result in county plan and zone designations which meet the requirements of Section V-B of this ordinance.~~

~~B.---The redesignation of land from Type II to Type I shall be limited by the following conditions:~~

~~1.---A zone change may be granted by the County only when supported by findings that the land can be developed with the use on the minimum lot size~~

~~provided for in the zone for which the change is approved;~~

~~2.---A plan amendment to redesignate land for immediate urban use may be approved by the County only when supported by findings that:~~

~~a.---the conversion will result in development which will be contiguous to other urban level development, or~~

~~b.---the land to be converted can be immediately and efficiently provided with urban level public services.~~

~~Section X.---Type III Land Use Regulations~~

~~A.---For purposes of this section, "residential development" shall mean the construction of new residential housing units or the subdivision or partitioning of land for the purpose of such construction.~~

~~B.---Except as provided in paragraph (C) of this section, residential development is hereby prohibited on Type III land.~~

~~C.---Lots within Type III areas which are or were lawfully created and recorded prior to the effective date of this ordinance are not and shall not be subject to the provisions of this section.~~

Section V. Subdivision and Partitions

The County may approve subdivisions and partitions inside the UGB and outside of Specially Regulated Areas only when one of the following conditions is met:

A. The land is zoned by the County for one of the following:
RU-3, RU-4, RU-6, RU-8, RU-10, RU-15, RU-20, RU-30, B-1, B-2A, B-2,

B-3, B-4, RD, MA-1, or MA-2; and connections to public sewer and public water systems will be provided concurrent with development.

B. The land is zoned consistent with land use designations in an adopted plan for the area which provides for an overall average density for development of vacant residential land of at least 6.23 units per net residential acre, and connections to public sewer and public water systems will be provided concurrent with development.

C. Appropriate zoning for the development proposed is not available outside the Urban Growth Boundary; topographic or other natural constraints are such as to make development at densities of 10,000 square feet or less per unit inappropriate as a planned urban use; and connection to a public sewer system will be provided concurrent with development.

D. Appropriate zoning for the development proposed is not available outside the Urban Growth Boundary; topographic or other natural constraints are such as to make development at densities of 10,000 square feet or less per unit inappropriate as a planned urban use; and the topographic or other natural constraints on land are such as to make sewer extension impractical.

E. All lots in the proposed subdivision or partition are ten (10) acres or larger.

Section VI. Specially Regulated Areas

In Specially Regulated Areas, the following regulations shall apply:

A. In Specially Regulated Areas zoned for residential use, the partitioning or subdivision of land is prohibited.

B. In Specially Regulated Areas zoned for commercial or industrial use, the following regulations apply:

1. No building permit shall be issued for residential use.
2. No building permit shall be issued for non-residential use unless it is found that there are no suitable alternative locations elsewhere within the Urban Growth Boundary outside Specially Regulated Areas.

C. LCDC has established that Goal #3 (Agricultural Lands) applies to Specially Regulated Area lands. Compliance with Goal #3 may place further restrictions on the development of these lands.

Section VII. Septic Tank Permits

Septic tank permits may be issued by the County within the Urban Growth Boundary only for lots which meet one of the following conditions:

A. The lot was legally created and recorded prior to the effective date of this ordinance and has not been further partitioned or subdivided.

B. The lot has been created as a result of a subdivision or partition approved pursuant to Section V, paragraph D of this ordinance.

C. The lot is not located in a Specially Regulated Area, the lot is ten (10) acres or larger and a waiver of the right to remonstrate against future formation of a local improvement district for sewers has been recorded as a deed restriction.

Section *f. VIII. Severability

The provisions of this ordinance shall be severable. If any provision or section of this ordinance is found unlawful or invalid by any Court or agency of competent jurisdiction, all other provisions and sections shall remain in effect.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1980.

Presiding Officer

ATTEST:

Clerk of the Council

AJ/gl
7588/118

Legal Description

SPA No. A - West Union

- (N)- West Union Road
 - Cornelius Pass Road
 - South side of lot 100 (1N 2W Sec 23), Southwestern corner of lot 100 (1N 2W Sec 23), Southeastern corner of lot 104 (1N 2W Sec 22)
 - East and North sides of lot 102 (1N 2W Sec 22), East side of the Bonneville Power Administration powerline right-of-way.

SPA No. B - West Union

- (N)- Evergreen Road
 - East and South sides of lot 100 (1N 2W Sec. 27)
 - Airport Road, South and West side of lot 1600 (1N 2W Sec. 28) South (western 1350 feet) side of lot 1601 (1N 2W Sec. 28), Airport Road
 - 268th Avenue

SPA No. C - West Union

- (N)- Evergreen Road
 - Cornelius Pass Road
 - South and Western Corners of Lot 2600 (1N 2W Sec. 26)

SPA No. D - Springville Road

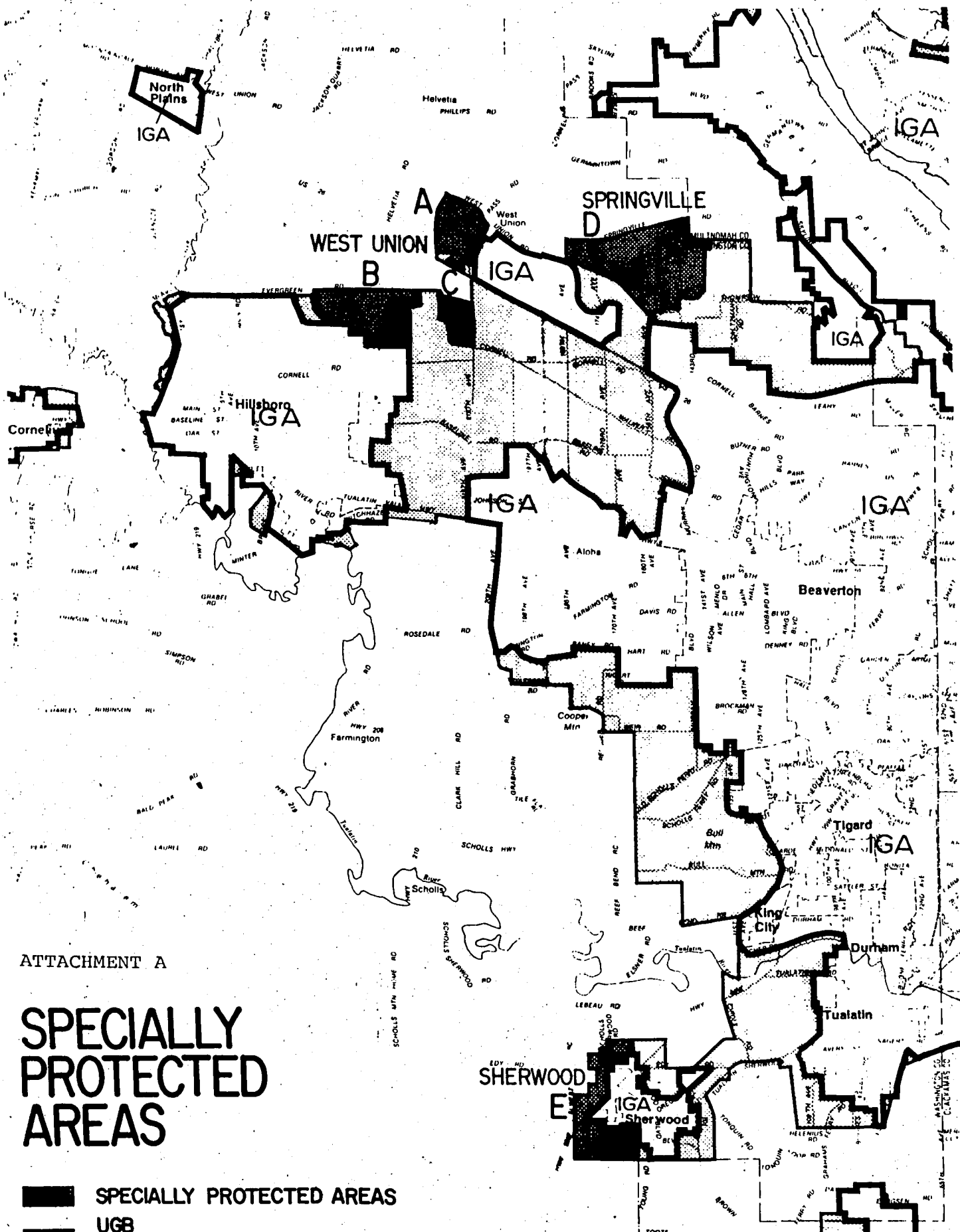
- (N)- Springville Road
 - Southwestern corner of Sec 16 (1N 1W) Multnomah/Washington County line, North, East and Southeastern sides of lot 1100 (1N 1W Sec. 21), East side of lot 1300 (1N 1W Sec. 21), East side of lot 1400 (1N 1W Sec. 21), across Laidlaw Road, East and South sides of lot 1300 (1N 1W Sec. 21), South side of lot 1206 (1N 1W Sec. 20), across Bonneville Power Administration powerline right-of-way, East, North, and West sides of lot 1201, (1N 1W Sec. 20), Kaiser Road, South side of lot 205 (1N 1W Sec. 29), Southwestern corners of lot 300 (1N 1W Sec. 29)
 - West Union Road
 - 185th Avenue

SPA No. E - Sherwood

- (N)- South and East sides of lot 701 (2S 1W Sec. 30C), North (Western half) side of lot 300 (2S 1W Sec. 30C), East & North sides of lot 200 (2S 1W Sec. 30C), Across Edy Road, North (Eastern portion) side of lot 400 (2S 1W Sec. 30C), West and North sides of lot 500 (2S 1W Sec. 30B), Northwestern corner and North side of lot 400 (2S 1W Sec. 30B), South side of lot 300 (2S 1W Sec. 30B), along and across Scholls Sherwood Road.

- West, North and east sides of lot 100 (2S 1W Sec. 3
- West side of lot 600 (2S 1W Sec. 30A), along and across Scholls Sherwood Road, East and South sides of lot 1400 (2S 1W Sec. 30A), south (eastern portion) side of lot 1500, (2S 1W Sec. 30A) East and South sides of lot 1601 (2S 1W Sec. 30A), across Edy Road, East side of lot 100 (2S 1W Sec. 30C), East side of lot 300 (2S 1W Sec. 30C), across and along south side of Pacific Hwy 99W, North side of lot 500, (2S 1W Sec. 31B), a city limit line 200 feet West of the East side of lot 500 (2S 1W Sec. 31B), the 200 feet (Eastern portion) of the South side of lot 500 (2S 1W Sec. 31B), South side of lot 2000 (2S 1W 31A), South side of lot 2090 (2S 1W 31A), West and North sides of lot 2200 (2S 1W Sec. 31A), West and South and East sides of lot 2201 (2S in Sec. 31A), West Villa Road, East & South sides of Section 31 (2S 1W)
- West side of Sec. 31 (2S 1W), along Elwert Road.

AJ:gl
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ATTACHMENT A

SPECIALLY PROTECTED AREAS

-  SPECIALLY PROTECTED AREAS
-  UGB

ADDITIONAL WRITTEN TESTIMONY
RECEIVED ON THE
PRELIMINARY DRAFT OF THE
ORDINANCE

April 28, 1980

Metropolitan Service District
Portland, Oregon

Re: An ordinance relating to the use of urban-
izable land and the conversion of urbanizable
land to urban use within the urban growth
boundary and prescribing regulations therefore

Community Planning Organization #4 - Bull Mt. Area, is opposed to this ordinance because it does not fulfill Goal #10 under Statewide Planning Goals namely, "Buildable lands for residential use shall be inventoried and plans shall encourage the availability of adequate numbers of housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow the flexibility of housing location, type and density."

This ordinance takes away the opportunity for any SUBURBAN LIFESTYLE, as the subdivided or partitioned lots must either be 10 acres, or 10,000 sq. feet or higher density. Our community plan calls for a varied lifestyle in this area with high density near Pacific Highway and large lots, acreages of 1, 2, 5 or 10 acres on the other land westward to Beef Bend Road and Scholls Ferry Road. This is the established living pattern now, and we are not proposing any change in this pattern; this ordinance requires a complete change. We oppose this !

We also oppose the use of the word "Temporary", as there is a way that anytime that word is used and an ordinance of any kind is passed, the next step is to become "permanent". We believe that if the Washington County Comprehensive Plan does not contain the exact wording or wording so similar, it will not be accepted, and then the citizens or the County are not doing the local planning but some third or fourth parties called Metro and LCDC. There are ways to allow large lot building now, and redivide for smaller lots at some time in the future. There are probably other options also, all of which should be considered, together with the Community Plan which the citizens in an area have spent time and effort to do.

Sincerely,

Beverly Froude, CPO #4
12200 SW Bull Mt. Rd.
Tigard, Oregon 97223

RECEIVED
APR 29 1980

METRO SERVICE DISTRICT

WILSEY & HAM

Earl P. Wilsey (1892-1957)

222 S.W. Harrison, Suite 4 / Portland, OR 97201
(503) 227-0455

April 30, 1980

Mr. Richard Gustafson
Executive Officer
Metropolitan Service District
527 SW Hall
Portland, Oregon 97201

RECEIVED
MAY 1 1980

METRO SERVICE DISTRICT

Dear Mr. Gustafson:

This letter provides comment on Metro's draft ordinance to "Implement and Enforce Rules to Control Urban Development in Washington County". Please enter this letter into the public record of Metro's public hearings on the ordinance on behalf of our client Shute Joint Venture.

Section X of the draft ordinance prohibits residential development on Type III land or "Specifically Protected Areas" (formerly called Agricultural Soft Areas). We object to the outright prohibition of residential development even though Section III B specifies that the ordinance shall be effective for a term not to exceed July 1, 1981.

The policy guideline adopted by Metro in Resolution 79-83 as amended, is much more reasonable and reads in part:

Prohibition of residential development [shall be in effect for Type III Lands] for 10 years except for lots of record. Exceptions to this policy may be included in local jurisdiction comprehensive plans and policies as follows:

- (1) these specially protected areas may be re-evaluated every two years in accordance with clear and concise conversion criteria;
- (2) evaluate each parcel on a case-by-case basis as part of an annual review process in accordance with clear and concise conversion criteria.
- (3) allow development only after annexation;

One or a combination of these exceptions may be used, but the criteria must be identified in a local jurisdiction's comprehensive plan and must address why these lands are needed prior to the conversion of other vacant urban land in the jurisdiction's urban planning area.

Mr. Richard Gustafson
Page 2

We strongly urge the Metro Council to adopt the language on exceptions as cited above rather than an outright prohibition of residential development. We understand the ordinance self-terminates as of July 1, 1981, and we understand Washington County has a new work program which schedules adoption of its own rules by December, 1980. However, the Metro ordinance conceivably could be readopted intact in July, 1981, thus extending the prohibition of residential development.

In 1979, the adoption of Resolution 79-83 -- with its exceptions provisions -- was a result of participation by all interested parties including Wilsey & Ham, and our clients, Shute Joint Venture (see our letter to Mr. Gustafson dated October 22, 1979). To adopt an unnecessarily restrictive ordinance would devalue the process of Metro's hearings held previously and the substance of Resolution 79-83. In the fall of 1979, the Metro Council responded very well to making reasonable changes to its growth management policies while still protecting the public interest. We hope that the Council will be consistent in its responsiveness and effective use of the public forum.

If you have any questions, do not hesitate to contact me.

Sincerely,

WILSEY & HAM



Timothy R. Holder
Urban Planner

TRH:lmh

cc: Larry Frazier, Washington County
Don Schauermann
Stephen Bump



WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

(503) 648-8681

RECEIVED
APR 25 1980

METRO SERVICE DISTRICT

BOARD OF COMMISSIONERS

MILLER M. DURIS, Chairman
JIM FISHER, Vice Chairman
VIRGINIA DAGG

ROOM 418

April 23, 1980

Mr. Rick Gustafson, Executive Officer
Metropolitan Service District
527 S.W. Hall
Portland, Oregon 97201

Dear Rick:

As you know, there has been much discussion regarding the new ordinance proposed by Metro on conversion, on the issuing of building permits in Washington County within the urban area until such time as our Comprehensive Plan is adopted.

I have personally felt there is a need for a variety of housing in Washington County including larger lot sizes in the urban intermediate area which are not currently serviced by sewer and would not be served within several years. By utilizing those larger lots, it would relieve pressure to convert more farm land to urban designation to amend the Comprehensive Plan within a few years. I can foresee some properties in the County being used for homesites now, at lower density, that might not ever be used if sewers were required.

I personally would favor, as a condition to issuing building permits in such instances that the owner agree not to remonstrate against an LID for sewer to serve that particular area.

In talking with Gary Krahmer, General Manager of USA, and his assistant, Chuck Liebert, an idea was suggested that would be an answer to worries about septic tanks not working properly or perhaps even failing. The County could also impose a condition that for such a building permit to be issued that the applicant also agree to a condition that the County would impose a continued fee on the lot to enable the County or perhaps the USA to insure that the septic tank have periodic inspections and to be pumped every 3-5 years.

Our personell in USA indicate that with proper maintenance, septic tanks very rarely fail.

The maintenance of the septic tanks could be monitored by the County or USA, by using private contractors on a bid basis.

Hoping these ideas might be compatible to a less restrictive ordinance, I remain,

Sincerely,


Jim Fisher, Vice Chairman
Washington County Board of Commissioners

JF:rb

cc: Gary Krahmer
Art Schlack



METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST., PORTLAND OR. 97201, 503/221-1646

A G E N D A

Date: May 22, 1980

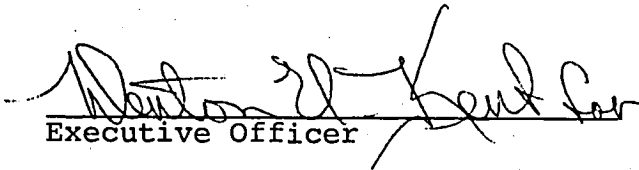
Day: Thursday

Time: 7:30 p.m.

Place: Council Chamber

C O N S E N T A G E N D A

The following business items have been reviewed by the staff and an officer of the Council. In my opinion, these items meet the Consent List Criteria established by the Rules and Procedures of the Council.


Executive Officer

4.1 A-95 Review, Directly Related to Metro

Action Requested: Concur in staff findings

4.2 Minutes of Meeting of April 24, 1980

Action Requested: Approve minutes as circulated

cmw

DIRECTLY RELATED A-95 PROJECT APPLICATIONS UNDER REVIEW

PROJECT DESCRIPTION	FEDERAL \$	STATE \$	LOCAL \$	OTHER \$	TOTAL \$
<p>1. <u>Project Title:</u> Metro Resource Recovery Project (#804-5)</p> <p><u>Applicant:</u> Metro</p> <p><u>Project Summary:</u> Development of a resource recovery facility in Oregon City for the disposal of waste and production of energy. The application for Federal Aid is for funds to complete Phase III of planning. Phase III work includes procurement, permits contract development and community education programs.</p> <p><u>Staff Recommendation:</u> Favorable Action</p>	260,000.00 (Environmental Protection Agency)		86,666.00 (Metro)		346,666.00
<p>2. <u>Project Title:</u> Methane Gas Recovery - St. John's Landfill (#804-6)</p> <p><u>Applicant:</u> Metro</p> <p><u>Project Summary:</u> Funds will be used to conduct a feasibility study for the recovery and commercial sale of methane gas from the St. John's Landfill. Work includes installing test wells for measuring quantity and quality of gas; preliminary design of process facilities; and a marketing study.</p> <p><u>Staff Recommendation:</u> Favorable Action</p>	90,000.00 (Department of Energy)				90,000.00

MINUTES OF THE COUNCIL
METROPOLITAN SERVICE DISTRICT

April 24, 1980

Councilors In Attendance

Presiding Officer Marge Kafoury
Deputy Presiding Officer Jack Deines
Coun. Donna Stuhr
Coun. Charles Williamson
Coun. Craig Berkman
Coun. Corky Kirkpatrick
Coun. Jane Rhodes
Coun. Betty Schedeen
Coun. Ernie Bonner
Coun. Cindy Banzer
Coun. Gene Peterson
Coun. Mike Burton

In Attendance

Executive Officer Rick Gustafson

Staff In Attendance

Mr. Denton U. Kent
Mr. Andrew Jordan
Ms. Sonnie Russill
Ms. Sue Klobertanz
Ms. Judy Bieberle
Mr. McKay Rich
Mr. Bill Pettis
Ms. Karen Hiatt
Mr. Rod Boling
Ms. Jill Hinckley
Mr. Jim Sitzman
Mr. Charles Shell
Ms. Michele Wilder
Mr. Tom O'Connor
Mr. Bill Ockert
Ms. Priscilla Ditewig

Others In Attendance

Ms. Linda Macpherson
Mr. Steve Kearney
Ms. Jacque Kearney
Mr. Lyle Stewart
Mr. Phil Adamsak
Mr. Edward Davis
Mr. Carter Stanley
Ms. Mary Stanley
Mr. Ted Sieckman
Mr. John Lee
Dr. Ron Cease
Ms. Jackie O'Connor
Mr. Bob Weil
Mr. Steve Dotterer
Mr. Phillip Thompson
Mr. Ted Achilles
Mr. Bob Stacey
Ms. Ardis Stevenson
Mr. Tom VanderZanden

Metro Council
Minutes of April 24, 1980

CALL TO ORDER

After declaration of a quorum, the April 24, 1980, meeting of the Council of the Metropolitan Service District (Metro) was called to order by Presiding Officer Marge Kafoury at 7:30 p.m. in the Council Chamber, 527 S. W. Hall Street, Portland, Oregon 97201.

1. INTRODUCTIONS

Presiding Officer Kafoury introduced Dr. Ron Cease from Portland State University.

2. WRITTEN COMMUNICATIONS TO THE COUNCIL

Presiding Officer Kafoury called attention to a memorandum to the Council from Coun. Burton regarding the Urban Growth Boundary (UGB) in Clackamas County which would be discussed later.

3. CITIZEN COMMUNICATION TO THE COUNCIL ON NONAGENDA ITEMS

There were no citizens present who wished to speak at this time.

4. CONSENT AGENDA

4.1 A-95 Review directly related to Metro.

4.2 Minutes of meetings of March 13, 1980, March 27, 1980 and April 10, 1980.

Coun. Kirkpatrick moved, seconded by Coun. Bonner, that the items on the Consent Agenda be approved.

Coun. Rhodes asked to make a correction to the item approving a Project Manager classification in the minutes of March 27, 1980.

Paragraph 4 says: Coun. Rhodes questioned whether approval of these positions would mandate their being filled. Mr. Kent said that was correct. The minutes should read that Mr. Kent said the approval of these positions would not mandate their being filled.

Presiding Officer Kafoury made a correction to the minutes of April 10. On page 5, paragraph 6, State Representative Ted Achilles was referred to as State Senator.

All Councilors present voting aye, the motion to approve the Consent Agenda carried.

Metro Council
Minutes of April 24, 1980

Public Hearing to Receive Comments on FY 1981 Metro Budget.

Because the budget was not yet ready for presentation to the Council the public hearing and budget discussions were set aside temporarily.

5. REPORTS

5.1 Report from Executive Officer

The Executive Officer reported that Metro has received a \$130,000 air quality grant. Credit for this goes largely to moving the air quality program to the Transportation Department and to the work Mr. Kent has provided in setting up the program.

Clean Air Week sponsored by Metro and DEQ will be May 4 -11 with a rally to be held on May 7 at O'Bryant Square.

The Executive Officer stated that Metro has received approval on interstate funding of several park and ride lots.

5.2 Council Committee Reports

Regional Planning Committee: Coun. Stuhr reported that the minutes of the last Committee meeting were in the packet and that they were self-explanatory.

Regional Services Committee: Coun. Rhodes reported that Metro is looking for new sites in S. E. Portland for a recycling center. She stated that she had recently had a very good, informational meeting with legislators and with Gresham regarding Johnson Creek. The billboards are up on the Zoo campaign; she requested that the Council and staff sign up for the Zoo Blitz on Saturday, May 3.

Joint Policy Advisory Committee on Transportation: Coun. Williamson said that the meeting on May 9 was well attended and there were many good suggestions regarding the Regional Transportation Plan (RTP). Presiding Officer Kafoury mentioned that there would be a documentary entitled "Transit 2000" on KATU-TV, Sunday, April 27, sponsored by the League of Women Voters. Coun. Schedeen will be a member of the panel.

Council Coordinating Committee: Coun. Deines reported that the last meeting had been devoted largely to a discussion of the Budget Task Force recommendations. The

Metro Council
Minutes of April 24, 1980

Charge to the Waste Reduction Task Force, as well as a proposed Membership List and time line, were presented. There had been an extensive critique of the Elected Officials Regional Forum, which the Committee felt was a good idea, but needed some modifications.

Waste Reduction Task Force: Coun. Kirkpatrick discussed the Charge to the Task Force and time line and distributed the proposed Membership List to the Council. She moved for ratification of the Membership List and Charge. Coun. Deines seconded the motion. The motion carried unanimously. Coun. Bonner asked if other names could be submitted by Councilors. Coun. Kirkpatrick said she would accept no more than two names in addition to the six she had already proposed.

5.3 A-95 Review Report

There was no action necessary and none taken on this matter.

6. OLD BUSINESS

6.1 Ordinance No. 80-87, Relating to Times for Regular Council Meetings and Order of Agendas and Amending Ordinance No. 79-65 (Possible Motion for Reconsideration).

Coun. Banzer stated that she would like to withdraw her motion for reconsideration of Ordinance No. 80-87. The Ordinance stands approved as amended at the April 10 Council meeting.

6.2 Ordinance No. 80-89, Amending Metro Urban Growth Boundary in Clackamas County (Second Reading).

Reading of the Ordinance and discussion of this item were temporarily set aside in order to comply with the time for public hearing listed on the agenda.

6.3 Ordinance No. 80-90, Amending Ordinance No. 79-72, Adding Supplemental Appropriations to FY 1980 Budget (Second Reading).

It having been ascertained that it was the consensus of the Council to do so, the Clerk read Ordinance No. 80-90 by title only.

There was no discussion on this item.

Roll call vote. Couns. Stuhr, Williamson, Berkman,

Metro Council
Minutes of April 24, 1980

Kirkpatrick, Deines, Rhodes, Schedeen, Bonner, Banzer, Peterson, Kafoury voted aye. Coun. Burton had not yet arrived at the meeting. The Ordinance was approved unanimously.

7. NEW BUSINESS

- 7.1 Approval of Motion to Support Executive Officer to Enter Into an Appeal of Washington County Land Use Action Item No. 79-539-5 (Stanley Subdivision) Before the Land Use Board of Appeals (LUBA).

The Executive Officer stated that this item had been reviewed by the Regional Planning Committee and that they had approved the motion to support him in his appeal to LUBA. The Stanley Subdivision is a 17-lot subdivision in a 26-acre parcel, which would be difficult to develop to the proper urban densities at a later date. Metro feels the subdivision is in violation of Goals #10, #11 and #14 which relate to appropriate housing densities and development of urban land.

Coun. Stuhr moved, seconded by Coun. Deines, to support the Executive Officer in his appeal to LUBA.

Since it was determined that Mr. Philip Thompson, representative of Carter and Mary Stanley, had not yet arrived at the Council meeting, discussion of this item was temporarily postponed until his arrival.

- 7.2 Resolution No. 80-142, Approval of City of Gladstone Application for HUD 701 Planning Assistance.

Mr. Kent reported that there had been four applications filed, which had been reviewed by staff according to criteria which would point to progression toward meeting 701 goals and regional goals as well. The city of Gladstone was the preferred candidate for receipt of the 701 funds.

Coun. Stuhr stated that the Regional Planning Committee had voted for approval of this item.

Coun. Kirkpatrick moved, seconded by Coun. Rhodes, to approve Resolution No. 80-142. All Councilors present voting aye, the motion carried unanimously.

- 7.3 Resolution No. 80-143, Authorizing Funding for Arterial Street Overlay Program in the City of Portland.

Metro Council
Minutes of April 24, 1980

Coun. Bonner moved, seconded by Coun. Banzer, for approval of Resolution No. 80-143. All Councilors present voting aye, the motion carried unanimously.

7.4 Resolution No. 80-144, Authorizing Federal Funds for N. W. Front Avenue and N. W. Portland Transportation Study.

Coun. Williamson stated that this Resolution would authorize \$4.6 million from the N.W. Portland Reserve for engineering, right-of-way acquisition and construction of the N. W. Front Avenue project, and \$25,000 from the N.W. Portland Reserve for the N.W. Portland Transportation Study.

Coun. Williamson then moved that Resolution No. 80-144 be approved with an amendment to state that it was introduced by the Joint Policy Advisory Committee on Transportation (JPACT), not the Regional Planning Committee. Coun. Schedeen seconded the motion. All Councilors present voting aye, the motion carried unanimously.

Presiding Officer Kafoury asked why there was no provision for bikeways in the Resolution, and stated that it is time that new projects include provisions for installation of bikeways.

Coun. Bonner moved, seconded by Coun. Schedeen, to further amend Resolution No. 80-144 by adding another "BE IT RESOLVED," to state: "That the Metro Council recommends consideration of both bicycle and pedestrian ways on the alignment." All Councilors present voting aye, the motion carried unanimously.

7.5 Resolution No. 80-145, Authorizing Supplementary Federal Funds for Preliminary Engineering, Right-of-Way Acquisition and Construction of the Going Stree Noise Mitigation Project.

Coun. Bonner moved, seconded by Coun. Kirkpatrick, to approve Resolution No. 80-145 and asked that it be amended to state that it was introduced by JPACT. All Councilors present voting aye, the motion carried unanimously.

Coun. Burton arrived at the meeting.

Coun. Burton stated that he had been concerned about development in the Mock's Bottom area and the additional traffic that will be created as a result of this project. However, he has received assurance from the City of Portland that there will be a lid put on traffic. He felt

Metro Council
Minutes of April 24, 1980

that the traffic should be watched closely to ensure that, as the area builds up, there will not be an adverse effect on the neighborhood. Coun. Burton said that under these circumstances we should go ahead with the project.

- 7.1 Continuation of Approval of Motion to Support Executive Officer to Enter into an Appeal of Washington County Land Use Action Item No. 79-539-5 (Stanley Subdivision) Before the Land Use Board of Appeals (LUBA).

Mr. Philip Thompson, 938 N. W. Everett, Portland, introduced himself as an architect and planner representing Carter and Mary Stanley.

He stated that since 1961 when the Stanleys bought their property, there have been no changes in the land use designation on that property at the County level due to the planning process. There have been no specific actions by Metro which would cancel the Stanleys' ability to develop their land as they propose. Their property is within the UGB of Washington County and within the Unified Sewerage Agency of Washington County; however, the property is three miles from a sewer line and there are no plans to extend sewer to the property in the near future. Mr. Thompson indicated that he thought the Stanleys were caught in differing philosophies of development between Washington County and Metro.

Mr. Thompson said that, as the Stanley's representative, he has offered to help Metro get Washington County's attention and has offered to serve on a task force writing the ordinance for conversion policies. However, taking this particular subdivision to LUBA will not achieve Metro's goals. Before the Council decides to support the Executive Officer in his appeal to LUBA, they ought to learn more about Washington County's findings.

Coun. Williamson moved, seconded by Coun. Peterson, to postpone consideration of this item to the May 22 Council meeting in order to review the findings completely.

Coun. Berkman stated that the motion to postpone was inappropriate and that the issue ought to be decided that evening.

Presiding Officer Kafoury asserted that in the absence of a comprehensive plan and in the absence of our own conversion policies, the goals apply, making this a perfect case for LUBA to decide whether or not the goals are being met.

Metro Council
Minutes of April 24, 1980

Roll call vote. Couns. Schedeen, Bonner, Banzer, Peterson, Williamson voted aye. Couns. Burton, Stuhr, Berkman, Kirkpatrick, Deines, Rhodes, Kafoury voted nay. The motion to postpone consideration of the item failed.

Coun. Stuhr urged the Council to support the Executive Officer and stated that it is inappropriate to divide up the land in the area in question until there is a comprehensive plan with an allocation for density.

Coun. Williamson added that if Metro is serious about the UGB, it must be enforced; however, it is unfortunate that the Stanleys are caught in the middle.

Coun. Bonner gave his reasons for voting against the motion to support the Executive Officer. He stated that by July 1 there will be policy guidelines in Washington County which will permit the Council to give the Executive Officer and Metro staff wide latitude in pursuing lawsuits against individuals or agencies which have developed in opposition to those guidelines. Now, however, a heavy burden is being imposed on the Stanleys.

The Executive Officer sympathized with the Councilors who expressed concern about individual parcels of property, but pointed out that they will need to begin at some point to make tough decisions in similar kinds of cases.

Question called on the motion to support the Executive Officer in the appeal. Couns. Stuhr, Williamson, Berkman, Kirkpatrick, Deines, Rhodes, Schedeen, Peterson, Kafoury voted aye. Couns. Burton, Banzer, Bonner voted nay. The motion carried.

6.2 Ordinance No. 80-89, Amending Metro Urban Growth Boundary in Clackamas County (Second Reading).

It having been ascertained that it was the consensus of the Council to do so, the Clerk read Ordinance No. 80-89 by title only.

Jim Sitzman, Director of Metropolitan Development, explained that the recommendation of the Regional Planning Committee to the Council differed from the Clackamas County petition for amendment to the UGB in four areas:

1. Wilsonville Industrial Area - the Committee recommended to keep it within the UGB.
2. Holcomb/Outlook Area - All but 17 acres in this

Metro Council
Minutes of April 24, 1980

proposed addition to the UGB are outside the Metro boundary. The Committee recommended to include those 17 acres.

3. Area "J" South of Oregon City - All but 5 acres are outside the Metro boundary. The Committee recommended to include those 5 acres.
4. Area West of Marylhurst (southern portion) - Of the parcels proposed for addition, the Committee recommended to exclude the four northern parcels and include the two southern parcels of the southern subarea.

Coun. Williamson moved, seconded by Coun. Stuhr, to amend Ordinance No. 80-89 to conform with the Planning Committee recommendations.

The public hearing was opened.

State Representative Ted Achilles, 18300 S. Whitten Lane, West Linn, Oregon, stated that he owns land that is contiguous to and forms the northern boundary of the portion which would be part of the extended UGB west of Marylhurst. He said that notification he had received from Clackamas County in March, 1979, did not indicate that land he owned would be directly affected. He has received no notification regarding recent hearings.

Mr. Achilles asserted that there is nothing to indicate that a relatively small portion of land recommended for inclusion by the Committee (20 acres) has any effect at all on Clackamas County's need for more urbanizable land and there is no justification for amending the UGB simply because the area could be served by gravity sewers. He added that it is incorrect to infer that his property is part of an urban area; in reality, it is surrounded mostly by farm or timber lands. He urged the Council to vote against the Committee's recommendation.

Mr. Bob Stacey, staff attorney for 1000 Friends of Oregon, testified that there should be no dispute that there is sufficient land within the UGB to accommodate projected population to the year 2000. Referring to Table 5 in the staff report he noted that the difference between the population the County plan is estimated to accommodate (using the County's assumptions), and the population projected to reside in Clackamas County in the year 2000 (using the assumptions in the UGB Findings) is approximately 1,800 people. This proposal to amend the UGB would

Metro Council
Minutes of April 24, 1980

add a capacity to what can now be accommodated of from 12,000 to 16,000 more people.

According to Mr. Stacey, the primary question is whether or not a couple thousand of the 67,000 people projected to move into Clackamas County by the year 2000 could not reside in Washington County instead. The assumption that growth would go where there is available land underlay the original establishment of the UGB; however, the Metro staff rejects this assumption as inappropriate in this situation.

Mr. Stacey urged the Council to review the housing plans of Happy Valley, other cities in Clackamas County and the County's plan itself, to assure orderly, efficient and compact development.

There being no other persons who wished to speak at this time, the public hearing was closed.

Discussion followed regarding the southern subarea of #7, west of Marylhurst. The staff report recommended exclusion of the entire section; the Committee recommended to exclude the northern part and include the southern portion of the southern subarea.

Coun. Rhodes moved, seconded by Coun. Williamson, to amend the amendment by excluding the entire southern subarea west of Marylhurst, #7.

Coun. Peterson stated there appears to be an overly generous allotment to Washington County and a less than generous allotment to Clackamas and Multnomah Counties. The Council should be reducing the boundaries in Washington County and until that has been done, it is inappropriate to be so stingy with Clackamas County.

Roll call vote. Couns. Williamson, Rhodes, Schedeen, Bonner, Burton, Kafoury voted aye. Couns. Stuhr, Berkman, Kirkpatrick, Deines, Banzer, Peterson voted nay. The motion to amend the amendment failed on a tie vote.

Roll call vote on motion to amend Ordinance No. 80-89 to conform with the Regional Planning Committee recommendations. Couns. Banzer, Peterson, Burton, Stuhr, Williamson, Berkman, Kirkpatrick, Deines, Rhodes, Schedeen, Kafoury voted aye. Coun. Bonner voted nay. The motion carried.

Executive Officer Rick Gustafson stated that obviously

Metro Council
Minutes of April 24, 1980

there was disagreement over the issue of subarea #7 and indicated that if the question of including the southern portion had been posed in a different way, the same 6-6 vote would have had an opposite effect from the one previously taken. He suggested that the Council hold a quasi-judicial hearing on subarea #7.

Coun. Schedeen moved, seconded by Coun. Williamson, to sever the southern subarea #7 from the Committee report and submit the question to a quasi-judicial process. The motion carried.

Legal Counsel Andrew Jordan asked to make a clarification. Because of the elimination of the land around Marylhurst, it would be necessary to alter the figures regarding acreage and population in the Metro findings. He will assume that removing the land authorizes the staff to alter the findings to reflect the different figures.

Roll call vote on Ordinance No. 80-89 as amended. Couns. Burton, Stuhr, Williamson, Kirkpatrick, Deines, Rhodes, Schedeen, Bonner, Banzer, Peterson, Kafoury voted aye. Coun. Berkman was absent. The Ordinance was adopted.

Public hearing to receive comments on FY 1981 Metro budget.

The public hearing was opened on this matter.

There being no one present who wished to testify, the public hearing was closed.

Executive Officer Rick Gustafson presented the budget to the Council and briefly summarized the highlights. Total Operating and Capital budget is \$25 million, \$18 million of which is Operating. The Services Operating budget of \$12 million reflects a 100 percent increase which is due to Metro's assumption of landfill operations. The Planning Operating budget of \$3.7 million represents a 5 percent increase. Management Services/Executive Management Operating budget is \$1.7 million.

Mr. Gustafson stressed that FY 1981 will be the most critical year of Metro's existence. He stated that there will be a series of tests for Metro this next year and outlined the major projects.

Mr. Gustafson said that three things have been done to instill confidence in fiscal management, along with development of our management controls, a better budgeting system and the accumulation of a \$250,000 Contingency fund. First, the proposed budget has no increase in assessments, taxes or fees for this operating year, except for the proposed Johnson Creek Local Improvement District

Metro Council
Minutes of April 24, 1980

formation. Second, general administrative costs have been contained. Third, Council and Executive support has been added, along with expanded Public Information, Legal Services and Local Government with no increase in total personnel in the general governmental area.

The Council discussed the timetable for the adoption of the budget. The budget will come before the Council on May 1, along with the Resolution to transmit it to the Tax Supervising and Conservation Commission (TSCC). The TSCC will review the budget, schedule hearings and submit it back to the Council. The adoption ordinance will be read at the two Council meetings in June.

Mr. Kent said there would be a variety of options to review the budget -- either Committee meetings or a special meeting of the Council. The only action item at the May 1 meeting will be budget discussion and passing of the Resolution to transmit it to the TSCC. Two or more hours of discussion could be accommodated at that meeting.

Presiding Officer Kafoury suggested that the Council plan on discussing the budget and passing the Resolution on May 1. If there are problems with specific items at that time, they can be referred again to the appropriate Committees.

The Council agreed with this suggestion.

There being no further business, the meeting was adjourned.

Respectfully submitted,

Priscilla Ditewig
Priscilla Ditewig
Clerk of the Council

PD/gl
8122/75

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Metro Council
FROM: Executive Officer
SUBJECT: Appointment to the Solid Waste Policy Advisory Committee

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Appoint Mr. John Ostrowski as Clark County, Washington, representative to serve in an ex officio capacity on Metro's Solid Waste Policy Advisory Committee. Appoint Mr. Rick Martinez as City of Portland representative on the same Committee.
- B. POLICY IMPACT: Appointment of these representatives to the Solid Waste Policy Advisory Committee will provide communication between the various jurisdictions and will assist in developing compatible solid waste programs.
- C. BUDGET IMPACT: This action will not have an impact on Metro's budget.

II. ANALYSIS:

- A. BACKGROUND: The purpose of the Solid Waste Advisory Committee is to provide advice and assistance to the Executive Officer, Metro Council and the Regional Services Committee regarding regionwide solid waste related issues. The Committee provides a forum for public, private and citizen representatives to develop and evaluate regionwide policy alternatives concerning the beneficial use and disposal of solid waste generated in the region together with its impact on collection and with the siting, construction and operation of the necessary facilities. The Committee's By-Laws specifies members including staff representatives from each of the three counties and the City of Portland, citizen representatives from each of the three counties and various special interest groups, i.e., collection, landfills, recycling and construction. In addition, the By-Laws provide for ex officio (non-voting) representatives from Clark County, Washington; Oregon Department of Environmental Quality and the Federal Environmental Protection Agency.

At the request of Metro, the Clark County Board of Commissioners designated Mr. John Ostrowski to represent the County on Metro's Solid Waste Policy Advisory Committee. Mr. Ostrowski is in charge of developing the County's Solid Waste Management Program. Mr. Martinez, Management Analyst for Portland's Public Works Department, was recommended by Commissioner Mike Lindberg to fill a vacancy.

- B. ALTERNATIVES CONSIDERED: Since Commissioner Lindberg recommended Mr. Martinez, and the Clark County Board of Commissioners unanimously recommended Mr. Ostrowski to represent the County on Metro's Solid Waste Policy Advisory Committee, no other names were considered by Metro.
- C. CONCLUSION: Mr. John Ostrowski be appointed as Clark County's ex officio representative, and Mr. Rick Martinez be appointed as the City of Portland representative to Metro's Solid Waste Policy Advisory Committee.

MI/gl
8008/118



METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

MEMORANDUM

Date: May 12, 1980
To: Metro Council
From: Executive Officer
Regarding: A-95 Review Report

The following is a summary of staff responses regarding grants not directly related to Metro programs.

1. Project Title: Neighborhoods Against Crime, #803-24
Applicant: The Center for Urban Education
Project Summary: Under a Citywide consortium of neighborhood associations, coordinators will work with neighborhood residents and other volunteers to develop anti-crime plans for all neighborhoods in the City. They will also implement these plans.
Federal Funds Requested: \$130,991 (Law Enforcement Assistance Administration, U. S. Department of Justice)
Staff Response: Favorable action.
2. Project Title: Cook Park West Addition, #803-22
Applicant: The city of Tigard
Project Summary: Funding to provide restrooms with handicapped facilities in the addition to Cook Park.
Federal Funds Requested: \$28,710 (U. S. Department of Interior)
Staff Response: Favorable action.
3. Project Title: Farm Worker Youth Employment, #803-33
Applicant: The California Human Development Corporation, Windsor, California.
Project Summary: Funding for youth employment and training program: employment and training for eligible farm worker youths in the state of Oregon.
Federal Funds Requested: \$1,000,000 from the Office of Farm Worker Programs.
Staff Response: Favorable action.
4. Project Title: Family Planning Training, #803-41
Applicant: JSI Research and Training Institute, Boston, Mass.
Project Summary: To provide training to Title 10 Family Planning Program staff in a variety of service delivery and program management topics.

Federal Funds Requested: \$110,000 (HEW, Bureau of
Community Health Services)
Staff Response: Favorable action.

5. Project Title: Economic Planning, #803-36
Applicant: City of Portland
Project Summary: Annual economic development planning
program grant. The work program includes assisting
existing industrial district organizations to become
self-sufficient and establishing a new program of
commercial district assistance for outreach organizational
assistance and program development.
Federal Funds Requested: \$90,000 (U.S. Department of
Commerce)
Staff Response: Favorable action.
6. Project Title: Multnomah County Community Action Agency
Summer Youth Recreation Program, #804-3
Applicant: Multnomah County Community Action Agency
Project Summary: To provide educational and recreational
field trips and activities for low-income youth between
the ages of 8 and 13.
Federal Funds Requested: \$6,000 (Community Services
Administration)
Staff Response: Favorable action.
7. Project Title: Multnomah County Community Action Agency
Community Food and Nutrition Program, #804-4
Applicant: Multnomah County Community Action Agency
Project Summary: To improve the nutritional status of
target population by increasing access to federal food
programs.
Federal Funds Requested: \$50,000 (Community Services
Administration)
Staff Response: Favorable action.
8. Project Title: Washington County Community Action
Organization Funding, #803-42
Applicant: Washington County Community Action Organization
Project Summary: Continuation funding of administration
and program funding for the agency.
Federal Funds Requested: \$160,000 (Community Services
Administration)
Staff Response: Favorable action.
9. Project Title: Clackamas County Community Action Agency
Summer Youth Recreation Program, #803-40
Applicant: Clackamas County Community Action Agency
Project Summary: To provide an educational and

recreational outdoor experience with nutritious meals for low-income children in Clackamas County.

Federal Funds Requested: \$10,000 (Community Services Administration)

Staff Response: Favorable action.

10. Project Title: Clackamas County Community Action Agency Senior Meals at School, #803-43
Applicant: Clackamas County Community Action Agency
Project Summary: Provide opportunity for low-income seniors to participate in lunch programs twice a week and to provide participants with educational opportunities.
Federal Funds Requested: \$46,221 (Community Services Administration)
Staff Response: Favorable action.
11. Project Title: Porter Hotel Renovation, #803-26
Applicant: State of Oregon
Project Summary: Renovation of the Porter Hotel.
Federal Funds Requested: \$20,000 from the Department of Interior.
Staff Response: Favorable action.
12. Project Title: Canby Cable Television Loan, #803-29
Applicant: Canby Telephone Association
Project Summary: Funding to provide cable television to the area served by the Canby Telephone Association.
Federal Funds Requested: \$4,288,309 (U. S. Department of Agriculture, Rural Electrification Administration)
Staff Response: Favorable action.
13. Project Title: Morning Star Church Restoration, #803-27
Applicant: State of Oregon
Project Summary: To renovate and restore the Morning Star Baptist Church in the City of Portland.
Federal Funds Requested: \$15,000 (Department of Interior)
Staff Response: Favorable action.
14. Project Title: Title VII, Private Sector Initiatives, #803-31
Applicant: City of Portland, Resources Bureau
Project Summary: Funding for CETA, Title VII Private Sector Initiatives Program.
Federal Funds Requested: \$794,266 (Employment and Training Administration)
Staff Response: Favorable action.
15. Project Title: Senior Rural Employment, #803-28
Applicant: Green Thumb, Inc., Washington, D. C.

Project Summary: Funding to provide subsidized part-time employment opportunities in rural community/service work for rural, low-income persons. This application was submitted to 47 State offices on Aging and all A-95 Clearinghouses, State and areawide.

Federal Funds Requested: \$79,393,855 (Employment and Training Administration) This amount of funding is for nationwide application of the program.

Staff Response: Favorable action.

16. Project Title: Technical Assistance for Development of Local Noise Control Programs, #803-1; and Assistance for Development of a Motor Vehicle Noise Inspection Program, #803-2.

Applicant: Department of Environmental Quality

Project Summary: Continuation of an existing program for DEQ to assist cities and counties in developing local noise control programs and to assist cities and counties in developing noise control inspection within existing emission testing stations.

Federal Funds Requested: \$94,927 (Environmental Protection Agency)

Staff Response: Favorable action conditional upon agreement that DEQ will work with local jurisdictions in selecting implementation measures.

17. Project Title: North Plains Water Storage Proposal, #804-2

Applicant: City of North Plains

Project Summary: Funding to improve the City's water system.

Federal Funds Requested: \$740,625 (Department of Housing and Urban Development)

Staff Response: Favorable action.

18. Project Title: Relocation of Federal Station Post Office, #803-3

Applicant: United States Postal Service

Project Summary: Relocation of Federal Station Post Office from S. W. Broadway and Main to 1505 S. W. Sixth Street.

Federal Funds Requested: None at this time.

Staff Response: Favorable action.

19. Project Title: Sandy Fire District Building and Improvement Project, #804-1

Applicant: Sandy Fire District #72

Project Summary: Funding to expand Fire District #72 fire hall facilities.

Federal Funds Requested: Request is to finance a bond

issue with loan from Department of Agriculture.
Staff Response: Favorable action.

20. Project Title: Senior Urban Employment, #803-35
Applicant: National Council on Aging, Inc.
Project Summary: Funding to provide subsidized, part-time employment opportunities in community service employment for low-income seniors.
Federal Funds Requested: \$21,962,773 (Nationwide)
(Employment and Training Administration)
Staff Response: Favorable action.
21. Project Title: Volunteer Resource Development Program, #803-39
Applicant: Oregon State Council on Alcoholism
Project Summary: Funding to increase the use of volunteers in agencies providing alcoholism treatment. This is the third year of this grant for the Council on Alcoholism.
Federal Funds Requested: \$50,000 (Department of Health, Education and Welfare)
Staff Response: Favorable action.

TO/gl
8100/D3

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Metro Council
FROM: Executive Officer
SUBJECT: Amendment of Ordinance No. 79-78, Procedures Relating to
Local Improvement Districts (LID)

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adopt Ordinance No. 80-93 relating to Local Improvement District Procedures, and amending Ordinance No. 79-78.
- B. POLICY IMPACT: There is no change in the policies established in Ordinance No. 79-78. This is primarily a housekeeping exercise. The proposed amendments clarify sections of the initial ordinance and simplify the procedures for establishing an LID and making assessments.
- C. BUDGET IMPACT: There is no direct budget impact. Amending Section 17 of Ordinance No. 79-78 will allow Metro to contract with County Assessors for collection of LID assessments and eliminate the need to establish duplicate procedures.

II. ANALYSIS:

- A. BACKGROUND: Metro adopted Ordinance No. 79-78 in November, 1979, as a first step in addressing the Johnson Creek Drainage Problems. This Ordinance was modeled after a Washington County ordinance and revised to fit Metro requirements with input from the Johnson Creek Task Force and the Water Resource Policy Alternatives Committee (WRPAC).

In applying Ordinance No. 79-78 several ambiguous sections were found. It is the purpose of the proposed amendments to clarify these problems.

- B. ALTERNATIVES CONSIDERED: None
- C. CONCLUSION: The amendments proposed are not extensive and will simplify the procedures for forming and assessing local improvement districts. Regional Services Committee will review the proposed Ordinance on May 13, and report a recommendation to the Council on May 22. Staff recommends adoption of the attached Ordinance.

JL:bk
8068/118

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

RELATING TO LOCAL IMPROVEMENT)
DISTRICT PROCEDURES, AND AMENDING)
ORDINANCE NO. 79-78)

ORDINANCE NO. 80-93

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1. Section 9 (a) of Ordinance No. 79-78 is hereby
amended to read as follows:

"(a) No sooner than twenty (20) days after the
first publication of the resolution notice
required by Section 7 the Council shall hold a
public hearing on the proposed improvement. At
such hearing, persons wishing to object and
persons favoring the improvement shall be
entitled to be heard."

Section 2. Section 9 (f) of Ordinance No. 79-78 is hereby
amended to read as follows:

"(f) The Council may, if a combined hearing as
provided in Section 9(b) is held, adopt an
Ordinance apportioning and levying the assess-
ment with the Ordinance creating the Local
Improvement District and adopting the total
proposed assessment. The apportionment and levy
Ordinance shall specify the method of collection
of the assessment as provided for in Section
13(e), herein."

Section 3. Section 11 (a) (1) of Ordinance No. 79-78 is hereby
amended to read as follows:

"(1) Assessments may be levied against benefited
property for the purpose of defraying the costs
of public improvements within the Local Improve-
ment District including but not limited to
administration, assessment, bonding costs,
planning, engineering, purchase, construction,
supervision, reconstruction and repair."

Section 4. Section 13 (e) of Ordinance No. 79-78 is hereby
amended to read as follows:

"(e) The Council may pass an Ordinance apportioning and levying assessments against the affected properties. Said Ordinance shall specify the method of collection to be used, either by directing the recording of assessment liens and lien docket as provided by Section 13 (f) through (h), below, or by directing the certification of assessments to the appropriate county tax assessor as provided by Section 17 (a), below. An assessment Ordinance may be amended by subsequent Ordinance specifying an alternative method of collection, consistent with this subsection."

Section 5. Section 12 (a) of Ordinance No. 79-78 is hereby amended to read as follows:

"(a) Promptly after passage of the Ordinance levying the assessment, the Executive Officer shall cause to be published, in a newspaper of general circulation within the district, a notice that such an Ordinance has been passed specifying the whole cost or estimated cost of the improvement, a general description of the boundaries of the district assessed, or an illustration thereof, the number and title of the assessment Ordinance, and that the assessments are due and payable, the time when the same shall be delinquent and the charges and penalties related thereto."

Section 6. Section 14 (b) of Ordinance No. 79-78 is hereby amended to read as follows:

(b) The Executive Officer shall also mail notice to each affected landowner of the assessment upon the property, and landowner's right to deferred payment under Section 18 of this Ordinance and all of the information specified in paragraph (a) above. The notice shall specify that the assessments are due and payable, to whom they are payable, the time when the same shall be delinquent and the charges and penalties related thereto."

Section 7. Section 17 of Ordinance No. 79-78 is hereby amended to read as follows:

"(a) Consistent with the requirements of Section 13 (e) and notwithstanding the provisions of Section 13 (f) through (h), the Council may

direct the Executive Officer to certify the assessments for a Local Improvement District to the county assessor of the county in which the assessed lands are located. Said certification shall be accomplished by written contract, agreement or other lawful means with the county assessor(s) to provide that any assessments certified shall be placed on the tax rolls, collected, and paid over by the county assessor or tax collector, whoever has possession of the roll, as other taxes and assessments are certified, assessed, collected, and paid over."

"(b) The Executive Officer, in his discretion, may contract with local public or private agencies to provide the district with services to meet the requirements of this Ordinance."

"(c) Such services may include engineering, surveying, recording of assessments, billing and collection of assessments, the keeping of a Lien docket, notice to property owners and other related assessment functions."

Section 8. Section 19 of Ordinance No. 79-78 is hereby amended to read as follows:

"A property owner who qualifies for an elderly homestead deferral under ORS 311.666 through ORS 311.700, or ORS 311.706 through ORS 311.735, may claim the deferral by submitting the form required by ORS 311.668, or ORS 311.708."

Section 9. The following Sections are hereby amended in part as follows:

Section 5 (c) is amended to read in part, "...as provided in Section 9 (b)...."

Section 7 (b) is amended to read in part, "...indicated in Section 6,...."

Section 9 (b) is amended to read in part, "...under Section 9 and the assessment and apportionment hearing under Section 13."

Section 10 (b) is amended to read in part, "...adopted

under Section 9 of this Ordinance...."

Section 10 (c) is amended to read in part, "...adopted under Section 9 of this Ordinance...."

Section 18 (d) (2) is amended to read in part, "...with interest as set by ORS 288.510 on all assessments...."

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1980.

Presiding Officer

ATTEST:

Clerk of the Council

TM/gl
8061/118

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Metro Council
FROM: Executive Officer
SUBJECT: Transferring Appropriations Within the Solid Waste
Operating Fund for the Fiscal Year 1981 Metropolitan
Service District Budget

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adopt Ordinance No. 80-94 for the purpose of transferring funds within the Solid Waste Operating fund.
- B. POLICY IMPACT: Adoption of this Ordinance will provide sufficient funds to operate the St. Johns Landfill during the month of June, 1980.
- C. BUDGET IMPACT: Adoption of this Ordinance will transfer \$15,000 from Contingency to Capital Outlay, and \$209,000 from Contingency to Materials and Service. The balance remaining in Contingency after these transfers will be \$286,706. These funds will be recovered when landfill user fees are adjusted in October, 1981.

II. ANALYSIS:

- A. BACKGROUND: Metro assumes operational control of the St. Johns Landfill on June 1, 1980. In order to continue operating the landfill and to provide sufficient time to prepare the necessary specifications for obtaining a long-term contractor, it was necessary to request bids for an interim contract for the period June 1 to October 1, 1980. The firm of Easley and Brassy of San Francisco, California, was selected based on their low bid of \$905,500. It is projected that the operating cost for the month of June will be \$209,000. In addition, there are certain capital purchases that must be made by Metro prior to June 1. To support the gate operations these include cash registers, safe, card printer, office furniture, etc., totaling \$9,600. In order to cover any unforeseen capital expenditures, an additional \$5,400 (totaling \$15,000) is requested.

The operation of the St. Johns Landfill is not reflected in the current Solid Waste Operating Budget. In order to continue operation of the St. Johns Landfill after June 1, 1980, and to comply with Oregon State Budget Law, it is necessary to reflect the various expenditures.

- B. ALTERNATIVES CONSIDERED: First alternative considered was to adopt a supplemental budget reflecting the revenues received during the month of June and make the necessary

appropriations. This alternative would require hearings by the Multnomah County Tax Supervising and Conservation Commission and could not be accomplished prior to July 1, 1980.

The second alternative considered was to transfer the necessary funds from the existing Solid Waste Contingency to cover the operating and capital requirements. Since sufficient funds are available within the Contingency line item, it is not necessary to recognize additional revenue as well as additional expense. This can be done by a budget transfer which would not require action by the Multnomah County Tax Supervising and Conservation Commission and can be completed prior to July 1.

- C. CONCLUSION: Since adequate funds have been appropriated for the Solid Waste Operating fund, the most expeditious alternative is to transfer funds from Contingency to the Materials and Services and Capital Outlay categories.

CS:bk
8087/118

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF TRANSFERRING	)	ORDINANCE NO. 80-94
APPROPRIATIONS WITHIN THE SOLID)	
WASTE OPERATING FUND FOR THE	)	Introduced by the Council
FISCAL YEAR 1981 METROPOLITAN	)	Coordinating Committee
SERVICE DISTRICT BUDGET)	

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1.

That the following transfers of appropriations be adopted:

a. Solid Waste Operating

\$15,000 from Contingency to Capital Outlay to cover the expense of office equipment and machines required to support the gate operations at the St. Johns Landfill.

\$209,000 from Contingency to Materials and Services to cover the increased expenditures for contractual services for the operation of the St. Johns Landfill.

ADOPTED by the Council of the Metropolitan Service District
this 22nd day of May, 1980.

Presiding Officer

ATTEST:

Clerk of the Council

CS:bk
8088/118

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Metro Council
 FROM: Executive Officer
 SUBJECT: Establishing Disposal Charges to be Collected at the St. Johns Landfill and Declaring an Emergency

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adopt Ordinance No. 80-96 for the purpose of establishing disposal charges to be collected at the St. Johns Landfill.
- B. POLICY IMPACT: Adoption of this Ordinance will maintain the existing rates charged at the St. Johns Landfill between June 1, 1980, and October 1, 1980, when the long-term operational contract becomes effective. During this interim period, a deficit of \$264,000 will be realized. This deficit will be covered by a loan from Metro's Solid Waste Operating fund which will be repaid when the new rates are established on October 1. The source of the funding will be the funds (approximately \$1,000,000) transferred from the City of Portland.
- C. BUDGET IMPACT: Adoption of this Ordinance will provide in addition to the necessary loan from the Solid Waste Operating fund, sufficient monies to operate the St. Johns Landfill during the interim period from June 1 to October 1, 1980. In addition to the recovery of the \$264,000, an additional \$20,000, representing lost interest earnings from the use of those funds, will be considered an integral part of the recovered costs in calculating future changes.

II. ANALYSIS:

- A. BACKGROUND: Metro assumes operational control of the St. Johns Landfill on June 1, 1980. In order to continue operating the landfill and to provide sufficient time to prepare the necessary specifications for obtaining a long-term contractor, it was necessary to request bids for an interim contract for the period June 1 to October 1, 1980. The firm of Easley and Brassy of San Francisco, California, was selected based on their low bid of \$905,550. A call for bids was issued on March 21, 1980, and a contract was awarded on April 9, 1980. A call for bids for the long-term operation will occur on May 12, 1980, and by July 28, 1980, a contract will be awarded. The long-term contractor would commence operation on October 1, 1980.
- B. ALTERNATIVES CONSIDERED: It is estimated that

approximately \$1.1 million will be required to cover operational costs at the St. Johns Landfill during the interim contract. Based on the existing rates, there could be a deficit of approximately \$264,000. To address this problem, two alternatives were considered. First, retain the existing rates and finance any deficit from Metro's Solid Waste Operating fund. It is anticipated that the unit cost during the long-term contract, commencing on October 1, will be different from the unit cost of the interim contract. Retaining the existing rates will eliminate changing rates on June 1, and again on October 1. In addition, there appears to be sufficient working capital within the Solid Waste Operating fund to cover the anticipated deficit. Any loans made from the Operating fund will be repaid after October 1.

The second alternative considered was to increase the rates sufficient to cover all anticipated operating costs during the interim contract. This alternative would also require an adjustment to the rates on October 1, when the long-term contract becomes effective. These two rate changes within a four-month period of time could create problems and confusion within the collection industry as well as with the general public.

The existing rates at the St. Johns Landfill reflect a differential charge between the waste collected within the City of Portland and the waste collected in the outlying areas. Under both alternatives described above it is anticipated that this rate differential will be eliminated.

The City of Portland requires all loads delivered to St. Johns Landfill be covered to prevent littering or else twice the normal rate is charged. This same requirement is included in the attached Ordinance. Metro is developing an intergovernmental agreement with Portland, whereby, the additional charge levied against uncovered loads will be transferred to the City to pick up litter along Columbia Blvd.

- C. CONCLUSION: The alternative that provides for the least impact on the solid waste system and which provides for the smoothest transition is to retain the existing rates currently charged at the St. Johns Landfill until October 1, at which time a single rate adjustment will be made.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ESTABLISHING)
DISPOSAL CHARGES TO BE COLLECTED)
AT THE ST. JOHNS LANDFILL AND)
DECLARING AN EMERGENCY)

ORDINANCE NO. 80-96

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1 Definitions

As used in this ordinance, unless the content requires otherwise:

(a) "Person" means any individual, partnership, association, corporation, trust, firm, estate, joint venture or any other private entity or any public agency.

(b) "Solid Waste" means all putrescible and nonputrescible wastes, including without limitation, garbage, rubbish, refuse, ashes, paper and cardboard; vehicles or parts thereof; sewage sludge, septic tank and cesspool pumpings or other sludge; commercial, industrial, demolition and construction waste; home and industrial applicances; and all other waste material permitted by ordinance to be disposed of at the St. Johns Landfill.

(c) "St. Johns Landfill" is that existing landfill owned by the City of Portland, Oregon, operated by Metro and located at 9363 N. Columbia Blvd., Portland, Oregon, 97203.

Section 2 Disposal Charges

The following disposal charges shall be collected by the Metropolitan Service District from all persons disposing of

solid waste at the St. Johns Landfill:

<u>Item</u>	<u>Base Rate</u>	<u>Metro User Fee</u> ³	<u>Disposal Charge</u>
Commercial (per cu. yd.)			
Compacted	\$1.62	\$.28	\$1.90
Uncompacted	1.04	.16	1.20
Sewage Sludge ¹ (per cu. yd.)	1.45	.16	1.61
Private Vehicles ² (per load)			
Cars	2.25	.35	2.60
Station Wagons	2.35	.35	2.70
Vans	3.10	.35	3.45
Pickups	3.10	.35	3.45
Trailers	3.10	.35	3.45
			(for the first 2½ cu. yds.-- each additional cu. yd. \$1.20)
Tires			
Passenger (up to 10-ply)			.55
			(on rim - 1.25)
Tire Tubes			.55
Truck Tires (20 inch diameter to 48 inch diameter, or greater than 10 ply)			1.75
			(on rim - 7.00)
Small Solids			1.75
Dual			7.00
Tractor			7.00
Grader			11.00
Duplex			7.00
Large Solids			7.00

Section 3 Litter Control

All vehicles entering the St. Johns Landfill with loads which are both uncovered and which are susceptible to being blown from the vehicle while in motion shall be subject to double the disposal charge.

¹Sewage sludge requires special handling and protective measures. Charge consists of the noncompacted rate of \$1.20 and special handling charge of \$.41.

²Based on a minimum load of 2 cu. yds.

³Per Metro Code, Section 12.04.030 User Fees

Section 4 Waiver of Rates

A waiver of charges may be made by the operator of the landfill for inert material, including but not limited to earth, sand, stone, crushed concrete and broken asphaltic concrete, if, at the discretion of the operator of the landfill, such inert material is needed for cover, road base or other internal use.

Section 5 Effective Date

This ordinance shall take effect at 12:01 a.m. on June 1, 1980.

Section 6 Emergency Clause

Because Metro has accepted the operation of the St. Johns Landfill as of June 1, 1980, and because it is impossible to conduct two readings of this Ordinance at two regular Council meetings prior to said date, an emergency is hereby declared to exist and this Ordinance is adopted pursuant to ORS 198.550(3).

ADOPTED By the Council of the Metropolitan Service District
this _____ day of May, 1980.

Presiding Officer

ATTEST:

Clerk of the Council

AJ:MH:ss
7755/118

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Metro Council
FROM: Executive Officer
SUBJECT: Recommending a Continuance of the City of Tualatin's
Request for Acknowledgment of Compliance with the LCDC
Goals

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adoption of the attached Resolution recommending that LCDC grant a continuance of the city of Tualatin's request for compliance. The Council should act on this item at its May 22 meeting in order to ensure that its recommendation is considered by LCDC (see background).
- B. POLICY IMPACT: This is the first Metro acknowledgment recommendation that gives special attention to regional compliance issues consistent with the regional criteria and procedures contained in the Metro Plan Review Manual. In regard to other goal requirements, the Metro draft review is heavily relied upon. This will help establish a basis for future acknowledgment review procedures and Metro Council action on compliance acknowledgment requests.
- C. BUDGET IMPACT: None

II. ANALYSIS:

- A. BACKGROUND: The city of Tualatin adopted their comprehensive plan in October, 1979. The plan "package" submitted for acknowledgment includes "Technical Memoranda" (inventories and background information) a "Community Development Code" (policies and implementing measures) and other supporting documents.

Metro conducted a draft review of the City's plan in September, 1979, and identifies a number of deficiencies (see Exhibit "D"). Most of these deficiencies have been corrected in subsequent amendments to the plan.

Metro's acknowledgment review of the Tualatin plan has identified a few remaining deficiencies which need correction before compliance acknowledgment by LCDC (see Exhibit "A"). The Regional Planning Committee has forwarded to the Council a recommendation for a continuance of Tualatin's request for acknowledgement of compliance to correct deficiencies identified under Goal #2 (Land Use Planning), Goal #7 (Lands Subject to Natural Hazards), Goal #11 (Public Facilities and Services) and Goal #14 (Urbanization).

LCDC's comment deadline on the Tualatin plan is May 16. Metro has notified DLCD of our anticipated late reply. They will consider our recommendation upon submittal.

- B. ALTERNATIVES CONSIDERED: Metro staff did not find any issues which warranted serious consideration of an alternative recommendation (i.e., for denial or a continuance).
- C. CONCLUSION: Metro's recommendation for a continuance will support local planning efforts while protecting regional interests.

MB:bk
8097/118
5/22/80

NOTE: For those desiring a copy of the "Tualatin Plan Acknowledgment Review" (Exhibit "A") and/or the "Preliminary Plan Review for the city of Tualatin (Exhibit "D"), please contact Leigh Zimmerman at the Metro office (221-1646).

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF RECOMMENDING A	)	RESOLUTION NO. <u>80-147</u>
CONTINUANCE OF THE CITY OF)	
TUALATIN'S REQUEST FOR ACKNOWLEDGMENT OF COMPLIANCE WITH THE	)	Introduced by the
LCDC GOALS	)	Regional Planning Committee,
		Donna Stuhr, Chairman

WHEREAS, Metro is the designated planning coordination body under ORS 197.765; and

WHEREAS, Under ORS 197.255 the Council is required to advise LCDC and local jurisdictions preparing comprehensive plans whether or not such plans are in conformity with the Statewide Planning Goals; and

WHEREAS, The city of Tualatin is now requesting that LCDC acknowledge its Comprehensive Plan as complying with the Statewide Planning Goals; and

WHEREAS, LCDC Goal #2 requires that local land use plans be consistent with regional plans; and

WHEREAS, Tualatin's Comprehensive Plan has been evaluated for compliance with LCDC goals and regional plans adopted by CRAG or Metro prior to April, 1980, in accordance with the criteria and procedures contained in the "Metro Plan Review Manual" as summarized in the staff report attached as Exhibit "A" and "D"; and

WHEREAS, Metro finds that Tualatin's Comprehensive Plan does not comply with Goals #2, #7, #11 and #14; now, therefore,

BE IT RESOLVED,

1. That the Metro Council recommends to LCDC that Tualatin's request for compliance acknowledgment be continued to correct deficiencies under Goals #2, #7, #11 and #14, as identified in Exhibit "A."

2. That the Executive Officer forward copies of this Resolution and staff report attached hereto as Exhibits "A" and "D" to LCDC, city of Tualatin and to the appropriate agencies.

3. That, subsequent to adoption by the Council of any goals and objectives or functional plans after April, 1980, the Council will again review Tualatin's plan for consistency with regional plans and notify the city of Tualatin of any changes that may be needed at that time.

ADOPTED by the Council of the Metropolitan Service District
this 22nd day of May, 1980.

Presiding Officer

MB:bk
8099/118

TUALATIN PLAN ACKNOWLEDGMENT REVIEWIntroduction

The city of Tualatin, located in both Washington and Clackamas Counties, is bisected by I-5 and borders the southern edge of Metro's Urban Growth Boundary (UGB). The City has changed significantly since its incorporation in 1913. The once rural area is now a residential and economic growth center. From 1971 to 1977 the City experienced a tripling of its population. Early recognition of the ensuing growth fostered the development of the City's first comprehensive plan, adopted in 1972. The City also adopted an "Urban Renewal Plan" in 1975, and developed a more detailed renewal plan in 1977.

Since the adoption of the Statewide Planning Goals and Guidelines, the city of Tualatin has initiated a new comprehensive planning effort. The comprehensive plan package submitted for acknowledgment includes the "Phase I Technical Memoranda" (data base and inventories), "Community Development Code" (plan policies and implementing measures), and other supporting documents.

As stated in the preface, the Tualatin plan sets out policy and land use designations for land within the city limits and is, therefore, a "complementary plan."

Tualatin's plan was developed with the assistance of the consulting firm Goebel, McClure and Ragland.

Summary and Recommendations

Metro's acknowledgment review report is in two parts: 1) a draft review of the City's plan and implementing ordinances prepared in September, 1979, and 2) a final plan review focusing on issues of regional significance.

Metro's Draft Review of Tualatin's plan identified several plan deficiencies under the State Goals. A copy of this draft review is incorporated herein. It is recommended that the DLCD focus its review on the adequacy of Tualatin's final submittal regarding the subjects of draft plan deficiencies not covered in Part Two of our report.

Issues of regional significance were identified by 1) utilizing the Metro Plan Review Manual where regional issues (criteria) are italicized on the Plan Review Checklist Worksheets; and 2) an abbreviated version of Metro's December, 1979, document titled, "A Process for Defining the Regional Role in the Portland Metropolitan Area."

Metro recommends Tualatin's request for acknowledgment be continued to correct deficiencies of regional concern identified under Goal #2 (Land Use Planning), Goal #7 (Lands Subject to Natural Services), Goal # 11 (Public Facilities and Services) and Goal #14

(Urbanization). Other deficiencies identified by the DLCD should be added to the continuance requirements.

The city of Tualatin is to be congratulated for their early commitment to planning and the quality of their comprehensive plan submitted for acknowledgment.

General Requirements

All general required documents have been included in the Comprehensive Plan package submitted for review.

The Tualatin Plan "opening language," as follows, is adequate for Goal compliance:

"Notwithstanding the foregoing plan revisions, the Council shall conduct a public hearing at any time it is necessary to consider an amendment of amendments to the Plan text or Plan map when it is required to comply with the rules, regulations, goals, guidelines or other legal actions of any governmental agency having jurisdiction over matters contained in said Plan map or Plan text." (Community Development Code, Additions and Corrections, p. 2)

Although the language only indirectly references Metro (i.e., "...any government agency having jurisdiction over matters...."), it does specifically state: "The Council shall hold public hearings at any time it is necessary to amend this plan to comply with regional policy." (Emphasis added).

The plan indicates that the Urban Planning Area (UPA) will accommodate a population of 22,000 to 29,000 by the year 2000. Table 9 (Community Development Code, Additions and Deletion, p. 12) of the plan shows that the City can accommodate a population of approximately 12,000. This is more than adequate to meet the population needs as established within Metro's "208" population projections.

Goal #1 Citizen Involvement

The Tualatin Planning Advisory Committee (TPAC) recently has assumed the responsibilities of the Committee for Citizen Involvement (CCI). In September, 1979, the TPAC conducted a review of its Citizen Involvement Program and made appropriate amendments to the program. The evaluation of the CIP has not been submitted as a report, but rather contained within the TPAC minutes of September 19, 1979. The Committee concluded that the Citizen Involvement Program was adequate.

Metro did receive a city of Tualatin Goal #1 violation complaint in a letter dated June 12, 1979, from Mr. Lee R. Gensman. Mr. Gensman's complaint centered on item #2 of Goal #1 which requires

two-way communication with citizens and item #5 which requires assurance that citizens will receive a response from policy-makers. However, after further discussions and communications with the City's Community Development Director and Mayor and Mr. Gensman, Metro concludes that the City has adequately responded to all the concerns raised regarding Goal #1 violations.

Conclusion: The City complies with all regional requirements under Goal #1.

Goal #2 Land Use Planning

Tualatin has addressed the various inventory and analysis requirements in the "Technical Memoranda" (TM), "Urban Renewal Plan" (URP) and other supporting documents. The "Community Development Code" (CDC) contains a summary of basic findings, assumptions policies and implementing measures.

"Urban Planning Area Agreements" (UPAA) have been signed with both Clackamas and Washington Counties. Within the unincorporated portions of Clackamas County, the County's plan shall control land use actions, although both the City and County's plans have consistent land use designations. A process for review of proposed developments within the dual interest area has been included in the agreement and also includes a provision for the participation of any special districts.

Consistent plan land use designations for unincorporated lands between the City and Washington County will be established prior to the County's request for plan acknowledgment. The City has agreed to establish plan designations for lands presently undesignated within the Urban Planning Area (UPA). A review process for land use actions in the dual interest area has been established.

Deficiencies regarding the Washington County/city of Tualatin UPAA boundary map have been identified and are discussed in detail under Goal #14 of this review.

All Goal #2 plan deficiencies have been noted under the respective Goals of this review.

Conclusion: The City does not comply with the regional requirements under Goal #2. In order to comply, the City must correct deficiencies identified under each Goal within this review.

Goal #3 Agricultural Lands

Conclusion: Not Applicable.

Goal #4 Forest Lands

Metro's "Draft Review" of the City's plan indicated the City complies with all Goal #4 requirements.

Conclusion: The City complies with all regional requirements under Goal #4.

Goal #5 Open Space, Scenic and Historic Areas and Natural Resources

As requested at the draft review stage, the City has amended their plan to include bikeway designations consistent with the "Urban Outdoor" study developed by CRAG in 1972.

There are no solid waste disposal site alternatives located within the city limits and, therefore, consistency with Metro's "Disposal Siting Alternatives" study, 1978, does not apply.

1000 Friends of Oregon has objected to the Tualatin plan due to an inconsistency between the City's wetlands boundary and that established by the U.S. Army Corps of Engineers. Presently, the City has included about 90 acres in their Hedges Creek wetlands area and the Corps has identified about 250 to 300 acres in this area. In a cooperative effort, the Friends of Wetlands, industrial owners of the area (most of the wetlands are zoned for industrial use), the State Department of Fish and Wildlife and the City mutually agreed to a wetlands district boundary. The adopted boundary represents a successful effort to balance competing goals. The Corps of Engineers has final authority in setting the wetlands boundary, but will not make the final boundary determination until after public hearings. Metro finds that the City has established a justifiable interim wetlands boundary and provided adequate protection through the "Wetlands Protection District" ordinance provision. Since the Corps has not completed their deliberation on this matter, their request for any further boundary adjustments should be dealt with as an update item.

Conclusion: The City complies with all regional requirements under Goal #5.

Goal #6 Air, Water and Land Resources Quality

The plan presents a good analysis of both existing and projected air quality conditions in the Tualatin area. While the "Phase I Technical Memoranda" (TM) contains a somewhat dated analysis, the "Community Development Code" (CDC) updates this information by referencing the State Implementation Plan (SIP) and recognizing that the Portland/Vancouver Interstate Air Quality Maintenance Area (AQMA) is a nonattainment area for ozone. The CDC recognizes Metro's and DEQ's air quality roles in developing a regional control strategy to bring the area into attainment by 1987.

The plan states: "The City will cooperate and work with these agencies (Metro and DEQ) to realize this goal." (Attainment by 1987.)

Further, plan objective (policy) commits the City to cooperating with Metro and DEQ in efforts to meet applicable air quality standards. As stated in the CDC, the City will:

"Cooperate with the Department of Environmental Quality and the Metropolitan Service District to meet applicable air quality standards by 1987" (CDC Additions and Deletions, p. 4)

As noted in the plan, water quality is largely a responsibility of the Unified Sewerage Agency (USA) serving the area. The "Areawide Waste Treatment Management Study, Technical Supplement 6" addresses water quality in the Tualatin River, and concludes that it is not polluted. The City has developed the following policy to ensure protection against any future degradation to the river:

"Develop regulations to control sedimentation of creeks and streams caused by erosion during development of property."
(CDC, Additions and Deletions, p. 3)

Metro's Public Facilities and Services staff has indicated there are no groundwater pollution problems within the Tualatin area.

The plan does recognize Metro's "Areawide Waste Treatment Plan" (CDC, Part 2, Div 4, Ch. 300, p. 1) and assumes USA's treatment system to be consistent with the regional plan. Also, the City's plan contains the required coordination language.

"Coordinate development plans with Regional, State and Federal Agencies to assure consistency with statutes, rules and standards concerning air, noise, water quality and solid waste." (CDC, Part 2, Div. 2 ch 400, p. 7)

Conclusion: The City complies with all regional requirements under Goal #6.

Goal #7 Areas Subject to Natural Hazards

The plan includes a good description and analysis of potential hazards. The core area of the City is highly vulnerable to flooding by the Tualatin River. The "Tualatin Drainage Plan" and the "Urban Renewal Plan" represent concerted efforts towards addressing the problems of flooding. Alternatives for financing planned flood protection improvements (e.g., federal grants, tax increment, etc.), are discussed in the "Urban Renewal Plan."

The "Urban Renewal Plan" (p. 23) contains policy for protecting only the area within the renewal district from 100-year floods. This policy is implemented through the "Floodplain District" Standards, and the "Wetlands Protection District" (CDC Standards, Sections 2700 and 2800, respectively).

The plan does not contain policies that address hazards resulting from soil erosion and deposition, steep slopes and weak foundation

soils. The City has adopted Chapter 70 of the Uniform Building Code which established standards for excavation and fill in potential hazard areas.

Conclusion: The City does not comply with the regional requirements under Goal #7. In order to comply the City must:

1. Adopt policy to protect all lands subject to flood hazard.
2. Adopt policies that address potential hazards resulting from soil erosion and deposition, steep slopes and weak foundation soils and/or include a disclaimer statement for those hazard which are not in the City and for which, therefore, policies are not applicable.

Goal #8 Recreational Needs

The plan contains a good analysis of the recreational needs for the City. Policies relating to regional plans include:

"Coordinate this Park and Recreation Plan with the Plans of Regional, State and Federal Agencies to achieve consistency among the various plans."

"Coordinate the development of the pedestrian/bicycle system with plans developed by the Metropolitan Service District for these types of facilities." (CDC Additions and Deletions, p. 6)

The plan's "Greenway" and "Bikeway" systems (CDC, Additions and Deletions, "Attachment B") are consistent with "The Urban Outdoors" study, CRAG, 1971.

The City intends to develop a "Capital Improvements Program" to assist in the implementation of their Park and Recreational programs. The "Wetlands Protection" and "Floodplain" provisions of the CDC, together with improvements to existing roadways, are adequate to implement the proposed "Greenway" and "Bikeway" systems.

Conclusion: The City complies with all regional requirements under Goal #8.

Goal #9 Economy of the State

The "Technical Memoranda" (TM) document Chapter III, (pp. 26-34) contains a good analysis of the City's economic base and potential for future development. It projects land need requirements for both commercial and industrial development for the year 1995.

The economic analysis concludes that an additional 210-250 acres of industrially zoned land and an additional 17-30 acres of commercially zoned land will be required to meet the year 2000 needs. Plan policy, however, calls for over 526 acres zoned for industrial development and 110 acres zoned for commercial development. This "over allocation" is justified by (1) constraints due to ownership patterns and flood hazards, and (2) the City's unique competitive location (i.e., located adjacent to I-5 and 205 Freeways and State Highway 217 Expressway). Further, it is important to note that any definition of economic need by any single jurisdiction within the region is at best an estimate. As an example, land needs for lumber and wood products and apparel manufacturers could be based on standards which vary from 2 to 25 employers per acre, respectively. In the commercial sector, this variation is even more dramatic. For retail trade, land needs could be based on a standard of approximately 20 employees per acre; whereas finance, insurance and real estate businesses could be based on about 141 employees per acre. (Source: UGB Findings, 1979, p. 8) Thus, although the projected land "needs" do not coincide with planned "allocation" for economic development, this variation is adequately justified by land constraints and the City's unique location, variation in land demand by type of industry and the absence of a regionwide economic analysis and allocation study.

Plan policies which generally "encourage" economic development are implemented through the "Community Development Standards," and the "Urban Renewal Plan."

Finally, Section 2605 of the "Community Development Standards," entitled "Environmental Standards," addresses the DEQ "Air Containment Discharge Permit" process for industrial developments.

"Air Quality"

1. All new uses allowed within any industrial Planning District shall be designed to comply with the most recent air quality standards adopted by the Oregon State Department of Environmental Quality. Compliance with said standards shall be certified pursuant Section 2603. Additionally, where applicable by state rules, industries required to obtain a Department of Environmental Quality Air Contaminant Discharge Permit shall so obtain said permit and submit said permit to the City as a part of the certification statement required pursuant Section 2603."

Conclusion: The City complies with all regional requirements under Goal #9.

Goal #10 Housing

The Tualatin plan contains a good inventory of residential development trends to date. The plan does not analyze housing "needs" as per the Goal #10 criteria established within the "Plan Review Manual." While the TM outlines the financial capabilities of the City's households and identifies the rents and prices paid for housing through survey results, (TM, Chapter II, A, pp. 7-8), the sample was not statistically valid. The City's housing needs, however, are defined on a regional basis, as per the Metro "UGB Findings," (i.e., guidelines for single family/multi-family split and housing densities), and the year 2000 population projections (i.e., Metro "208" population projections). Therefore, Tualatin's housing needs have been adequately defined to address regional concerns.

The "Buildable Lands Inventory" (TM, Chapter III, C, Exhibit 7) indicates there are 519 acres of non-constrained lands planned for residential purposes. Although constrained lands are labeled "Non Buildable," development can take place provided specific standards are met.

The CDC (see "Additions and Deletions," p. 12) nets out lands for streets (20 percent) and a market factor (25 percent) noted as "unavailable."

Tualatin's plan allows for new residential development at densities which exceed those anticipated at a regional level (i.e., as specified in the "UGB Findings"). New single family construction is planned for over six units per net acre (UNA). New multi-family development is planned for an average density of 22 UNA. Thus, overall, the City is planning for about 10 UNA for all new construction. For new development, the "UGB Findings" establish a minimum single family housing density of 4.04 UNA and a multi-family density of 13.26 UNA, resulting in an overall density of 6 UNA.

As indicated below, the city of Tualatin anticipates an ultimate single family/multi-family (SF/MF) housing units build-out ratio of 44/56. This is well above the regional expectation of a 65/35 SF/MF ratio as established in the "UGB Findings," Metro, 1979.

Existing Residential Use, 1977

SF	561.02 (net acres)	1,014 (units)	54.9(%)
MF	45.85	834	45.1
Total	606.87	1,848	100

Planned New Construction

SF	222 (net acres)	*1,344 (units)	38.8(%)
MF	95	*2,122	61.2
Total	317	3,466	100

*includes approved developments but not under construction

Build-Out Residential Development

SF	783 (net acres)	2,358 (units)	44.4(%)
<u>MF</u>	<u>141</u>	<u>2,956</u>	<u>55.6</u>
	924	5,314	100

(Source: CDC, Additions and Deletions, Tables 6, 7, 8 and 9, p. 12)

1000 Friends of Oregon has called into question the buildability of lands zoned RH-HR (High Density-High Rise) in the wetlands areas. However, upon closer examination of topographic maps of the area in relation to potential flooding (i.e., 100 year flood plain level) and noting the total lands within the "Wetland Protected Area" and setback area (40 feet); it can be demonstrated that Tualatin can still meet its multi-family housing needs. Lands designated RH-HR and located within the protected area and setback area total approximately 16 acres. These lands would thus be identified as non-buildable, resulting in a multi-family housing loss of about 480 units. The adjusted new construction single family/multi-family housing ratio would be 45/55 which is still well above regional expectations. The City does allow density transfers in areas of restricted use (e.g., wetlands), but on an informal basis.

Using Metro's assumptions for vacancy rates and household size, Tualatin could house an ultimate population of about 12,600.

Even by eliminating the 25 percent market factor as established by the City, one could show a plan holding capacity population of just under 14,000 and a 44/56 SF/MF build-out ratio. Thus, whether or not the market factor is utilized, the city of Tualatin does meet Metro's expectations regarding an appropriate single family/multi-family ratio and population holding capacity.

The Tualatin plan discusses the demand trends for single and multi-family housing units. A set of assumptions are presented which summarize the alternatives for meeting the City's housing needs:

"There will be a continued strong demand for housing in the City because of the City's ability to create new job opportunities and the increasing expense of driving long distances to work.

"The proportion of single family to multi-family housing units should approximate the proportion predicted for the region in the Year 2000.

"The introduction of more commercial and industrial uses will create more job opportunities and thus create a more diversified population requiring a related diversity in housing type.

"There will be an increasing demand for reasonable-priced owner-occupied housing units. This may include small houses on small lots, condominium developments, mobile residential unit housing subdivisions and other similar housing types."

(CDC, Part 2, Div. 2 Chapter 500, pp. 2-3)

Plan policies call for the provision of a variety of housing types at specified locations and at appropriate densities. Mobile homes are allowed in mobile home parks and subdivisions. Policy calls for the establishment of a quota (maximum 50 units per year) for mobile home subdivisions.

Housing policies of the plan are implemented through the "CDC Standards" and the "Subdivision Ordinance No. 176-70." Single family developments are allowed outright in the Low Density District (RL) and multi-family developments are allowed outright in the four Medium to High Density Districts (i.e., RMS, RMH, RH and RH-HR). Mobile homes are permitted as a conditional use in the RL District and outright in the Medium Low Density District (RML). Mobile homes are also permitted as a conditional use in the High Density Residential-High Rise District (RH-HR), but this provision is inconsistent with plan policy (re: CDC, Part 2, Dev. 2, Chapter 500, p. 6). This latter item is simply an administrative error and can be corrected as part of a continuance order or update, but is not of the magnitude to warrant denial of compliance with Goal #10.

Mobile Home Parks are permitted outright in the RML District in specific locations as designated on the Tualatin "Plan Map."

All development, except single family dwellings, are subject to approval by the Architectural Review Board (ARB). The "Criteria and Standards," which must be met before affirmative action is taken by the ARB, are clear and reasonable. They include:

- "1. The Board shall, in exercising or performing its powers, duties, or functions, determine whether there is compliance with the following:
 - a. The proposed design of the development is compatible with the design of other developments in the same general vicinity and;
 - b. The location, design, size, color and materials of the exterior of all structures and signs are compatible with the proposed development and appropriate to the design character of other structures in the same vicinity.

- c. The proposed site development, including the site plan, architecture, landscaping and graphic design, is in conformance with the standards of this and other applicable City ordinances insofar as the location, height, and appearance of the proposed development are involved;
2. The Board shall, in making its determination of compliance with the above requirements, be guided by the objectives and standards set forth in Section 3002.1(A) (Architectural Review Process) and Section 3003 (Design Standards).
3. The Board shall in making its determination of compliance with the requirements herein set forth, consider the effect of their determination on the cost of housing and shall seek to balance that effect with the other requirements herein set forth."

(CDC, Additions and Deletions, pp. 10-11)

The conditional use approval standards, which specifically impact the provision of mobile homes in the low density residential district, are also clear and objective. Tualatin's approval standards are nearly identical to those of the city of Milwaukie's. While the introductory language speaks to the "best interests of the surrounding property or neighborhood or the City as a whole" (Section 1004), the language continues to list specific conditions that may be imposed.

Conclusion: The City complies with the regional requirements under Goal #10.

(Note: Metro recommends that Tualatin correct the inconsistency between the RH-HR policy and zone district during the continuance order or first plan update.)

Goal #11 Public Facilities and Services

The Tualatin plan presents a very good analysis of the City's water and sewer systems. Existing and projected system capacity and needs are identified. The water and sewer system master plans both contain a list of needed improvements, cost estimates and a discussion of alternative financing methods. However, the plan has no policies on the provision of water and storm drainage services.

Tualatin is served by the Unified Sewerage Agency (USA). The plan does reference Metro's "Areawide Waste Treatment Plan" (CDC, Part 2, Div. 4, Chapter 300, p. 1) and contains the following policy on coordination:

- "1. Coordinate development plans with Regional, State and Federal Agencies to assure consistency with statutes, rules and standards concerning air, noise, water quality and solid waste."

(CDC, Part 2, Div. 2, Chapter 400, p. 7)

Tualatin's water is supplied by Lake Oswego on a contractual basis. As stated by the City, due to deficiencies in Lake Oswego's distribution system, water supply to Tualatin during peak demand periods has been inadequate.

Tualatin receives water on an "excess supply only" contractual basis. The City concludes that even if the circulation deficiencies were corrected, Lake Oswego's water source (i.e., the Clackamas River), is not adequate to meet the needs of both jurisdictions on a long-range basis.

As a short-term solution, Tualatin could connect to the Tigard Water District or Lake Grove Water District. In a telephone conversation, (4-17-80), Wink Brooks, Community Development Director for Tualatin, said it was questionable whether Tigard's present tie with Bull Run was adequate to meet the long-run water supply needs of Tigard and Tualatin. He indicated that a connection to the Bull Run source at Raleigh Hills (not yet completed) would be the logical long-range water supply source for both Tualatin and Tigard. The cost of this connection could total 5-10 million dollars, however. Tualatin intends to submit a bonding program to the voters in the coming year to finance this alternative.

The "Portland/Vancouver Metropolitan Area Water Resources Study, Water Supply, Regional Water Supply Plan," (U.S. Army Corps of Engineers, 1979), has recently been released for comment. Regarding the Tualatin water supply problems, the study recommendations are as follows:

- "1) Tigard and Tualatin should seek other water sources and discontinue obtaining water from the Clackamas River.
- 2) Tigard and Tualatin should join the Bull Run system if satisfactory contractual arrangements can be achieved." (p. 72)

Metro believes that the required "opening language" provides adequate means by which Tualatin's plan can be amended as necessary to implement future Metro policy on this matter.

Although the long-range Tualatin water supply problem is being addressed on a regional level and a detailed "Water System Master Plan" map is adopted which addresses identified problems, Tualatin must still adopt specific policies on the provision of water facilities and services.

The "Tualatin Drainage Plan" was completed in 1972 and updated in 1975. This document provides an excellent identification of problems and proposed improvement measures with an analysis of alternative courses of action. The drainage plan contains a set of policies (pp. 26-27) which speak to the responsibilities of property owners, the City and other governmental agencies. However, this plan and enclosed policies were not adopted. The policies are implemented, in part, through the Subdivision Ordinance (pp. 17-19). The majority of the plan will be implemented as funds are secured for the various proposed improvements to the drainage system.

Conclusion: The City does not comply with the regional requirement under Goal #11. In order to comply the City must: adopt policies on the provision of water and storm drainage facilities and services.

Goal #12 Transportation

Tualatin has submitted a good transportation inventory and analysis, that is both Citywide and specific to the downtown "Urban Renewal" area. Policy regarding coordination with Metro on the Regional Transportation Plan (RTP) is included. A number of functional classifications of roadway inconsistencies exist between the City's plan and Metro's RTP. Resolution of these inconsistencies will take place over the coming months, as part of the regional transportation planning process.

Of critical regional concern is Tualatin's capacity problems along the Nyberg Street/Tualatin-Sherwood Road corridor. Lands designated for industrial development within Tualatin and immediately east of the City (in the unincorporated areas of Washington County) are projected to generate demands which far exceed roadway capacity. As part of the Metro RTP program, a "Southwest Circulation Plan" is scheduled for development in fiscal year 1981-82 that will address this roadway capacity problem.

Conclusion: The City complies with all regional requirements under Goal #12.

Goal #13 Energy Conservation

Although energy consumption and distribution within the City is not identified as per the "CRAG Regional Energy Analysis," the plan contains a good identification of regional issues and findings of fact on energy conservation. (TM, Chapter III, D1, pp. 6-8). The following policy on energy conservation is included in the plan:

"Arrange the various land uses in a manner that is energy efficient." (CDC, Part 2, Div. 2, Chapter 400, p. 7)

Goal #13 is directly addressed by the above policy and supported by several policies within the housing and transportation elements, (e.g., multi-family housing encouraged along mass transit lines). Energy conservation policy is implemented mainly through the Land Use Plan, (i.e., arrangement of land uses).

Conclusion: The City complies with all regional requirements under Goal #13.

Goal #14 Urbanization

Tualatin's city limits are, in part, coterminous with the adopted regional UGB and, therefore, the plan must recognize and be consistent with the regional UGB (i.e., located on the Plan Map) and acknowledge the need to work through the Metro UGB amendment process on matters affecting the Boundary.

The Tualatin "Plan Map" does not identify the UGB as depicted on the plan's Exhibit "G". The City's Urban Planning Area (UPA) includes lands presently outside the UGB (located along the southwestern edges of the UPA). Also the UPA excludes a portion of land that is within the regional UGB, (located also along the southwestern edge), to which the City is the logical provider of services (see Exhibit "B," attached).

The Urban planning Area Agreement (UPAA) with Washington County also shows a similar UGB location error on the attached map of the agreement (see Exhibit "C," attached).

The City does not recognize Metro's role in the UGB amendment process.

Since Tualatin has submitted a "complementary" plan, and all lands within the City are considered ready for urban development and will be provided with a full range of urban services, policies for the conversion of urbanizable lands to urban are not applicable.

The Tualatin Plan, in coordination with Washington County, has developed land use designations for lands outside the city limits (i.e., land within the City's Urban Planning Area). 1000 Friends of Oregon argues that these land use designations outside the city limits violate Goal #10 by failing to encourage sufficient multi-family development. However, as stated above, Tualatin is submitting a "complementary" plan and is, therefore, seeking acknowledgment for lands only within the city limits. The burden for meeting Goal #10 for lands outside the City lies with Washington County not the City. Thus, Metro finds 1000 Friends' objection inappropriate.

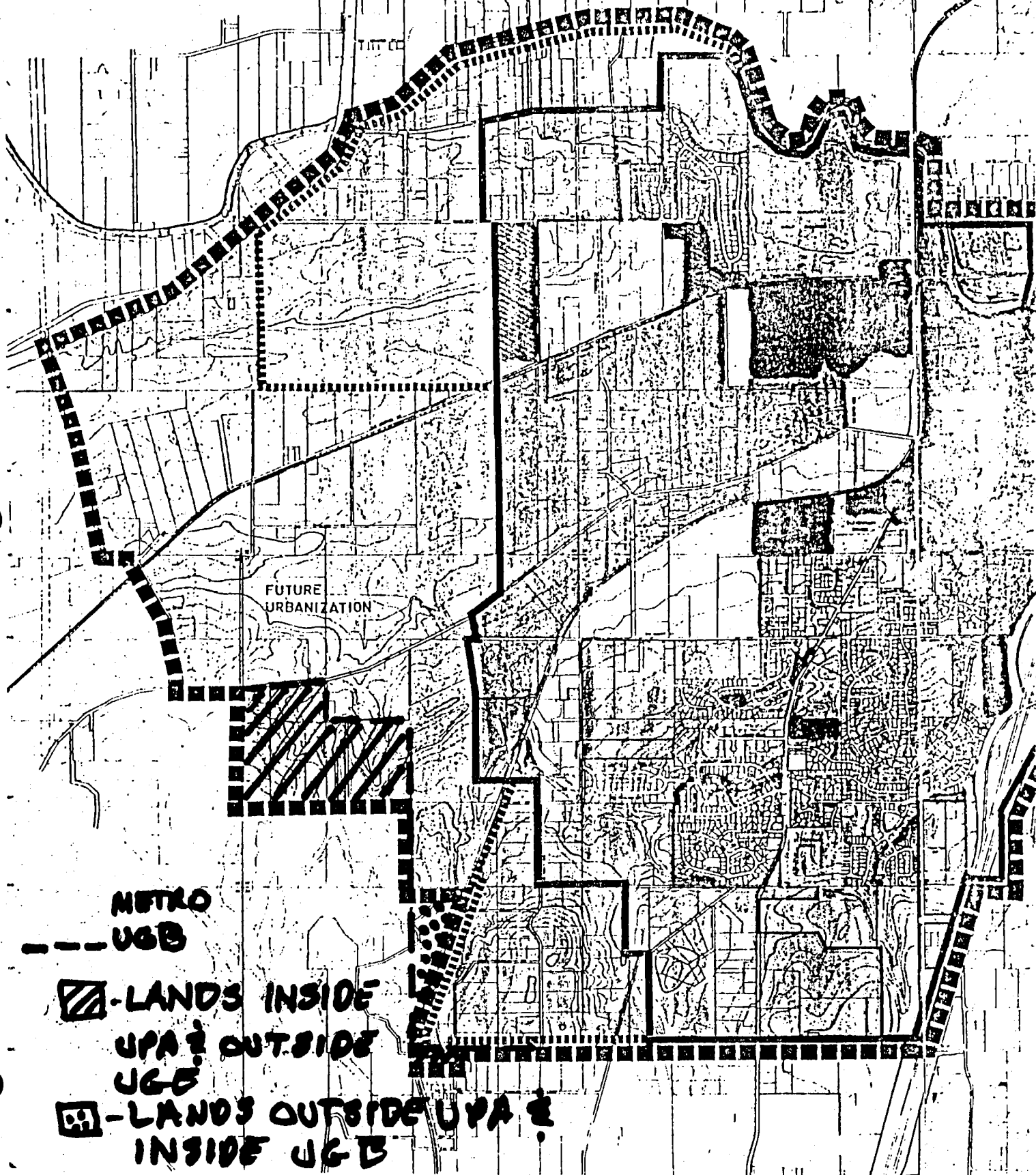
Conclusion: The City does not comply with the regional requirements under Goal #14. In order to comply, the City must:

1. Reference the regional UGB on Tualatin's Plan Map.
2. Amend Tualatin's UPA to be consistent with regional UGB.
3. Amend the Tualatin/Washington County UPAA map to be consistent with the regional UGB.
4. Acknowledge Metro's role in the UGB amendment process.

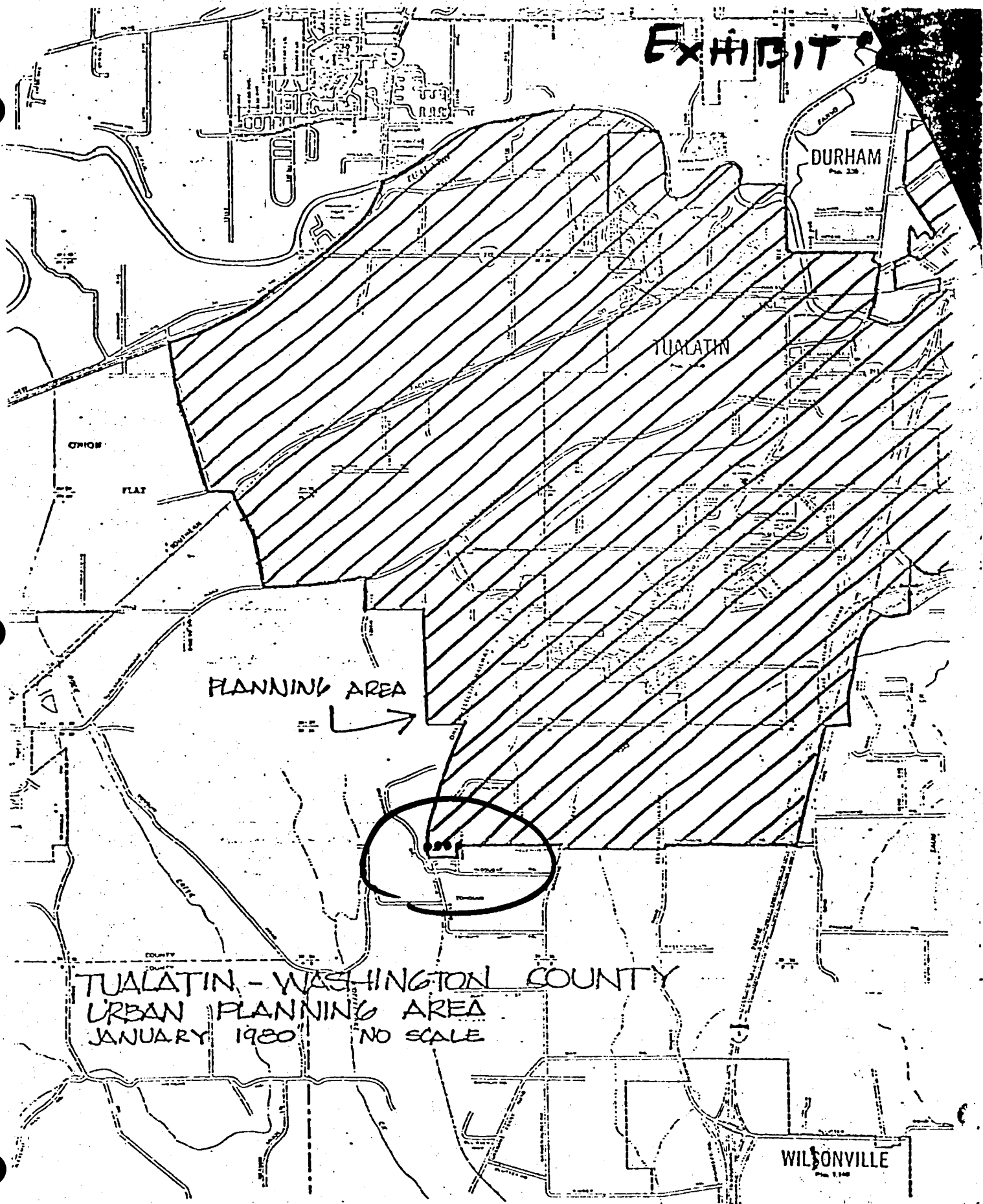
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TUALATIN PLAN MAP

EXHIBIT "B"



EXHIBIT



Metropolitan Service District

527 SW Hall Portland, Oregon 97201 503/221-1646

Memorandum

Date: September 21, 1979
To: Wink Brooks, Director Community Development
From: Michael V. Butts, Metro Plan Reviewer
Subject: Preliminary Plan Review for the City of Tualatin

Following is a summary of recommended amendments for the Tualatin Comprehensive Plan as discussed at our September 7, 1979 meeting. This summary is based on a goal-by-goal format with numbers referring to the "Metro Plan Review Manual" checklist worksheet.

All changes or additions to policy must be handled as plan amendments. These items are noted with a "P." Clarification of or additions to background data can be handled through technical memoranda which should be submitted with the plan for acknowledgment and kept with the plan on file (ideally, included in a reprinting of the Technical Memoranda document). These items are indicated with a "T." Items essential for compliance are indicated with a *. While none of the remaining items suggested for inclusion is itself essential for compliance, the cumulative weight of the deficiencies, if none were addressed, might affect goal compliance in certain areas. We urge you, therefore, to review these suggestions carefully and incorporate as many as are practicable.

0. General Requirements

* The following items have been identified as missing from your Comprehensive Plan package and will have to be submitted for compliance acknowledgment by LCDC:

0.1.3. Subdivisions ordinance

0.1.5 and 0.1.5.1 The list of supporting documents is a list of those background reports, special studies, etc., which have not been included with plan documents submitted for acknowledgment (see the compliance acknowledgment rule in Section III of the Plan Review Manual and Goal #2 language). This is not an onerous requirement but an essential one. (T)

0.1.7 Identification of the current chairperson on the existing TPAC list.

0.1.8 A revision of the "opening language" (CDC page 1) as recommended in the self-evaluation preface.

* 0.2.1. Population projections in the plan are as much as five times higher than an estimate of "208" projections for growth. The numbers in the plan, however, appear to be for the entire planning area. Since you will be requesting acknowledgment for your plan for land within current city limits, you must have corresponding population projections. Metro's demographic staff estimate that a maximum of about 14,000 would be consistent with "208."

You have two alternatives to remedy this problem when you prepare your new population estimates for land within city limits:

1. Start from the year 2000 projections in "208" for census tracts 204, 308, 320, and 321 (or for the smaller traffic zones) and relate these to city projections by spelling out the assumptions and analysis, which justify the city receiving whatever proportion of that growth you project (the city was 4.3% of the population for those census tracts in 1970, 14.8% in 1975, 17.9% in 1977 and you have projected for the entire planning that it will be 50% in the year 2000. These figures all assume an expanding boundary.) You can use whatever numbers you want for current city limits provided you can make a detailed, convincing case as to why this projection is consistent with the "208" projection for the area generally -- i.e., why you expect more and more of the area's growth to occur within current city limits (to the extent you do). (T)
2. Use whatever methodology you want but clearly state that:
 - a. You recognize these numbers are not consistent with "208" and should be;
 - b. You are committed to participating in the Metro process for developing regional consensus for a set of population projections but that this process has not yet been completed;
 - c. The current numbers are interim numbers only and will not be used to justify any project funding requests;
 - d. That because you are not directly responsible for any major facilities planning and because your land use plan has some "give" since it would require build-out to reach current projections and the UGB Findings assume less than full development, you do not anticipate any problems with possible future downward revisions in your numbers; but

- e. You will open your plan for any amendments as may be needed to be completed to be consistent with the regional projections when adopted. (P)

Goal #1: Citizen Involvement

We will not evaluate compliance with this goal until we have receive the CCI evaluation and any additional materials you may want to submit. The evaluation should address compliance with each of the six goal requirements, as provided for in your adopted Citizen Involvement Program.

Goal #2 Land Use Planning

The plan has an established format of the base data/inventory in the Technical Memoranda and a general background, findings, assumptions and objectives for each major heading in the Community Development Code. This is a usable format but has not been followed consistently. For example, inventory information has been included in the policy section in some cases, while findings and assumptions have been altogether left out in material on public and semi-public uses, and water, sewer, drainage, and flood hazard. In addition, a specific heading titled "Natural Resources" in the "Code" would assist in understanding the city's policies regarding LCDC Goals #5, #6, and #7 and tend to balance the growth/conservation-preservation focus of the plan as was done in the Technical Memoranda. These inconsistencies are confusing and should ideally be remedied when you republish your plan. Instances where lack of clear findings, assumptions or policy jeopardize compliance are noted at the appropriate goal.

* Finally, to demonstrate that you have addressed all inventory requirements of the various goals, you should include a "disclaimer," listing all the resources and hazards which are not present in the city and for which, therefore, inventory requirements do not apply. (T)

Following is our list of inventory requirements which appear not to apply to the city:

- 5.1.2.: Mineral Resources
- 5.1.3.: Energy Sources
- 5.1.8.: Wilderness
- 5.1.10.: Cultural Areas
- 5.1.12.: Scenic Waterways
- 8.1.1.3.: Archeology
- 8.1.1.8.: Hunting
- 8.1.1.10: Winter Sports
- 12.1.1.4 and 12.1.1.5 Air & Water Transportation

* 2.1.2.1. The plan map must show the area for which you are requesting acknowledgment -- i.e., current city limits. (P)

* The balance of items which must be completed for goal #2 include: (2.2.1) list and location of plan documents on file and (2.2.2.1) Urban Planning Area Agreements.

Goal #3 Agricultural Lands

Not applicable.

Goal #4 Forest Lands

The city has adequately identified Forest Lands in the Natural Resource Inventory Technical Memoranda and have developed policies and implementation strategies for their preservation as part of the Open Space/Parks and Recreation Sections of the Plan. Commercial Forest need not be addressed in the plan.

Goal #5 Open Space, Scenic and Historic Areas and Natural Resources

5.1.1.3. The "Urban Outdoors" has identified "Areas of Unique Opportunity," "Scenic Drive or Parkway" and "Bikeway or Trail" in the northern sections of Tualatin. These should be referenced in the plan text and/or map and coincide with local plan designations. (P)

5.2.3., 5.2.4. and 5.3.1. Policies included as "Land Use Requirements" in the Urban Renewal Plan are adequate for the areas covered by this plan, but there are no policies to protect resources outside this area nor does there appear to be adequate implementing measures to protect these resources.

The wetland protection zone is adequate to protect most resources covered by the goal, although the Greenway and Riverbank Protection Ordinance would cover a larger area and so are desirable for full protection.

In addition, none of these zones protects historic sites and features. There should be appropriate implementations for plan policy on the protection of this resource. (P)

Goal #6 Air, Water and Land Resources Quality

6.1.1. Air quality is well documented but should be updated with more recent data which is available at DEQ or Metro office.

6.1.2. Water quality of the Tualatin River has not been analyzed and consequently no policies or implementation strategies have been developed to resolve identified problems. Water quality must be addressed to satisfy the evaluation criteria identified above before compliance with Goal #6 can be ascertained. (We refer you to the "208" Water Quality Study, Technical Supplement #6).

6.1.3. Although "Solid Waste" is a Metro problem, the city has the responsibility to identify, in the plan, some basic findings and describe Metro's role. A brief summary to this effect can be culled from "Disposal Siting Alternatives," Metro Chapter 7, located at the Metro office. (T)

6.1.4. Noise was listed in the Table of Contents but this section was missing from the plan. Policies have been adequately developed to deal with noise problems in industrial zones. Traffic noise is likely a problem in the Tualatin area as it is in most cities. Consideration should be given to developing noise policies in other land use zones.

Goal #7 Areas Subject to Natural Hazard

* 7.1. The "location" criteria cannot be met without the inventory map. These maps should either be included in the plan document or referenced as to the map title and where these maps (i.e., City Hall) are located. (T)

Goal #8 Recreation

The recreation section has forwarded several park sites and park development proposals. In order to carry out these plans, financial resource options will need to be researched. The financial and/or manpower option should be summarized in the plan to meet the requirements of 8.2.2.3., availability of resources. As we discussed, a policy for the development of a capital improvement program for parks would be an appropriate approach. (P)

Goal #9 Economy of the State

9.2.1. A brief summary of the various economic growth alternatives considered in the various group meetings and in-house discussions would be helpful. (T)

* 9.2.2. As discussed in our meeting, the economic analysis calls for 210-250 acres of additionally zoned industrial land and 17-30 acres commercial land to meet the year 2000 needs.

The plan, however, identifies over 526 acres zoned for industrial development and 110 zoned for commercial. The policies do not follow the analysis. The rationale behind this excess requires further discussion in order to justify the plan's policies. (T)

Goal #10 Housing

* 10.2. Before we can assess the appropriateness of your housing mix (10.3.1), we will need to have the single family, multi-family and mobile home mix aggregated for just the land within the city limits.

Your analysis of land available and necessary for individual use might be strengthened by a discussion of net increases, if any, in land used for medium and high density residential use and a comparison of your proposed mix with current or projected mixes for adjacent suburban communities.

A table and a brief discussion identifying the family and individual income levels of the city's residents; and a comparison with present price levels and rent ranges for housing is needed to assess housing needs. This analysis should also include an estimate of total units needed by type consistent with the analysis of units which will be made available.

* 10.3.2. Lastly, in order to assure that approval standards are clear, objective and reasonable, the language of Chapter 3000 Community Design Standards, Section C, Criteria and Standards 1.6. and 1.c should be revised as discussed at the September 7, 1979 meeting.

DLCD staff felt that the changes we discussed should generally be adequate to ensure consistency with the St. Helens policy provided that:

1. The plan or ordinance contained a statement that no design conditions would be attached which would unreasonably increase the cost of construction; and
2. That those elements of the design features to which changes might be proposed (e.g., roof pitch or overhang) were explicitly listed in the ordinance.

Goal #11 Public Facilities and Services

* 11.1.1. The Technical Memoranda and Code deal exclusively with the sewerage collection system. Discussion is required regarding the U.S.A. Treatment Facility capacity and problems it may have in serving the Tualatin area until the year 2000 (T).

* 11.1.4. The school district has likely developed plans for future expansion. A summary of findings and proposals should be included in the comprehensive plan (T), along with policy to cooperate with the school district in future planning efforts (P).

11.1.8. Policies have been developed for health care in terms of land use, but not in terms of service, need or problem identification. Reference to county and/or state agencies which address the needs for health care will be sufficient to meet this criterion (T).

11.1.10. The "Civic Center Study" addresses future need requirements in terms of space requirements for police, fire and general government. A brief summary of the present level and capacity of existing police, fire (although presently served by the County) and general government services should be added (T).

Goal #12 Transportation

The Transportation Division's review of the plan's transportation element is attached. The issues it raises which need to be addressed for goal compliance are those on the "Public Transit Goal" (12.2.1.3 and 12.2.4.3.) and on the "Special Transportation Issue" (12.2.1.1. a and 12.2.4.4.).

A brief summary of special transportation needs (number of elderly, etc.), and discussion of Metro's Special Transportation Plan (T), along with policy in support of cooperation with Tri-Met in future planning efforts (P), will be adequate to address the special transportation issue.

The Public Transit Goal should be revised to be consistent with current Tri-Met Service criteria (or supplemented by policies and programs adequate to meet this goal without assistance from Tri-Met).

Goal #13 Energy Conservation

*13.1. A summary of the data on energy use in Tualatin from the "CRAG Regional Energy Analysis" will meet the requirements of 13.1.1. through 13.1.4. (T)

13.2. Several good energy conservation methods were identified in the Technical Memoranda but not carried over to the code document in the form of policy statements. In view of adoption

Memorandum
September 21, 1979
Page 8

of direct policy on energy conservation, a summary of how policy in such areas as transportation and housing have addressed recommendations in the Technical Memorandum on this subject would be adequate (T).

Goal #14 Urbanization

This review did not include an evaluation of urbanization policies for consistency with Metro policy adopted August 23, 1979.

cc: Linda Macpherson, LCDC
Jim Knight, LCDC
Art Schlack, Washington County
Sue Klobertanz, Metro

MB:ss
5102A
0061A

Metropolitan Service District

527 SW Hall Portland, Oregon 97201 503/221-1646

Memorandum

Date: September 17, 1979
To: Mike Butts, Plan Review
From: Gary Spanovich, Transportation Plan Development
Subject: Metro Transportation Department Review of the Transportation Element Of The Tualatin Comprehensive Plan

A transportation staff review of the City of Tualatin's final draft submittal of their Comprehensive Plan, Community Development Code and Urban Renewal Plan has identified several issues which should be addressed as part of our plan review process. However, in general the plans from a transportation perspective are satisfactory and meet or exceed planning requirements.

We have identified a number of issues which should be discussed further with the City of Tualatin. The following issues have been identified:

Norwood Road/I-5 Interchange Issue

The City of Tualatin proposes improved access to Interstate 5 via a proposed interchange at the intersection of I-5 and Norwood Road. The rationale for the interchange is to reduce the impact on the Nyberg Street/Tualatin-Sherwood Road corridor from development of industrial land located in Washington County west of the City. The plan proposes preservation of right-of-way for a new I-5 interchange at Norwood.

This proposal conflicts both with ODOT policies and Metro findings. ODOT is extremely reluctant to provide new access to its system of freeways and has indicated their concern for providing additional access at this location. Metro analysis of the I-5/99W corridor has indicated an existing imbalance between traffic flows on I-5 and 99W. While I-5 presently has excess capacity, 99W has been found to be capacity deficient. However, our analysis has also indicated that by 1995 both I-5 and 99W will both be at or above capacity. The increased subregional corridor travel flows will reduce the benefits from projects attempting to improve east/west connectivity between the two facilities and the areas located between them.

Public Transit Goal Issue

The plan establishes the goal of Tualatin to be provided with public transportation service so that every citizen is within a two to three block walk of a bus line. Although this goal appears admirable, it is probably unrealistic when considering existing levels of transit service, transit funding limitations and residential development patterns. Tri-Met should be consulted on this.

Special Transportation Issue

The Tualatin plans fail to discuss transportation facilities and services provided for the transportation disadvantaged. This issue should be included in subsequent drafts.

Nyberg Bypass

The Urban Renewal Plan proposes a new bypass of Nyberg Street west of 80th. The bypass would provide a more direct through route connecting with Tualatin-Sherwood Road. The urban renewal plan should discuss the social, economic, environmental and energy benefits of the proposal.

Functional Classification Consistency Issues

A comparison of the functional classification of highway facilities designated in the Tualatin Comprehensive Plan and the designations in the Regional Interim Transportation Plan (ITP) has identified a number of inconsistencies. The inconsistencies identified in this memo should be discussed with Tualatin. A comparison of the functional classification definitions used in each plan is also discussed. A map showing the functional classification of facilities is not included in any of the Tualatin plan documents and this should be added.

The ITP has four functional classifications to describe the highway system--Collectors, Minor Arterials, Other Principal Arterials, and Freeways/Expressways. The City of Tualatin has six functional classifications--Freeway, Expressway, Arterial Street, Collector Street, Local Street, Cul-de-Sac Street. Each of the ITP classifications has its counterpart in the higher level Tualatin classifications as detailed in Table 1.

TABLE 1
Functional Classification Definition Equivalency

<u>Hierarchy</u>	<u>ITP</u>	<u>City of Tualatin</u>
1	Freeways/Expressways	Freeway, Expressway
2	Principal Arterial	Arterial
3	Minor Arterial	Arterial
4	Collector	Collector

Freeway/Expressway

The City of Tualatin describes a freeway as the highest form of roadway design. This type of facility is intended to provide for the expeditious movement of large volumes of traffic between, across, around or through a city, region or state. The Tualatin designation is equivalent to the ITP Freeway/Expressway description.

Principal Arterial & Minor Arterial

The Tualatin Plan does not differentiate between a Principal arterial and a Minor Arterial.. Tualatin specifies that the primary function of an arterial street is to provide for the traffic movement between areas and across portions of a city or region, direct service to principal generators and connect to the freeway-expressway system. A subordinate function is the provision of direct access to abutting land. Since the primary function of this type street is movement of vehicles, arterial streets are subject to regulation and control of parking, turning movements, entrances, exits and curb uses. control of access may also be required. Traffic volumes generally range between 5,000 and 35,000 vehicles per weekday. Roughly then the Tualatin arterial designation relate to the ITP Principal and Minor arterial.

Collectors

Tualatin specifies that a collector functions to conduct traffic between arterial streets activity centers and neighborhoods. It is a principal traffic carrier within a neighborhood and also

provides access to abutting land. The average weekday volume could range between 2,000 and 8,000 vehicles per day. This is equivalent to the ITP collector category.

Table 2 identifies the inconsistencies between the functional classification system of the Tualatin Plan and that of the Interim Transportation Plan. Most of these inconsistencies are of a relatively minor nature.

TABLE 2

Comparison of Tualatin Comprehensive Plan and
Interim Transportation Plan Functional
Designations--Identification of Inconsistencies

<u>#</u>	<u>FACILITY</u>	<u>TUALATIN COMPREHENSIVE PLAN</u>	<u>INTERIM TRANSPORTATION PLAN</u>
1.	Martinazzi Ave.	Arterial	Not Designated
2.	Bridgeport Rd.	Arterial	Collector
3.	65th Ave.	Collector	Minor Arterial
4.	Hazelbrook Rd.	Collector	Not Designated
5.	Tualatin Rd.	Collector	Minor Arterial
6.	Herman Rd.	Collector	Not Designated
7.	Boones Ferry Rd. (Tualatin Rd to 80th	Collector	Minor Arterial
8.	Nyberg St. (West of Tualatin-Sherwood)	Collector	Not Designated
9.	Borland Rd.	Collector	Minor Arterial
10.	McEwan	Collector	Not Designated
11.	102nd & 104th	Collector	Not Designated
12.	105th & 108th	Collector	Not Designated
13.	Cipole Rd.	Collector	Not Designated

Memorandum
September 17, 1979
Page 5

Resolution Process

It is suggested that a meeting be scheduled with Tualatin as soon as possible in order to resolve these issues. Most of the issues are relatively minor but nonetheless should be resolved. The City of Tualatin should be commended on the good job they did with their plan.

The process for resolving Functional Classification inconsistencies has been for the local jurisdiction to request Metro to change the ITP. Metro will then review the request and make recommendations on changes. I suggest we follow this process. I also stress the process related only to functional classification inconsistencies.

GS:bk
5042A
D/2

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Metro Council
 FROM: Executive Officer
 SUBJECT: Adopting the International City Management Association Retirement Corporation Plan Option for Metro Employees

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adopt Resolution No. 80-148 adopting the International City Management Association (ICMA) Retirement Corporation plan as one option offered to Metro employees.
- B. POLICY IMPACT: Adding this retirement plan option will strengthen Metro's overall benefit package and provide an incentive to attract professional candidates for Metro positions.
- C. BUDGET IMPACT: The employer contribution of five percent is comparable to the other Metro plans. Personnel Services funds are allocated both in the current year budget and next year to cover this expense.

II. ANALYSIS:

- A. BACKGROUND: The International City Management Association Retirement Corporation, an organization of professionals in city, county and regional government, offers a retirement plan for its members. This plan allows its members the opportunity to continue participation in a retirement plan as their careers progress through positions in different organizations throughout the world. Offering this plan would give Metro an additional incentive to attract top candidates to professional positions.

Metro currently offers retirement plans previously adopted by the prior MSD organization and the Columbia Region Association of Governments. The State Public Employee Retirement System Plan is maintained for those employees who previously joined when the Washington Park Zoo was under the City of Portland management. Since Metro is not a PERS member, this plan is no longer offered to new employees.

- B. ALTERNATIVES CONSIDERED: If Metro did not adopt the ICMA plan, an employee would be required to participate in one of the two active plans. While this would not preclude an employee from continuing participation in the ICMA plan, that employee would be spreading a portion of their income between two plans.

Adopting the ICMA plan allows an employee to participate in this single plan.

- C. CONCLUSION: Approve the attached Resolution adopting the International City Management Association Retirement Corporation plan as one option offered to Metro employees.

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8084/118
5/22/80

BEFORE THE COUNCIL
OF THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING THE)	RESOLUTION NO. 80-148
INTERNATIONAL CITY MANAGEMENT)	
ASSOCIATION RETIREMENT CORPORATION	)	Introduced by the Council
PLAN OPTION FOR METRO EMPLOYEES	)	Coordinating Committee

WHEREAS, The Metro Personnel Rules require that each employee participate in a Metro pension program; and

WHEREAS, The International City Management Association (ICMA) Retirement Corporation sponsors a portable pension plan; and

WHEREAS, It is in the best interests of Metro that participation in the ICMA plan become an option for Metro employees; now, therefore,

BE IT RESOLVED,

1. That the ICMA Retirement Corporation deferred compensation plan is hereby established, approved and adopted as a Metro pension plan which shall be available to qualified employees pursuant to Metro Personnel Rules.

2. That the Executive Officer is authorized to execute the deferred compensation plan with the International City Management Association Retirement Corporation.

3. That the Executive Officer on behalf of the District is authorized to execute all joinder agreements with employees which are necessary for said persons participation in the plan.

ADOPTED by the Council of the Metropolitan Service District this 22nd day of May, 1980.

Presiding Officer

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Metro Council
FROM: Executive Officer
SUBJECT: Stating the Council's Intent to Proceed with the Johnson Creek Basin Flood Control and Pollution Abatement Project Local Improvement District

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adopt the attached Resolution stating the Council's intention to proceed with the formation of the Proposed Johnson Creek Local Improvement District (LID). The formation of the LID allows Metro to proceed with improvements necessary to correct the drainage problems through assessing affected properties for Phase I construction and planning costs of \$770,000. Phase II costs for construction estimated at \$4,340,000 will be assessed after completion of Phase I. Phase III costs are for annual operation and maintenance and are set at a maximum of \$550,000 per year. Assessments for Phase III will commence 4-5 years after start of construction for Phase I.
- B. POLICY IMPACT: This action will allow Metro to carry through on policy which resulted from declaration of Johnson Creek as an area of Regional Significance at the request of local jurisdictions. Approval of the local improvement district will give Metro the financial resources necessary to act as the local sponsor for the U.S. Army Corps of Engineers flood control projects for Johnson Creek. Approval will also enable Metro to develop a comprehensive drainage management plan and provide for drainage management and runoff control projects in the Johnson Creek Basin.
- C. BUDGET IMPACT: There has been a special account established in the Metro budget to cover the costs of the LID formation. These funds were provided through loans made to Metro by affected local jurisdictions. The costs of channel improvements will be financed by the federal government, all other costs will be assessed to the properties within the LID boundaries. There is no impact on General fund revenues.

II. ANALYSIS:

- A. BACKGROUND: Johnson Creek has a past history of frequent and serious flooding. In March, 1979, the Metro Council declared the Johnson Creek Basin an area of regional concern and appointed a task force to evaluate the flooding and drainage problems on the Johnson Creek Basin

and recommend a combination of options for solving those problems. The recommendation to form the Johnson Creek LID comes after a year of public and local and federal government involvement in studying the Johnson Creek flooding problem and the political and physical alternatives available to solve the problems. The Preliminary Engineering report is now complete and has recommended a three-phase approach to reduce the problem. Metro staff and the Johnson Creek Task Force are now recommending that the LID be formed for the purpose of financing and administering the cost of the capital improvement and drainage/runoff management programs proposed for Johnson Creek Basin.

B. ALTERNATIVES CONSIDERED:

- . Do nothing, which would mean a continuance of the current flooding, drainage and pollution problems in the Basin.
- . Formation of a Special District, which would be more costly to create than an LID.
- . Formation of two separate LIDs, one for Phase I and another for Phase II and III. This option was considered early in the planning process and was rejected. The primary reason was that Metro, in order to act as local sponsor of the Corp project, must be capable of implementing all three phases.

The issue of two LIDs was considered again by the Task Force and was rejected in approving the draft Preliminary Engineering report. Notice forms have been ordered and any change at this point would delay the hearing process and necessitate postponing the initiation of the project by approximately one year.

- C. CONCLUSION: The LID process is a traditional means of financing, and distributing to affected parties, the cost of capital improvements which directly benefit an area. It is necessary that some action be taken to reduce the severity and public costs of flooding in the Johnson Creek Basin. Staff analysis indicates that the proposed program will achieve the desired goals. Metro staff recommends the approval of the attached Resolution.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF STATING THE)	RESOLUTION NO. 80-149
COUNCIL'S INTENT TO PROCEED WITH .)	
THE JOHNSON CREEK BASIN FLOOD)	Introduced by the
CONTROL AND POLLUTION ABATEMENT)	Regional Services
PROJECT LOCAL IMPROVEMENT DISTRICT)	Committee

WHEREAS, The Council by Resolution No. 80-121 directed the Executive Officer to prepare and file with the Clerk of the Council a Preliminary Engineering Report for the Johnson Creek Basin Flood Control and Pollution Abatement Project; and

WHEREAS, The Executive Officer, on May 12, 1980, filed the above referenced Preliminary Engineering Report with the Clerk of the Council; now, therefore,

BE IT RESOLVED,

1. That the Council finds the Preliminary Engineering Report to be satisfactory and does hereby adopt and approve the same.
2. That, pursuant to Metro Ordinance No. 79-78, Section 6, the Council declares its intent to construct the improvements and fully carry out the project described in the Preliminary Engineering Report.
3. That the name of the project shall be the Johnson Creek Basin Flood Control and Pollution Abatement Project.
4. That the estimated total cost of the project is \$9,432,000 plus continuing maximum annual operational, administration and maintenance costs of \$550,000 per year.
5. That the estimated portion of that total cost which will be assessed against benefited properties is \$770,000 for Phase I, \$4,340,000 for Phase II, and a maximum of \$550,000 per year

for Phase III making a total of \$5,110,000 for Phases I and II and a continuing maximum annual assessment of \$550,000 in Phase III. The remaining \$4,322,000 is to be paid by the Corps of Engineers.

6. That the improvements will be carried out within the Johnson Creek drainage basin located in Multnomah and Clackamas Counties and including all or part of the cities of Portland, Milwaukie, Gresham and Happy Valley, all located in the state of Oregon.

7. That the project will include the following improvements: Phase I, planning and initial channel clearance; Phase II, major drainage and channel improvements; Phase III, operation and maintenance.

8. That the portion of costs to be assessed against benefited properties shall be assessed as provided by the enabling statutes and ordinances of the Metropolitan Service District upon the property benefited thereby, which property is hereby determined and declared to be all the lots, parts thereof and parcels of land within the district as described in Exhibit I to the Preliminary Engineering Report.

9. That the Executive Officer is hereby directed to publish this Resolution as provided by statute and Metropolitan Service District ordinances.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1980.

Presiding Officer



METRO

METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

MEMORANDUM

Date: May 9, 1980

To: Metro Council

From: Executive Officer

Regarding: Preliminary Engineering Report - Johnson
Creek Basin Flood Control and Pollution Abatement
Project

A draft of the above report along with a summary of changes recommended by the Johnson Creek Task Force has been distributed to the entire Council.

On May 13, 1980, the Regional Services Committee will review the report and make a recommendation to the Council. Any changes recommended by this committee will be incorporated along with the Task Force changes into the final report. Because the Regional Services Committee will not meet until the 13th, the final report will not be available before the May 22, 1980, Council meeting.

RG:JL:pj



METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646.

MEMORANDUM

Date: May 12, 1980
To: Metro Council
From: Public Facilities
Regarding: Preliminary Engineering Report - Johnson Creek
Basin Flood Control and Pollution Abatement Project

On May 8, 1980, the Johnson Creek Task Force approved the above report with the following changes:

Page 2, paragraph 3, sentence 3. Delete "major".

Page 2, paragraph 4, sentence 1. Substitute : "May" for "should" and add after the word "accomplished" - "pending adoption of a comprehensive Drainage/Runoff Management Plan":

1. Substitute "will" for "should"
2. Substitute "will" for "should"
3. Change to read - "Easements for channel construction, retention/detention structures and maintenance may be acquired."
4. Substitute "may" for "should"
5. No change
6. Substitute "may" for "should" and "required" for "constructed"

Page 3, paragraph 2, line 3. Change to read as follows:
"Maintenance of any regional retention/detention structures required by the Drainage/Runoff Management Plan"

Page 4, paragraph 1, line 1: delete "major"

Page 4, paragraph 1, line 6: insert "monitor" before "enforcement"

Page 5, See attached revision.

Page 6, paragraph 1, sentence 2: Substitute "may" for "would" and insert "or a special" before "meeting of the Committee".

May 12, 1980
Metro Council
Page 2

Page 10, paragraph B, sentence 2: Substitute "may" for "would" and insert "or a special" before "meeting of the Committee".

Several non-substantive corrections were made to Exhibit IV where several pages were left out of the draft report.

JL:pj

ESTIMATE OF CONSTRUCTION COSTS

<u>Phase I (1-2 years)</u>	<u>Federal Share</u>	<u>LID Share</u>	<u>Total</u>
Drainage/Runoff Plan		250,000	250,000
Loan Repayment		50,000	50,000
Easement Aquisition		250,000	250,000
Channel Improvements	522,000*		522,000
Administration			
Personal Services		97,000	97,000
Phase II Assessment			
Notices		40,000	40,000
Contingencies (15%)		83,000	83,000
Subtotal	522,000	770,000	1,292,000
<u>Phase II (4-6 years)</u>			
Easement Acquisition		750,000	750,000
Channel Improvements	3,800,000*		3,800,000
Construct Roads & Bridges		850,000*	850,000*
Erosion Control		100,000	100,000
Runoff Detention/ Retention Facilities		1,500,000	1,500,000
Utility Relocation		190,000*	190,000*
Administration			
Personal Services		250,000	250,000
Assessment Notices		100,000	100,000
Legal Costs		50,000	50,000
Contract Services		41,000	41,000
Contingencies (15%)		509,000	509,000
Subtotal	3,800,000	4,340,000	8,140,000
Total	4,322,000	5,110,000	9,432,000
<u>Phase III (ongoing)</u>			
Operations and Maintenance		500,000/year**	500,000/year**
Administration		50,000/year**	50,000/year**
Total		550,000/year**	550,000/year**

*Estimates based on costs contained in 1975 Corps of Engineer Design Memorandum (9) and adjusted for inflation.

**The maximum annual costs of operations and maintenance is estimated at \$550,000. The estimate for operations and maintenance during the fourth year of the project is \$150,000. The fourth year will be first year for this annual operations and maintenance charge.

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Metro Council
FROM: Executive Officer
SUBJECT: Clarifying the Intention of the "208" Waste Treatment Management Component with Regard to the Columbia Region Treatment Plan Element Thereof.

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adoption of the attached Resolution which clarifies the intention of the "208" Waste Treatment Management Component concerning the Columbia Region Treatment Plan.
- B. POLICY IMPACT: This is basically a housekeeping exercise, there is no policy impact.
- C. BUDGET IMPACT: None.

II. ANALYSIS:

- A. BACKGROUND: The "208" Waste Treatment Management Component was developed under the assumption there would be an adequate level of funding under the EPA Section 201 Sewerage Works Construction Grant program for implementation.

Cutbacks in the allocation of "201" funds to the state of Oregon over the past two years combined with previous commitments to several large existing projects have resulted in an inadequate amount of grant revenues to fund all the authorized projects on the State priority list. In addition, EPA in response to Presidential budget cuts has frozen all FY 1980 "201" funds until further notice. These actions have delayed the initiation of the detailed engineering study of the regionalization alternatives as recommended in the "208" Waste Treatment Management Component and necessitates the interim expansion of the existing waste treatment plants in order to meet waste discharge effluent standards.

The June 22, 1978 amendment to the "208" Waste Treatment Management Component provided for the interim expansion of the Gresham and Troutdale sewage treatment plants. The interim expansion of these plants was allowed to facilitate the preparation of a regional waste water treatment plan. There was no provision made for the expansion of the Inverness treatment plant at that time.

- B. **ALTERNATIVES CONSIDERED:** The WRPAC considered amending the "208" plan as requested by the East Multnomah County Sanitary Sewer Consortium. This alternative would require formal notification and public hearings by both Metro and DEQ, approval by the Governor and concurrence by EPA. The process would have taken several months and could possibly delay the detailed engineering study in the event "201" funds became available during the process.
- C. **CONCLUSION:** Based on Metro and DEQ staff review and the recommendation of the WRPAC it is recommended that the adoption of a resolution clarifying the intention of the "208" Waste Treatment Management Component regarding the Columbia Region Sewerage Plan is the best way to accommodate the request of the East Multnomah County Sanitary Sewerage Consortium.

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BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF CLARIFYING)	RESOLUTION NO. 80-150
THE INTENTION OF THE "208" WASTE)	
TREATMENT MANAGEMENT COMPONENT	)	Introduced by the Regional
WITH REGARD TO THE COLUMBIA REGION	)	Planning Committee
TREATMENT PLAN ELEMENT THEREOF)	

WHEREAS, The Columbia Region Association of Governments (CRAG) was designated by the Governor as the Areawide Waste Treatment Management Planning Agency for the Portland region; and

WHEREAS, CRAG adopted a "208" Waste Treatment Management Component on June 22, 1978, as a regional plan for providing wastewater treatment facilities for a minimum period of twenty (20) years; and

WHEREAS, Metro has been designated the successor to CRAG, pursuant to 1977 Oregon Laws, Chapter 665; and

WHEREAS, The East Multnomah County Sanitary Sewer Consortium has recommended that Metro amend the "208" Waste Treatment Management Component with regard to the Columbia Region Treatment Plan to permit Multnomah County and the cities of Troutdale and Gresham to procede with permanent, independent treatment plant expansions to meet foreseeable needs; and

WHEREAS, The Metro Water Resources Policy Alternatives Committee has concluded that a clarification of the intent of the Columbia Region Treatment Plan would be sufficient to accomplish the immediate objectives of the East Multnomah County Sanitary Sewer Consortium; now, therefore,

BE IT RESOLVED,

That the Council hereby clarifies the intent of the "208"

Waste Treatment Management Component with regard to the Columbia Region Treatment Plan Element as follows:

The language in pages 2-10 and 2-11 of Volume I of the Waste Treatment Management Component, and the amendments thereto dated June 22, 1978, could be construed to require regionalization of the Columbia Region Treatment Systems into one central plant at Gresham. The intent of the Plan was to require an analysis of regional alternatives prior to any major expansion of any of the individual plants.

The Inverness plant was inadvertently left out of the June 22, 1978, amendment and the present interim expansion planned by Multnomah County should be granted. However, any major expansion of the existing individual plants would require an analysis concerning the regional alternatives prior to approval of a major individual plant expansion.

ADOPTED by the Council of the Metropolitan Service District
this day of May, 1980.

Presiding Officer

JL/gl
7877/92

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Metro Council
FROM: Executive Officer
SUBJECT: Approving the FY 1981 Unified Work Program (UWP)

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Approve the UWP containing the transportation planning work program for FY 1981. Authorize the submittal of grant applications to the appropriate funding agencies.
- B. POLICY IMPACT: Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 1980 in accordance with established Metro priorities.
- C. BUDGET IMPACT: The UWP matches the projects and studies reflected in the proposed Metro budget to be submitted to the Tax Supervisory and Conservation Commission.

II. ANALYSIS:

- A. BACKGROUND: The FY 1981 UWP describes the transportation/air quality planning activities to be carried out in the Portland/Vancouver metropolitan region during the fiscal year beginning July 1, 1980. Included in the document are federally funded studies to be conducted by Metro, Clark County Regional Planning (RPC), Tri-Met, the Oregon Department of Transportation (ODOT) and local jurisdictions.

Four types of planning activities are to be carried out in the fiscal year:

Regional Systems Framework -- Studies directed toward establishing consistent policy direction in addressing the broader systems issues such as how to provide corridor mobility and how to reduce energy consumption and meet air quality standards;

Corridor Studies -- Studies directed toward refining corridor policies so as to achieve a consensus on solutions to the most pressing corridor problems;

Subarea Studies -- Activities which focus on defining plans for correcting mobility problems in critical areas of the region; and

System Planning Support Activities -- Activities undertaken to provide adequate overall planning coordination and to develop technical tools which would be used in the various studies listed above.

- B. ALTERNATIVES CONSIDERED: The alternative of not conducting the various studies was considered and rejected because of critical nature of issues to be addressed in solving the region's transportation problems.
- C. CONCLUSION: The Transportation Policy Alternatives Committee (TPAC) has approved the UWP. The work program for Task III of the Next Energy Analysis and New Technology work element is to be clarified and reviewed later with TPAC.

KT:bk
7935/33
5/22/80

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPROVING THE	)	RESOLUTION NO. 80-151
FY 1981 UNIFIED WORK PROGRAM (UWP)	)	Introduced by the Joint
	)	Policy Advisory Committee
	)	On Transportation

WHEREAS, The Unified Work Program (UWP) describes all federally-funded transportation/air quality planning activities for the Portland/Vancouver metropolitan area to be conducted in Fiscal Year 1981; and

WHEREAS, The UWP indicates federal funding sources for transportation/air quality planning activities carried out by Metro, Clark County Regional Planning Council (RPC), the Oregon Department of Transportation (ODOT), Tri-Met and the local jurisdictions; and

WHEREAS, Approval of the UWP is required to receive federal transportation planning funds; and

WHEREAS, the UWP is consistent with the proposed Metro budget submitted to the Tax Supervisory and Conservation Commission; and

WHEREAS, the UWP has been reviewed and agreed to by the Transportation Policy Advisory Committee (TPAC); now, therefore,

BE IT RESOLVED,

1. That the UWP is hereby approved.
2. That the UWP is consistent with the continuing, cooperative and comprehensive planning process.
3. That the Metro Executive Officer is authorized to apply for, accept and execute grants and agreements specified in the UWP.

Presiding Officer

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Metro Council
 FROM: Executive Officer
 SUBJECT: Authorizing Federal Interstate Funds For Resurfacing,
 Restoration and Rehabilitation (3R) Project on I-84 -
 Sundial Road to Sandy Blvd.

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adopt the attached Resolution which authorizes \$1,012,500 of Federal Aid Interstate funds to repair bridges on I-84 between Sundial Road and the Sandy River.
- B. POLICY IMPACT: This action will amend the Transportation Improvement Program (TIP) and enable the Oregon Department of Transportation to obligate the funds.
- C. BUDGET IMPACT: The approved Metro budget includes funds to monitor federal funding commitments.

II. ANALYSIS:

- A. BACKGROUND: The Oregon Department of Transportation has requested the TIP be amended to include this project. The objective of this project is to repair and overlay the roadway deck surfaces of six bridges on I-84 between Sundial Road and the Sandy River and to provide new shoulder rails on the two Sandy River bridges.
- B. ALTERNATIVES CONSIDERED: This project is necessary to extend the useful life (10 to 20 years) of the six bridges and their surfaces. It will ensure that the condition of these facilities is maintained at a level which will meet federal guidelines for the interstate system.

By not taking corrective actions in attaining federal guidelines, future interstate funds could be penalized by reduction in their apportionment to Oregon (Title 23, Sec. 119, USC). In addition, further deterioration (unless corrected) can be expected requiring eventual restoration costs many times over those currently needed.

- C. CONCLUSION: Metro staff recommends approval of the attached Resolution.

BP:ss
 7835/118
 5/22/80

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING	)	RESOLUTION NO. 80-152
FEDERAL INTERSTATE FUNDS FOR A)	
RESURFACING, RESTORATION AND	)	Introduced by the Joint
REHABILITATION (3R) PROJECT ON I-84)	)	Policy Advisory Committee
SUNDIAL ROAD TO SANDY BOULEVARD	)	On Transportation

WHEREAS, The Metro Council adopted Resolution No. 79-80 which endorsed the FY 1980 Transportation Improvement Program (TIP); and

WHEREAS, The Transportation Improvement Program includes projects which utilize Federal Aid Interstate funds; and

WHEREAS, The Oregon Department of Transportation has requested that the Transportation Improvement Program be amended to include a new project which will utilize \$1,012,500 in Federal Aid Interstate funds;

WHEREAS, This project will repair and overlay six bridges on I-84 between Sundial Road and the Sandy River; and

WHEREAS, Obligation of the Funds will take place in FY 1980; now therefore,

BE IT RESOLVED,

1. That \$1,012,500 in Federal Aid Interstate funds be authorized for repair, restoration and reconstruction of the six bridges identified in Exhibit "A."

2. That the TIP and its annual element be amended to reflect this authorization.

3. That the Metro Council finds the project in accordance with the region's continuing, cooperative, comprehensive planning process.

Presiding Officer

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND-VANCOUVER
METROPOLITAN AREA

PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) Oregon Department of Transportation
LIMITS Sundial Road - Sandy River LENGTH 1.0 mile
DESCRIPTION This project will repair and overlay the roadway deck surfaces of six bridges on the Columbia River Highway (I-84) between Sundial Road and the Sandy River. In addition, new shoulder rails will be provided on the two Sandy River bridges.

PROJECT NAME Sundial Road-Sandy River, Columbia River Highway.

ID No. _____

APPLICANT Oregon Dept. of Transp.

SCHEDULE

TO ODOT _____

PE OK'D _____ EIS OK'D _____

CAT'Y _____ BID LET _____

HEARING _____ COMPL'T _____

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN

LONG RANGE ELEMENT _____ TSM ELEMENT _____

FUNDING PLAN BY FISCAL YEAR (\$000)

	FY 78	FY 79	FY 80	FY 81	FY 82	TOTAL
TOTAL	_____	_____	1,350	_____	_____	1,350
FEDERAL	_____	_____	1,012	_____	_____	1,012
STATE	_____	_____	338	_____	_____	338
LOCAL	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ _____

CONSTRUCTION _____

RIGHT OF WAY _____

TRAFFIC CONTROL _____

ILLUMIN, SIGNS, _____

LANDSCAPING, ETC _____

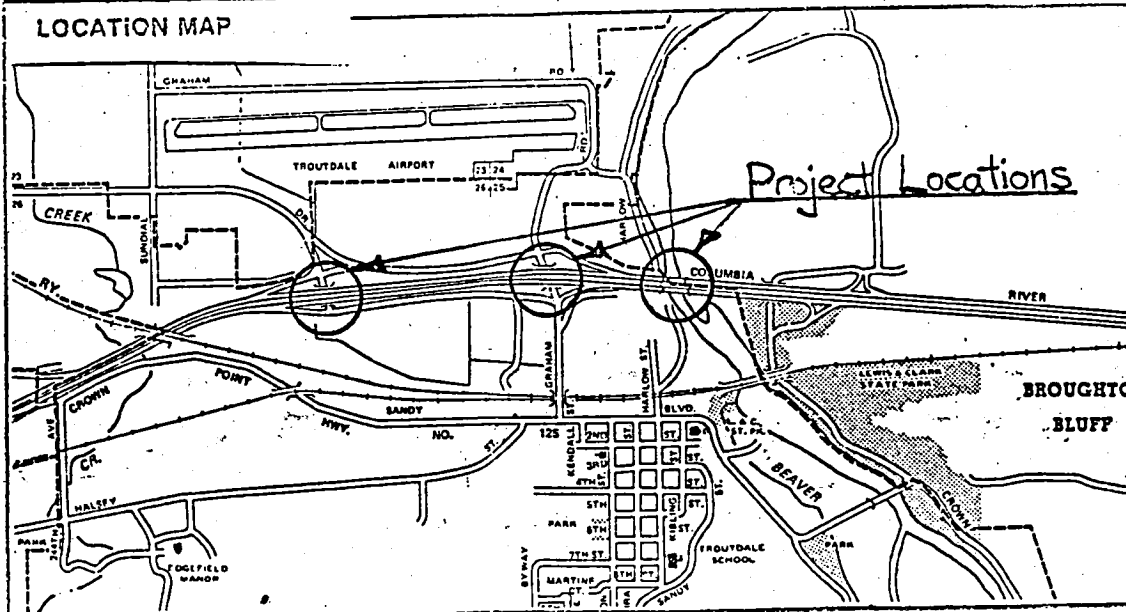
STRUCTURES 1,350,000

RAILROAD CROSSINGS _____

_____ 1,350,000

TOTAL \$ _____

LOCATION MAP



SOURCE OF FUNDS (%)

FEDERAL _____

FAUS (PORTLAND) _____

FAUS (OREGON REGION) _____

FAUS (WASH REGION) _____

UMTA CAPITAL _____ UMTA OPRTG _____

INTERSTATE 75

FED AID PRIMARY _____

INTERSTATE _____

SUBSTITUTION _____

NON FEDERAL _____

STATE 25 LOCAL _____

EXHIBIT "A"

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Metro Council
FROM: Executive Officer
SUBJECT: Authorizing Federal I-505 Funds for Preliminary Engineering of the Terwilliger/Barbur Blvd. Project

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution authorizing \$750,000 of I-505 Federal Interstate Transfer funds to support preliminary engineering by the Oregon Department of Transportation (ODOT) of the Terwilliger/Barbur Blvd. project. Funds for this project are available from the I-505 City Reserve.
- B. POLICY IMPACT: The Terwilliger/Barbur project is one of 17 priority projects identified by the City of Portland for use of the I-505 City Reserve. The project addresses a set of critical problems in the Terwilliger/I-5 interchange area including structural inadequacies of the Terwilliger Bridge over I-5, congestion and geometric problems at the Terwilliger/Barbur intersection, deficient ramp connections from I-5, and excessive through traffic on Terwilliger Blvd. A number of options for correcting these problems have been suggested which need further investigation. The preliminary engineering study by ODOT, in conjunction with a Metro system planning analyses, will allow an adequate investigation of these options. Once this investigation is undertaken and the options narrowed, a request for authorizing federal funds for right-of-way acquisition and construction of the project would be submitted by Portland.
- C. BUDGET IMPACT: The approved Metro budget includes funds to monitor federal funding commitments. Using budgeted funds, Metro staff, in cooperation with the City of Portland, will continue to evaluate projects proposed to be funded with I-505 Withdrawal funds. The systems analysis to be undertaken by Metro of the options is separately budgeted in the FY 1981 Unified Work Program as a component of the Technical Assistance work element.

II. ANALYSIS:

- A. BACKGROUND: This project was identified during neighborhood meetings (beginning in late 1974) leading to the development and adoption of the Arterial Streets Classification Policy (City of Portland, 6/77). The project is part of the I-505 Withdrawal Program initiated by the Portland City Council in November, 1978. Improved traffic, bicycle and pedestrian safety at this location is

supported by the local neighborhood. Study of project alternatives has been requested by the South Burlingame Neighborhood Association. The project has been in Bureau of Streets and Structural Engineering's Capital Improvements Program since 1974.

The City of Portland planning staff has identified a number of project options. Some of these options would result in changes in the function of various highways in the area (e.g., changes in access to I-5 is proposed) and therefore requires a systems analysis. Such an analysis would be carried out by Metro with the assistance of ODOT this summer. In addition, the options interrelate with the Multnomah Blvd. Light Rail Transit (LRT) alternative being studied in the Westside Corridor Study. Based on the systems analysis, a number of project options, including adequate provisions for bikeways and pedestrian walkways, would be selected for detailing and impacts analysis to be undertaken as part of the preliminary engineering study.

- B. ALTERNATIVES CONSIDERED: A number of alternatives are to be considered including: 1) do nothing; 2) bridge reconstruction or replacement and/or realignment; 3) freeway ramp redesign and possible closure of the northbound ramp; and 4) redesign of Terwilliger/Barbur traffic circle.
- C. CONCLUSION: It is recommended that the attached Resolution funding preliminary engineering be approved to allow a full investigation of the project alternatives.

BP:bk
7827/33
5/22/80

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING	)	RESOLUTION NO. 80-153
FEDERAL I-505 FUNDS FOR PRE-)	
LIMINARY ENGINEERING OF THE	)	Introduced by the Joint
TERWILLIGER/BARBUR BLVD. PROJECT	)	Policy Advisory Committee
		On Transportation

WHEREAS, The CRAG Board of Directors, through CRAG Resolution No. BD 781210, agreed that the I-505 freeway should be withdrawn from the Interstate Highway System; and

WHEREAS, Contingent on the official withdrawal of I-505 by USDOT, the CRAG Board of Directors, through CRAG Resolution No. BD 781213, established a City of Portland Reserve to fund highway and transit projects having regional significance; and

WHEREAS, U.S. Department of Transportation in December, 1979, approved the withdrawal of I-505 from the Interstate Highway System; and

WHEREAS, The City of Portland has requested a funding authorization of \$750,000 in federal funds for the Oregon Department of Transportation (ODOT) to conduct preliminary engineering of the Terwilliger/Barbur Blvd. project; and

WHEREAS, The Metro Systems Planning Program has been established to develop and evaluate transportation improvement alternatives, including the development of project objectives and general specifications for regional projects; now, therefore,

BE IT RESOLVED,

1. That \$750,000 of federal I-505 funds be authorized from the City of Portland Reserve account for regional transit/highway improvements for preliminary engineering of the Terwilliger/Barbur Blvd. Project.

2. That evaluation of project alternatives, including adequate provisions for bikeways and pedestrian walkways, be done in conjunction with the Metro systems planning program and with the assistance of ODOT to ensure an adequate analysis of the impacts on the overall transportation system.

3. That the preliminary engineering study by ODOT be closely coordinated with the Westside Corridor Study.

4. That further implementation of this project in the form of right-of-way acquisition and construction be subject to future Council action when required.

5. That the Transportation Improvement Program (TIP) and its Annual Element(s) be amended to reflect the authorization as set forth in Exhibit "B."

6. That the Metro Council finds the project in accordance with the region's continuing, cooperative, comprehensive planning process.

Presiding Officer

BP:bk
7831/33

Systems Report for Terwilliger/Barbur Blvd. Project

Objectives: Eliminate circuitous traffic movements. Improve the connections from the regional to the City traffic network. Replacement of Terwilliger Bridge. Minimize the impact of through traffic on residential neighborhoods. Improve access to local business along Barbur Blvd. Increase pedestrian, bicycle and vehicle safety. Improve transit transfer opportunities.

Approach: Redesign and possible relocation of freeway ramp system. Provide a freeway connection with direct access to Barbur Blvd. Replace the Terwilliger Bridge with a structurally sound overpass. Redesign the Terwilliger/Barbur Traffic Circle to facilitate traffic movement. Possible signal preemption or by-pass at Traffic Circle to provide for transit movement and improve transit transfer facilities. Identify potential location for a transit station serving both light rail and bus traffic on Barbur Blvd. Street improvements to Terwilliger from I-5 south to Taylors Ferry Road including improved roadway, curbs, sidewalks, and street lights. Provide a safe connection of the Terwilliger Bike Path and sidewalks for pedestrian access.

Anticipated Results: Improved connections between regional and City traffic network, providing better defined routes for local and through traffic. A structurally sound overpass. Improved liveability for residential neighborhoods and increased access for local businesses. Safer pedestrian, bicycle, and vehicle environment. Improved traffic flow along Barbur Blvd. Improved access for transit and transfer opportunities.

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

EXHIBIT "B"

PORTLAND-VANCOUVER
METROPOLITAN AREA

PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) City of Portland
LIMITS Terwilliger/Barbur Blvd. Inter. to Taylors Ferry LENGTH 0.7 miles
DESCRIPTION Replace overpass over I-5. Redesign of freeway ramp system. Provide a freeway connection with direct access to Barbur Blvd. Redesign Terwilliger/Barbur Traffic Circle to facilitate traffic and transit movement. Identify potential transit station serving both light rail and bus traffic on Barbur Blvd. Street improvements on Terwilliger, safe connection of bike path and improved pedestrian access.

PROJECT NAME Terwilliger/Barbur Blvd. Project

ID No FAUS #9361, 9383, 9420

APPLICANT City of Portland

SCHEDULE

TO ODOT _____
PE OK'D _____ EIS OK'D _____
CAT'Y _____ BID LET _____
HEARING _____ COMPL'T _____

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN
LONG RANGE ELEMENT X TSM ELEMENT _____

FUNDING PLAN BY FISCAL YEAR (\$000)

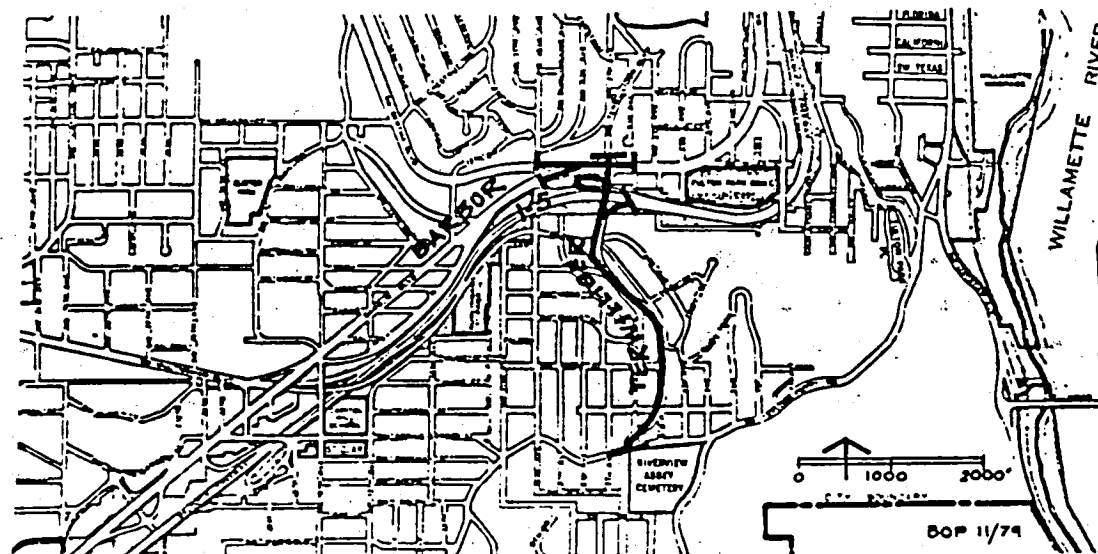
	FY 80	FY 81	FY 82	FY 83	FY 84	TOTAL
TOTAL	<u>118</u>	<u>471</u>	<u>1176</u>	<u>2353</u>	<u>7647</u>	<u>11,765</u>
FEDERAL	<u>100^{PE}</u>	<u>400^{PE}</u>	<u>1000</u>	<u>2000</u>	<u>6500</u>	<u>10,000</u>
STATE	<u>18</u>	<u>71</u>	<u>176</u>	<u>353</u>	<u>1147</u>	<u>1,765</u>
LOCAL	<u>18</u>	<u>71</u>	<u>176</u>	<u>353</u>	<u>1147</u>	<u>1,765</u>

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ 882,350
CONSTRUCTION 2,500,000
RIGHT OF WAY 882,350
TRAFFIC CONTROL _____
ILLUMIN, SIGNS, _____
LANDSCAPING, ETC _____
STRUCTURES 7,500,000
RAILROAD CROSSINGS _____

TOTAL \$ 11,764,700

LOCATION MAP



SOURCE OF FUNDS (%)

FEDERAL
FAUS (PORTLAND) _____
FAUS (OREGON REGION) _____
FAUS (WASH REGION) _____
UMTA CAPITAL _____ UMTA OPRTG _____
INTERSTATE _____
FED AID PRIMARY _____
INTERSTATE _____
SUBSTITUTION
I-505 85%
NON FEDERAL
STATE _____ LOCAL 15%

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Metro Council
FROM: Executive Officer
SUBJECT: Authorizing Federal Funds for the City of Portland Central Business District Bicycle Parking Project

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution authorizing \$33,000 under the Bicycle Grant Program (FHWA) to install eight bicycle parking pads at strategic locations in the Central Business District (CBD).
- B. POLICY IMPACT: This action will be consistent with the adopted Regional Bikeways Plan and with the City of Portland's Bicycle Plan. The proposed project is also consistent with Portland region goals and policies to conserve energy and reduce air pollution.
- C. BUDGET IMPACT: The approved Metro budget funds staff planning activities involved in establishing priorities and monitoring project implementation.

II. ANALYSIS:

- A. BACKGROUND: This project would more than double the number of secure, covered bicycle parking spaces in the downtown core by converting eight automobile parking spaces to accommodate 10 to 15 bicycles each. The project would encourage bicycling directly, since lack of adequate parking is a major deterrent to bicycling. The project also would affect bicycling indirectly, by demonstrating the City's commitment to bicycling as a legitimate form of transportation and deserving space in the public right-of-way for parking. Funding would be 75 percent by the Federal Highway Administration (FHWA) grant and 25 percent by Portland's share of 1 percent State Gas Tax earmarked for bicycle projects.
- B. ALTERNATIVES CONSIDERED: The City of Portland has already installed nine bicycle storage lockers downtown. In May, the City will install four different kinds of racks in the block facing Pioneer Courthouse. The effectiveness of a demand for the lockers and the different types of racks over the next five months will be evaluated before deciding what kind of parking facilities to install.
- C. CONCLUSION: Based on Metro staff analysis, it is recommended that the attached Resolution funding the project be approved.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING	)	RESOLUTION NO. 80-154
FEDERAL FUNDS FOR THE CITY OF)	
PORTLAND CENTRAL BUSINESS DISTRICT	)	Introduced by the Joint
BICYCLE PARKING PROJECT	)	Policy Advisory Committee
		On Transportation

WHEREAS, The CRAG Board of Directors adopted a Bikeway Plan for the Columbia-Willamette Region; and

WHEREAS, Bicycle parking is included as an element of that plan; and

WHEREAS, The City of Portland has requested an amendment to the Transportation Improvement Program (TIP) to include a Central Business District (CBD) Bicycle Parking Project; and

WHEREAS, This project will utilize funds under the Federal Highway Administration (FHWA) Bicycle Grant Program; and

WHEREAS, The project is consistent with Portland region goals and policies to conserve energy and reduce air pollution; and

WHEREAS, The Metro System Planning Analysis (Exhibit A) indicates that the project will help meet the need for additional bicycle parking in the City of Portland CBD; now, therefore,

BE IT RESOLVED,

1. That federal funds in the amount of \$33,000 under the FHWA Bicycle Grant Program be authorized for this project.

2. That the TIP and its annual element be amended to reflect this authorization as set forth in Exhibit "B."

3. That the Metro Council finds the project in accordance with the region's continuing, cooperative, comprehensive planning process.

Presiding Officer

SYSTEMS REPORT FOR PORTLAND CBD BICYCLE PARKING

Objectives

To encourage bicycle ridership to downtown Portland by providing covered, secure bicycle parking.

Approach

Find feasible locations to extend curb and sidewalk into existing on-street parking space and install covered bicycle racks or lockers for 10 - 15 bicycles. Locations will be evenly distributed near preferred downtown bicycle routes. Proximity of existing bicycle parking and physical constraints such as drainage will also be considered in locating the new bike parking facilities.

Anticipated Results

Provision of 80 additional secure, covered bicycle parking spaces should significantly encourage commuter cycling to downtown Portland by persons now utilizing bus and auto.

EXHIBIT "B"
PORTLAND-VANCOUVER
METROPOLITAN AREA

[illegible]

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Metro Council
FROM: Executive Officer
SUBJECT: Approving and Authorizing the Positions of Chief Landfill Clerk and Landfill Attendant in the Solid Waste Department

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Approve establishment of a Chief Landfill Clerk classification at a salary range 5.0 (\$11,925 - \$14,575), and a Landfill Attendant classification at a salary range 3.0 (\$9,911 - \$11,925). Authorization is requested for one Chief Landfill Clerk position and eleven (11) Landfill Attendant positions (8 full-time, 3 relief) to be established in the Solid Waste Department.
- B. POLICY IMPACT: Approval of these positions in the Solid Waste Department will enable effective implementation of Metro's involvement in the St. Johns, Troutdale and Nash Pit Landfill operations and future transfer stations, and is in keeping with the Council's policy to provide and properly manage solid waste disposal facilities.
- C. BUDGET IMPACT: Funds are available within the current Solid Waste Department budget and are included in the approved FY 1981 budget.

II. ANALYSIS:

- A. BACKGROUND: The City of Portland's current contract for the operation of the St. Johns Landfill with Land Reclamation, Inc., expires on June 1, 1980. For various reasons the City has chosen not to extend their current contract, but rather has chosen to turn over the operation of the St. Johns Landfill to Metro effective June 1, 1980. In addition, the Troutdale City Council has requested that Metro assume operational control of the Troutdale Landfill, and Metro staff is negotiating a contract with the Metropolitan Disposal Corporation to operate the gatehouse facility at the new Nash Pit Landfill. Controlling the gate at all disposal facilities is an essential part of implementing Metro's uniform disposal rate.

In order to effectively operate and monitor the gate of disposal facilities, it is essential that Metro have adequate staff. The Landfill Attendants would act as cashiers at the disposal site, and the Chief Landfill Clerk would schedule and supervise the Landfill Attendants and monitor receipts.

- B. ALTERNATIVES CONSIDERED: The alternative would be to contract with another company to provide gate staffing. This alternative was rejected since the Council has approved Metro's direct involvement in the operation of the various disposal facilities.
- C. CONCLUSION: It is imperative that adequate staff is available when Metro assumes operation of St. Johns Landfill on June 1, 1980.

MD/gl
8058/92

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPROVING AND)	RESOLUTION NO. 80-155
AUTHORIZING THE POSITIONS OF CHIEF)	
LANDFILL CLERK AND LANDFILL)	Introduced by the Council
ATTENDANT IN THE SOLID WASTE)	Coordinating Committee
DEPARTMENT)	

WHEREAS, Metro will become involved in the collection of monies in the operation of the Solid Waste Disposal Facilities; and

WHEREAS, There are no position descriptions in the current Classification Plan which fully cover the requirements to manage the gatehouse of the Solid Waste Disposal Facilities; and

WHEREAS, There is an immediate need to establish the positions of Chief Landfill Clerk and Landfill Attendant within the Solid Waste Department; now, therefore,

BE IT RESOLVED,

1. That the position classification for a Chief Landfill Clerk at salary range 5.0 (\$11,925 to \$14,575), and a Landfill Attendant at salary range 3.0 (\$9,911 to \$11,925), be authorized.

2. That one (1) Chief Landfill Clerk position and eleven (11) Landfill Attendant positions be established in the Solid Waste Department.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of May, 1980.

Presiding Officer

MD/gl
8111/92

CHIEF LANDFILL CLERK

GENERAL STATEMENT OF DUTIES: Performs complex clerical duties requiring thorough knowledge of agency policies and regulations of the operation of the solid waste landfill sites. Performs fundamental accounting work, schedules employee shifts and other activities involved in overseeing the activities of the solid waste gatehouse.

SUPERVISION RECEIVED: Works under the supervision of the Solid Waste Operations Manager who assigns and reviews work for accuracy and compliance with policy and department and legal standards.

SUPERVISION EXERCISED: Exercises full supervision over a number of landfill attendants; participates in the selection of new employees; provides for training; evaluates performance; responds to grievances and recommends personnel transactions.

EXAMPLES OF PRINCIPAL DUTIES:

1. Schedules employees to shifts and supervises their activities (operation of the gatehouse is 24 hours per day -- 7 days per week).
2. Trains new clerks.
3. Monitors the issuance of charge and cash receipts and other revenue.
4. Prepares daily and monthly accounting summary for each disposal site.
5. Assists accounting department with monthly billing service.
6. Assists monitoring the volume (tonnage) of solid waste delivered.
7. Assists in preparation of budget.
8. Supervises the operation of weighing equipment, adding machines, calculators, cash registers.

RECRUITING REQUIREMENTS, KNOWLEDGE, SKILL AND ABILITY: Skill in establishing and maintaining effective working relationships with other employees and the general public; ability to keep moderately complex records; considerable knowledge of bookkeeping and accounting principles, methods and procedures and ability to apply such knowledge to a variety of transactions and the preparation of accounting reports and analyses; ability to supervise and direct the work of other employees of lower level; ability to make rapid and accurate arithmetical calculations; ability to correlate and evaluate written and numerical data.

EXPERIENCE AND TRAINING:

1. Three years of experience in accounting and bookkeeping work to include one year of supervisory experience; and
2. Graduation from a senior high school, (or GED) and completion of the equivalent of two years of college level courses in business administration, accounting; or
3. Any satisfactory equivalent combination of experience and training.

Adopted 4/80

SW:bk

7955/88

LANDFILL ATTENDANT

GENERAL STATEMENT OF DUTIES: Performs clerical duties of limited complexity according to standard procedures for which arithmetical calculation skill is required, such as operating weighing equipment and issuing receipts (charge and cash) for delivery of solid waste to the disposal site; assists the public, compiles reports of daily shift activity; does related work as required.

SUPERVISION RECEIVED: Works under direct supervision of the Chief Landfill Clerk in the performance of assigned duties.

SUPERVISION EXERCISED: Supervision over employees is ordinarily not a duty of this position, but an incumbent may assist in the orientation and training of new employees.

EXAMPLES OF PRINCIPAL DUTIES:

1. Operates weighing equipment.
2. Issues receipts (charge and cash) for delivery of solid waste to the disposal sites.
3. Estimate truck volume of trucks delivering solid waste to the disposal site.
4. Performs basic arithmetical computations, including fractions, interest, percentages and decimals. Runs totals using an adding machine or calculator; reconciles totals with appropriate records.
5. Gives information to haulers regarding the policies, regulations, procedures and services of facility.
6. Acts as cashier in receiving payments for the delivery of solid waste to the disposal site.
7. Prepares reports summarizing daily shift activity.

RECRUITING REQUIREMENTS: Considerable skill in working with the public; skill in the operation of cash register, adding machine, calculator; ability to understand and follow instructions in applying available guidelines to defined problems; skill in establishing and maintaining effective working relationships with other employees and the general public.

EXPERIENCE AND TRAINING: Two years of post high school experience in public contact or related clerical work involving use of the calculator, ten key adding machine and cash register and the graduation from a senior high school or successful completion of a GED program; demonstrated skill in use of the ten key adding machine with considerable speed and accuracy; or any satisfactory equivalent combination of experience and training.

Adopted 4/80

SW:bk
7954/88



METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST., PORTLAND OR. 97201, 503/221-1646

A G E N D A

SPECIAL COUNCIL SESSION

Date: May 22, 1980

Day: Thursday

Time: 3:00 p.m.

Place: Council Chamber

3:00 p.m. Discussion of Financial Alternatives for Metro

6:00 p.m. Dinner Break



METRO

METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

MEMORANDUM

Date: May 22, 1980
To: Metro Council
From: Rick Gustafson
Regarding: Five-Year Financing Plan

With the approval of Measures 26-10 and 26-11 funding for the Zoo is assured for the next three years. Now we must solve the basic problem of how to replace Metro's source of local revenues. The authority to assess dues on local governments expires at the end of the next fiscal year. This decision involves setting an overall policy on the nature of the organization and how programs will be financed.

The following outline is provided to focus discussion on the key policy questions and alternatives to be considered in arriving at a decision on both the amount and source of local revenues:

I. - POLICY OPTIONS

A. In what context should areas of involvement be selected and program decisions be made?

1. Set a reasonable revenue or funding limit. Changes in program priorities over the next 5 years would be made within the limits of available funds. Decreases in current functions might be necessary to initiate new programs.
2. Select preferred areas of involvement then determine financial needs.

B. What mix of revenues is most feasible and desirable?

1. Assume a minimum of 55% of the total General fund from grants.
2. Assume 30% of local revenue requirements could be derived from fees for service.
3. If a funding limit (A. 1. above) is selected, all new functions, as reflected in the

Operational Plan would be funded through special assessments, user fees or enterprise revenues.

II. FUNDING OPTIONS

After the decisions have been made on the amount and the appropriate mix of revenue sources, additional decisions must be made on the funding source to meet any further net requirement for local funding. The following outline focuses discussion on the various funding options available.

A. Legal Parameters on a Property Tax Measure

The following is a summary of the legal parameters on property tax measures which must be considered in planning a financial strategy for the November election.

1. Serial Levy

- a. After passage of the Zoo serial levy, no additional Metro serial levy will be eligible for tax relief.
- b. Metro will be limited to placing on the ballot one additional operating serial levy and one additional capital serial levy to be levied during FY 1982.

Discussion:

These restrictions are part of the tax relief law, with passage of the Zoo levy, Metro will not be eligible for tax relief on any additional serial levy. The tax relief law also limits Metro to presenting no more than two operating serial levies and two capital levies to the voters which would go in effect in any one fiscal year. The two levies for the Zoo count as one operating request and one capital request (a mixed operating and capital levy such as the "B" Zoo measure counts as a capital request).

2. Tax Base

- a. A tax base is eligible for tax relief.

- b. A tax base measure can be placed before the voters only on a Primary or General election. The November election will be the last time before May, 1982, that a tax base may be placed on the ballot.

Discussion:

Thirty percent on any new tax base amount approved by the voters will be eligible for tax relief. In the future, the amount eligible will be a function of a cost of living and population increase index.

3. Special One Year Levy

- a. A one year levy in excess of the 69a limitation may be presented to the voters at any election. Up to two attempts for a special levy could be made.

Discussion:

A special one year operating levy could be used as a fall back option if tax base and serial levy measures fail.

B. Evaluation of Revenue Options

1. Serial Levy

Advantages

- a. A serial levy has an advantage from the taxpayers point of view because it is approved for a fixed amount for a fixed period of time. Polls indicate stronger voter support for a serial levy.
- b. There would be no administrative cost to Metro for collecting the tax.
- c. While the tax itself is not elastic, the total levy can be planned to build carry over from the early years to meet inflationary increases during the later years of the levy.

2. Tax Base

Advantages:

- a. Eligible for tax relief.
- b. From a financial planning point of view, a tax base provides a stable, long-term source of financing.
- c. There would be no administrative cost to Metro.

Disadvantages:

- a. A tax base has little public support because the tax would not have an automatic expiration date.
- b. The tax would have a limited ability to absorb inflationary increases. The tax would be limited to a six percent a year increase unless voters approved a larger increase.
- c. A property tax is not entirely based on the ability to pay.

3. One Year Special Levy

Advantages:

- a. This measure would offer Metro an option to request approval for a property tax after the serial levy and tax base options had been expended.

Disadvantages:

- a. Offers only a very short-term funding solution.

4. Income Tax

Advantages:

- a. An income tax would provide a long-time revenue source which would be highly elastic.

- b. An income tax would be based more on the ability to pay than any other taxing option.

Disadvantages

- a. According to the polls, an income tax has the lowest level of support of any tax option considered.
- b. No other local government presently utilizes the income tax.
- c. An administrative cost incurred to collect the tax.

5. Revenue-Sharing

Advantages

- a. Provide source of discretionary funds which would not require additional voter approval.

Disadvantages

- a. Qualifying for revenue-sharing requires that a property tax is in effect. This means that when the authorization for a Zoo serial levy ends, eligibility for revenue-sharing would end.
- b. Funding authorization for the revenue-sharing program could end.

C. Financing Strategy Options

Option #1

Serial Levy

Request approval of a serial levy for general Metro support.

Analysis:

- a. Polls indicate stronger voter support for a serial levy than for a tax base or an income tax even though a serial levy would not be eligible for tax relief.

- b. If this measure fails, there would be two options open:
- c. A one year special property tax measure.
- d. Request funding from the State Legislature.

Option #2

Tax Base

Request a tax base for general Metro and Zoo operations. Repeal previous Zoo serial levy.

Analysis:

- a. Polls indicate little voter support for a tax base even though a tax base is eligible for tax relief.
- b. November will be the last opportunity for Metro to place a tax base measure on the ballot until May, 1982.
- c. If this measure fails, Metro could fall back on the following options:
 - . Exercise the final option for a serial levy.
 - . Request funding from the State Legislature.

Option #3

Income Tax

Combine Zoo and General Metro operations.

Analysis:

- a. An income tax has the least voter support of any tax option considered.
- b. No other local government presently has approval for an income tax.

Option #4

Revenue-Sharing

Rely on revenue-sharing for support of General Metro activities.

Analysis:

- a. Qualifying for revenue-sharing assumes that a property tax stays in effect.
- b. If authorization for a Zoo serial levy lapsed, eligibility for revenue-sharing would end.
- c. There would be an incentive to pass a tax base in order to avoid problems of maintaining eligibility for revenue-sharing.
- d. Federal authorization for the revenue-sharing program could terminate.

Variation:

Revenue-sharing could be used to offset the requirements estimated for property tax funding.

Option #5

One year special levy

Request a special one year operating levy for general Metro activities.

Analysis

- a. This alternative would offer Metro the option to request approval for a property tax after the serial levy and tax base options had been expended.
- b. Offers only a very short-term funding solution.
- c. Not eligible for tax relief.

CONSIDERATIONS IN EVALUATING FINANCE OPTIONS

1. Equity
2. Certainty
3. Elasticity
4. Duration
5. Type of functions, activities and needs to be funded
6. Level of Metro needs, amount requested
7. Eligibility for tax relief
8. Public acceptance
9. How understandable by voters
10. Election costs compared to tax request amount
11. Administrative costs
12. Precedent, problem or value

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METROPOLITAN SERVICE DISTRICT

FIVE YEAR PROJECTIONS

GENERAL FUND

I. Expenditure Based Projection

Average 5 year requirement \$766,063
with 30% Service Fee offset \$536,244

GENERAL FUND	81	82	83	84	85	86
Personnel Services	\$2,392,742	\$2,632,016	\$2,895,217	\$3,184,739	\$3,503,213	\$3,853,534
Materials & Serv.	1,156,936	1,330,476	1,530,047	1,759,555	2,023,488	2,327,011
Capital Outlay	14,000	14,000	14,000	14,000	14,000	14,000
Transfers	150,000	165,000	181,500	199,650	219,615	241,576
Contingency	394,652	318,119	355,141	396,663	443,256	495,563
Total	\$4,108,330	\$4,459,611	\$4,975,905	\$5,554,607	\$6,203,572	\$6,931,684

REVENUES

Transfers	\$ 785,253	\$ 862,563	\$ 962,495	\$1,074,516	\$1,200,149	\$1,341,116
Enterprise	200,000	220,000	242,000	266,200	292,820	322,102
Fund Balance	250,000	394,652	318,119	355,141	396,663	443,256
Interest	20,000	22,000	24,200	26,620	29,282	32,210
Grants	2,304,657	2,452,786	2,736,747	3,055,033	3,411,964	3,812,426
Dues	548,420					
Total	\$4,108,330	\$3,952,001	\$4,283,561	\$4,777,510	\$5,330,878	\$5,951,110

Net Requirement	\$ 507,610	\$ 692,344	\$ 777,097	\$ 872,694	\$ 980,574
Less 30% Service Fee	(152,283)	(207,703)	(233,129)	(261,808)	(294,172)
Net Requirement	\$ 355,327	\$ 484,641	\$ 543,968	\$ 610,886	\$ 686,402

II. Revenue Based Projection

Average 5 year requirement \$593,918

REVENUES

Transfers	\$ 785,253	\$ 862,563	\$ 962,495	\$1,074,516	\$1,200,149	\$1,341,116
Enterprise	200,000	220,000	242,000	266,200	292,820	322,102
Fund Balance	250,000	394,652	300,000	330,000	363,000	399,300
Interest	20,000	22,000	24,200	26,000	29,282	32,210
Grants	2,304,657	2,529,740	2,579,720	2,799,677	3,044,245	3,315,064
Dues	548,420	570,573	581,985	593,929	695,497	617,606
Total	\$4,108,330	\$4,599,528	\$4,690,400	\$5,090,322	\$5,534,993	\$6,027,408



METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

MEMORANDUM

Date: May 21, 1980
To: Council
From: Jennifer Sims
Regarding: Five-Year Operational Plan, Activities
Withdrawn From Further Consideration At This
Time

The following list of potential new areas of involvement has been withdrawn from further consideration in the Operational Plan. Results of the survey, The Next Five Years, and internal discussions indicate little public support or regional need for Metro involvement in these activities at this time. Therefore, unless further consideration is requested by the Metro Council there will be no additional staff evaluation and analysis. Other activities for these and other functions will be presented for consideration in the working draft of the Operation Plan.

<u>Functions</u>	<u>Activities Withdrawn From Consideration</u>	<u>Activities Still Under Consideration</u>
Aging	Plan	Coordinate programs
Airports	Plan, construct and operate facilities	None
Arts	Plan, conduct programs	None
Cable TV	Plan, franchise	None
Children and Youth Services	Plan	Coordinate programs
Criminal Justice	Conduct programs, construct and operate detention facilities	Plan, coordinate programs, distribute funding
Data Processing	Centralized Service	None
Disaster Preparedness	Deliver services	Plan
Health Care	Plan	Coordinate programs

Memorandum
May 21, 1980
Page 2

<u>Functions</u>	<u>Activities Withdrawn From Consideration</u>	<u>Activities Still Under Consideration</u>
Historic Preservation	Plan, conduct programs	None
Human Rights	Plan, coordinate programs	None
Human Services	Plan	Coordinate programs
Libraries	Acquisitions, technical assistance, construct and operate facilities	None
Manpower	Plan	Coordinate programs
Marine Trades	Construct and operate facilities	None
Mental Health	Plan	Coordinate programs
Parks and Recreation	Conduct programs, construct and operate facilities	Plan, develop funding
Public Safety	Conduct programs, construct and operate facilities	Review and coordinate plans
Purchasing	Centralized service	None
Sewers	Construct and operate facilities	Plan, develop funding, regulate
Water Supply	Construct and operate facilities	Plan
911 Communications System	Operate facilities	Review and coordinate plans

JS:bk
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MEETING TITLE Reg Council Meeting
DATE May 22 - 1980

NAME	AFFILIATION/ADDRESS
Dwight Wall	14880 SW 150 th Trl.
Leigh Zimmerman	Metro
Virginia H. Larson	11625 NW McDaniel Rd P.
Harold D. Larson	11625 NW McDaniel Rd Port
Phil Adamsak	Oregon Journal
Thomas Seamon	Hillsboro Arabs -
William Dirker	15084 NW Oakmont Loop, Beaverton.
John LaRiviere	METRO
Aronnie Russell	Metro
Wm. Ockert	Metro
Ted Sieckman	Lake Oswego
Marilyn Holstrom	Metro
Leah A. Zelnick	13995 S.W. Bull Mt Rd - Tigard
Mary M. Zelnick	13995 S.W. Bull Mt Rd Tigard 97223
James R. Furd	14555 S.W. Beech Bend Rd. Tigard.
Bob Wal	
Berta Delmon	staff.
Sue Klobertang	METRO
PETER ENGBRETSON	PORTLAND CITY HALL
Steven Siegel	METRO
David Lawrence	City of Hillsboro
Jack Comer	1915 N.E. 58 th - Portland
GERALD C. CACH	15170 SW SUNRISE LN TIGARD
Jim Allison	WELA 97223

MEETING TITLE _____

DATE _____

NAME

AFFILIATION/ADDRESS

J. L. Jones

DOM ESTATE BROKER
16805 S.W. 4th Ave. Ft. Lauderdale, Fla.

Bob Chungin

11302 S. Parkview Pittman, OK

Jim Sutzman

Metro

Biel Odert

Mede

Sonnie

Berta

Charlie

Warren - Mrs.

Marilyn

Tom O'Connor

Linda Pearson

Judy B?

Leigh

Jill

John LR

MEETING TITLE Special Council Meeting
DATE May 22, 1980

NAME

AFFILIATION/ADDRESS

Jennifer Sims

METRO staff

Charlie Skill

" "

Caryl Waters

Metro

Phil Adamsak

Oregon Journal

Mike Holstrom

Metro

Tom O'Connor

Metro