



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

A G E N D A

REGULAR COUNCIL MEETING

Date: August 28, 1980
Day: Thursday
Time: 7:30 p.m.
Place: Council Chamber

CALL TO ORDER

1. INTRODUCTIONS
2. WRITTEN COMMUNICATIONS TO COUNCIL
3. CITIZEN COMMUNICATIONS TO COUNCIL ON NON-AGENDA ITEMS
4. CONSENT AGENDA
 - 4.1 A-95 Review
 - 4.2 Minutes of Meetings of June 26 and 27, 1980
5. ORDINANCES
 - 5.1 PUBLIC HEARING on Ordinance No. 80-100, For the Purpose of Establishing Disposal Charges to be Collected at the St. Johns Landfill and Repealing Section 2 of Ordinance No. 80-96 (First Reading) (7:35)
 - 5.2 PUBLIC HEARING on Ordinance No. 80-101, For the Purpose of Amending Ordinance 80-82 and Transferring Appropriations Within Funds for the Fiscal Year 1981 Metropolitan Service District Budget (First Reading) (7:55)
 - 5.3 Ordinance No. 80-98, An Ordinance Adopting Housing Goals and Objectives and Providing for Implementation Thereof (Second Reading) (8:15)
 - 5.4 PUBLIC HEARING on Rule No. CRB 80-5, For the Purpose of Adopting a Rule to Allow Negotiated Bid for Resource Recovery Facility (8:35)
6. RESOLUTIONS
 - 6.1 Resolution No. 80-174, For the Purpose of Recommending the City of Johnson City's Request for Acknowledgment of Compliance with the LCDC Goals (8:55)

6.2 Resolution No. 80-176, For the Purpose of Authorizing
Funds for Transit Projects (9:10)

6.3 Resolution No. 80-177, For the Purpose of Confirming the
Appointment of the Legislative Liaison Candidate (9:25)

6.4 Resolution No. 80-178, For the Purpose of Providing a
Cost of Living Adjustment for FY 1981 (9:40)

7. MOTIONS

7.1 Motion Confirming the Procedure for Filling District 1
Council Vacancy (9:55)

8. REPORTS (10:10)

9. GENERAL DISCUSSION (11:45)

ADJOURN



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

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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.

For  Rick Gustafson
Executive Officer

4.1 A-95 Review, Directly Related to Metro

Action Requested: Concur in staff findings

4.2 Minutes of Meetings of June 26 and 27, 1980

Action Requested: Approve minutes as circulated

DIRECTLY RELATED A-95 PROJECT APPLICATIONS UNDER REVIEW

PROJECT DESCRIPTION	FEDERAL \$	STATE \$	LOCAL \$	OTHER \$	TOTAL \$
<p>1. <u>Project Title:</u> Portland International Airport Land Acquisition Project, Phase II (#807-13)</p> <p><u>Applicant:</u> Port of Portland</p> <p><u>Project Summary:</u> Second phase of a three year land acquisition program for future airport development and expansion. This phase involves acquisition of five acres of privately owned property within the approved airport boundary and 3.5 acres of waterfront property on the Columbia. Relocation assistance and monetary benefits will be provided to owners.</p> <p><u>Staff Recommendation:</u> Favorable Action.</p>	<p>\$1,666,600 (USDOT)</p>		<p>\$ 333,400 (Port)</p>		<p>\$2,000,000</p>
<p>2. <u>Project Title:</u> Neighborhood House, Phase 2 (#807-16)</p> <p><u>Applicant:</u> State of Oregon, Historic Preservation Office</p> <p><u>Project Summary:</u> Rehabilitation of Neighborhood House located between SW First and Second and Woods and Porter in Portland. Rehabilitation will include mechanical and exterior improvements to the building as well as improvements for tenants. Owner and subgrantee is National Council of Jewish Women.</p> <p><u>Staff Recommendation:</u> Favorable Action</p>	<p>\$ 30,000 (Dept. of Interior)</p>		<p>\$ 42,800 (private monies)</p>		<p>\$ 72,800</p>

Agenda Item 4.1



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

MEMORANDUM

Date: August 15, 1980
To: Metro Council
From: Rick Gustafson, Executive Officer
Regarding: A-95 Review Report

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

- Project Title: St. Johns Post Office -- Preliminary Planning Concept Report (#806-22)
Applicant: U.S. Postal Service
Project Summary: Preliminary Environmental Impact Assessment to identify environmentally acceptable and unacceptable locations for siting a proposed postal facility within the "Preferred Area" of study. This area is bounded by N. Central Street on the north, N. Jersey and N. Lombard Streets on the south, N. Chicago Avenue on the west and N. Ida Avenue on the east. A "Preferred Area Environmental Assessment" will be submitted for later comment and review.
Federal Funds Requested: N/A
Staff Response: Favorable action with conditions (see Attachment "A").
- Project Title: Aloha Post Office -- Preliminary Planning Concept Report (#806-23)
Applicant: U.S. Postal Service
Project Summary: Preliminary Environmental Impact Assessment to identify environmentally acceptable and unacceptable locations for siting a proposed postal facility. The "Preferred Area" is bounded by Johnson Street on the north, 160th Street and 170th Street on the east; Farmington Road on the south and 209th on the west.
Federal Funds Requested: N/A
Staff Response: Favorable action.
- Project Title: Federal Post Office Relocation, Downtown Portland, Environmental Assessment (#806-24)
Applicant: U.S. Postal Service
Project Summary: Final Environmental Assessment for leasing an existing building (formerly Niles car dealership) at the corner of Sixth and Clay in downtown

Portland. The new post office will replace the existing facility and will provide improved service and employee working conditions. The assessment has not revealed any negative physical or socioeconomic impacts.

Federal Funds Requested: N/A

Staff Response: Favorable action.

4. Project Title: Senior Alcohol Services (#806-27)
Applicant: Health and Welfare Planning Council
Project Summary: A comprehensive outreach, treatment and follow-up program for elderly persons suffering from alcoholism and for their families. The area of the project study will include the City of Portland, and Multnomah and Washington Counties.
Federal Funds Requested: Health and Human Services (\$518,418)
Staff Response: Favorable action.
5. Project Title: Preventive Learning About Yourself Project (#807-1)
Applicant: Mainstream Youth Program, Inc.
Project Summary: Project to reduce the risk of alcohol and smoking problems among a target population of 10 to 15-year old children of alcoholic parents in Portland. Project will study correlation between children of alcoholics and the risk of developing related problems.
Federal Funds Requested: Health and Human Services (\$47,500)
Staff Response: Favorable action.
6. Project Title: Comprehensive Employment and Training Plan (#807-2)
Applicant: City of Portland
Project Summary: CETA funds for City of Portland Prime Sponsor programs, providing training and employment services to unemployed and/or economically disadvantaged persons with barriers in the labor market.
Federal Funds Requested: U.S. Department of Labor (\$11,551,000)
Staff Response: Favorable response.
7. Project Title: Gerontology Center (#807-3)
Applicant: Good Samaritan Hospital
Project Summary: Program to plan and develop a gerontology center in Oregon that attempts to improve the management and delivery of health and social services for the chronically ill and functionally impaired elderly.
Federal Funds Requested: Department of Health and Human Services (\$100,000)
Staff Response: Favorable action.

8. Project Title: Comprehensive Employment and Training Act (#807-4)
Applicant: Multnomah-Washington CETA Consortium
Project Summary: Application for federal funding of CETA programs for various titles (FY 1981) in Multnomah and Washington Counties.
Federal Funds Requested: Department of Labor (\$7,336,922)
Staff Response: Favorable action.
9. Project Title: CETA funds for FY 1981 (#807-9)
Applicant: State of Oregon, Department of Human Resources
Project Summary: Programs under all titles of the Comprehensive Employment and Training Act designed to provide employment and training to unemployed, under-employed segments of the population throughout the State.
Federal Funds Requested: Department of Labor (\$27,000,000)
Staff Response: Favorable action.
10. Project Title: Southeast Portland, Community Action Program (#807-10)
Applicant: Portland Action Committees Together, Inc.
Project Summary: Program to provide crisis intervention services for low-income households, technical assistance to area residents and neighborhood groups, to educate community and public officials to the needs of the low-income population, and to promote institutional change.
Federal Funds Requested: Community Services Administration (\$217,000)
Staff Response: Favorable action.
11. Project Title: Clackamas County Head Start (#807-11)
Applicant: Clackamas County Children's Commission
Project Summary: Funding for a project to serve 161 low-income and handicapped pre-schoolers for the period commencing February 1, 1981, and ending January 31, 1982.
Federal Funds Requested: Department of Health and Human Services (\$326,754)
Staff Response: Favorable action.
12. Project Title: Administration and Emergency Assistance (#807-12)
Applicant: Portland Action Committees Together, Inc.
Project Summary: Supplemental grant application for administration of the agency whose target area is inner southeast Portland. Also includes emergency assistance to low-income households with ash-related problems, housing assistance for low-income people looking for rental housing, and development of a cooperative housing project.

Federal Funds Requested: Community Services Administration
(\$57,500)

Staff Response: Favorable action.

13. Project Title: General Community Programming, North and Northwest Portland
Applicant: North Community Action Council, Inc.
Project Summary: General FY 1981 community programming which includes administration, resource development, community relations and services, used clothing center and aging services. Overall purpose of agency is to help the poor and assist them in regaining self sufficiency.
Federal Funds Requested: Community Services Administration (\$180,000)
Staff Response: Favorable action.
14. Project Title: Oregon Immunization Program (#807-17)
Applicant: State of Oregon, Department of Human Resources
Project Summary: Statewide immunization program functioning through the State Health Division and County Health Departments to 1) assess the immune level of pre-school and school age population; 2) do surveillance on childhood preventable diseases; 3) control outbreaks; and 4) deliver or oversee delivery of services to the population in need.
Federal Funds Requested: Department of Health and Human Services, Public Health Service (\$306,315)
Staff Response: Favorable action.
15. Project Title: Cooperative Forestry Assistance (#807-19)
Applicant: Oregon Department of Forestry
Project Summary: Consolidated payment grants for cooperative forestry assistance, insect and disease control, rural fire protection and Section 8 programs.
Federal Funds Requested: U.S. Forest Service (\$715,400)
Staff Response: Favorable action.
16. Project Title: Forestry Incentives Program (#807-20)
Applicant: Oregon Department of Forestry
Project Summary: Technical assistance to landowners for cost-sharing.
Federal Funds Requested: U.S. Forest Service (\$16,000)
Staff Response: Favorable action.
17. Project Title: Agriculture Conservation Program
Applicant: Oregon Department of Forestry
Project Summary: Technical assistance to farmers, ranchers and woodland owners receiving cost-share funds for forestry measures.
Federal Funds Requested: U.S. Forest Service (\$66,000)
Staff Response: Favorable action.

18. Project Title: Virginia Garcia Memorial Health Center Expansion Project (#808-1)
Applicant: Virginia Garcia Memorial Health Center, Cornelius
Project Summary: Project to purchase property adjacent to present clinic in Cornelius to expand existing facilities in order to accommodate growing patient population, increase services and purchase necessary equipment.
Federal Funds Requested: U.S. Department of Agriculture, Farmers Home Administration (\$550,000)
Staff Response: Favorable action.
19. Project Title: Willamette Park Boat Ramp Rehabilitation (#808-4)
Applicant: Oregon Department of Fish and Wildlife
Project Summary: Funds to rehabilitate Willamette Park Boatramp, a facility located on SW Macadam. Needs resurfacing and lengthening according to design and specifications per civil engineering study. Boatramp used for recreation purposes including fishing.
Federal Funds Requested: Department of Interior (\$47,500)
Staff Response: Favorable action.

LZ: bk
9380/33



METROPOLITAN SERVICE DISTRICT
527 SW HALL ST, PORTLAND, OR 97201, 503/221-1646

August 7, 1980

Rick Gustafson
EXECUTIVE OFFICER

Metro Council

Marge Kafoury
PRESIDING OFFICER
DISTRICT 11

Jack Deines
DEPUTY PRESIDING
OFFICER
DISTRICT 5

Donna Stuhr
DISTRICT 1

Charles Williamson
DISTRICT 2

Craig Berkman
DISTRICT 3

Corky Kirkpatrick
DISTRICT 4

Jane Rhodes
DISTRICT 6

Uly Si hedeem
DISTRICT 7

Ernie Bonner
DISTRICT 8

Lindy Banzer
DISTRICT 9

Gene Peterson
DISTRICT 10

Mike Burton
DISTRICT 12

Mr. Irv Sherrick
U. S. Postal Service
Regional Office, Real Estate
Division WE 330
San Bruno, California 94099

Dear Mr. Sherrick:

Re: Areawide Clearinghouse Review
St. Johns Post Office
Metro File #806-22

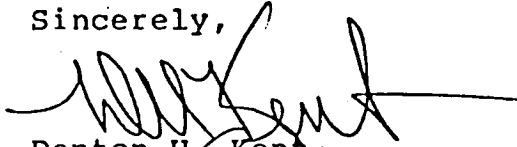
Circular A-95 Revised of the Federal Office of Management and Budget requires Areawide Clearinghouse review of numerous federally assisted projects. Metro serves as the designated Areawide Clearinghouse for the Portland metropolitan area. The primary purpose of this review is to assure coordination of proposed projects with state, area-wide and local plans and policies. This assists the federal agencies to allocate our federal tax dollars in a way that is as consistent as possible with local views.

The proposed project has been reviewed by Metro staff and interested jurisdictions and agencies within the region. Although no negative comments were received on this preliminary report, the City of Portland is concerned about the size and location of the facility, as well as the possible abandonment of the existing post office. Metro's favorable recommendation, therefore, is conditional based on the assumption that the U.S. Postal Service will work with the City and the citizens of St. Johns in preparing its "Preferred Area Environmental Assessment." Metro and local jurisdictions will have another opportunity to review this project when the final environmental assessment is submitted for A-95 Review.

Mr. Irv Sherrick
August 7, 1980
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If we can be of further assistance in processing this matter, feel free to call our A-95 Review Coordinator, Leigh Zimmerman.

Sincerely,

A handwritten signature in black ink, appearing to read "Denton U. Kent", with a long horizontal line extending to the right.

Denton U. Kent
Chief Administrative Officer

DUK:LZ:ss
9314/D2

MINUTES OF AN ADJOURNED MEETING
OF THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

June 26, 1980

Councilors in Attendance

Presiding Officer Marge Kafoury
Coun. Deines
Coun. Rhodes
Coun. Peterson
Coun. Stuhr
Coun. Kirkpatrick
Coun. Burton
Coun. Schedeen
Coun. Banzer
Coun. Williamson

In Attendance

Executive Officer Rick Gustafson

An adjourned meeting of the Council of the Metropolitan Service District was held on June 26, 1980, in the Exhibit Hall, Memorial Coliseum, Portland, Oregon, for the purpose of hearing further public testimony concerning Ord. No. 80-91, Establishing the Johnson Creek Flood Control and Pollution Abatement Local Improvement District.

It having been ascertained that a quorum was present, the meeting was called to order at 7:25 p.m.

Presiding Officer Kafoury described the procedures which would be followed in the conduct of the meeting, and opened the hearing for public testimony.

Mr. Alan Hingston, 8615 SE 58th, Portland, expressed support for the project and urged members of the Council to vote on the substantive issues rather than submitting to emotionalism.

Mr. Lester Fowler, 9492 SE Wichita, Portland, supported formation of the L.I.D.

Diane Quick, 10100 SE Walnut Dr., Portland, felt that a large number of people were being asked to subsidize the benefit of a few, and urged that Council consider asking the local jurisdictions to acquire portions of the Creek for conversion to scenic waterways and parks.

Nettie Philps, 6804 SE 76th, Portland, objected to paying when the creek did not concern her.

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Mr. Ron Veitch, 2137 SE 143rd, did not believe he was contributing to the problem and questioned putting any faith in a regional layer of government.

Dennis Brown, 6704 SE May, Portland, supported the ordinance and asked that a decision be made which reflected the needs of the area.

Ernestine Francisco, 11727 SE Brookside, viewed the basic problem as a failure of local governments to act properly in the past, citing overdevelopment and inadequate services.

Eileen Brown, 6704 SE May St., felt that the plan proposed gave an equitable approach to solving the Johnson Creek problem and urged support.

Martha Boettcher, 6708 SE May St., supported the proposal and expressed her belief that it was necessary, in the interests of public health, to clean up the creek.

Deborah Hale, 6735 SE 106th, felt the project was necessary and would improve the southeast area as a whole.

Robert S. Weber, 9333 SE 129th, felt the flooding was a nuisance but that the cost of the proposed project was out of line.

Lonnie Roberts, speaking for Drew Davis, read a letter from Mr. Davis in his capacity as state representative of the district, protesting the project and demanding a popular vote. He questioned the Council's right to use the remonstrance system for such a large project.

Clyde Bartlett, 3609 SE 144th, did not believe water from his property drained into the creek.

B. A. Benson, 2541 SE 141st, felt the issue was not the need for the project, but rather the method of funding it.

Paul Kittleson, 9162 SE Mason Hill Dr., Milwaukie, protested against the LID/remonstrance procedure.

Glen St. John, 2134 SE Harney, felt builders would profit unfairly from the project at the expense of homeowners.

Anthony Sydor, Box 553, Gresham, felt that civic bodies were responsible for the problem by supporting development in the floodplain, and objected to the LID process.

Michael E. Stange, 1430 SE 12th, Gresham, opposed the proposal, saying it should be placed on the ballot for a popular vote.

Philip Pieters, 1924 SE 122nd, concurred with Mr. Stange.

Mr. Jackson Douthit, 10321 SE Center, protested strongly and called for a vote which would not be restricted to property owners.

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J. Stewart, 10755 SE Center St., protested assessment since their property would not benefit from the project, and objected to the method used.

Caroline Oman, 15424 SE Stark, spoke in opposition and commented that according to records in Salem, water from their property drained away from the creek.

Harold Morris, 5421 SE 136th, felt the process was unfair and questioned its legality.

Michael Tomasini, 340 NW Wallula, Gresham, described the history of Johnson Creek and claimed it had flooded more frequently in the past than at present.

Gary Newkirk, 7850 SE 62nd, urged Council to delay a decision pending exploration of alternative methods of funding that were more fair. He felt that cities and counties had an obligation to support the project financially.

Dean Delavan, 5913 SE 86th, spoke against the LID process.

Frances Hyson, 16502 SE Mill St., asked for proof that everyone was notified of the formation of the LID.

Billy Hunsinger, 8705 SE 307th, Boring, questioned the appropriateness of including some areas within the boundary, and suggested the problem be solved on a less expensive scale.

Jeanne Orcutt, 4201 NW 3rd, Gresham, felt the LID process was undemocratic and objected to the wording of the notices. She felt that property owners should have been informed in detail of the effects of Phases II and III.

Tom Dennehy, 16421 NE Holladay St., agreed with testimony to the effect that the process was undemocratic, and felt that the project should be part of an overall region-wide drainage plan. He urged that the matter be put to a vote, and answered questions from Council.

Marge McDevitt, 16612 SE Taylor, urged that people back Fair Share in their fight against the LID.

Eugene Ide, 2965 SE 184th Pl., Gresham, asked questions about the remonstrance procedure and felt the language on the notices was misleading.

A. J. McWilliams, 2704 SE 141st, relinquished his time to a representative of Fair Share.

Sherry Winter, speaking for Fair Share, demanded that Council make a decision on the matter before the meeting adjourned.

Presiding Officer Kafoury explained that it would be inappropriate to do so, since the official notice of the second reading of the

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ordinance had announced June 27th as the date a decision would be made. She added that everyone should have a chance to testify prior to a decision from Council.

Al Bucholtz spoke against the project.

There was a brief recess.

Jean Hood, 2134 SE 174th, spoke in opposition to the project and urged people to sign a petition placing the matter on the ballot.

Harry Hing, 6305 SE 94th Ave., wished to go on record as opposing the proposal.

Thomas Barnes, 14848 SE Carthers Cr., felt that the process was inequitable, undemocratic, and illegal, and called for a popular vote.

Mr. Robillard, 3624 SE Rockwood, Milwaukie, representing 86 homeowners, asked for proof that their area drains into the creek and suggested that the city pay part of the cost.

James Riopelle, 3631 Rosell St., Milwaukie, representing the 22nd precinct of Clackamas County, urged a vote of the people and questioned Metro's power to use the LID process.

Kenneth Johnson, 3635 SE Johnson Blvd., spoke against the project and asked for an environmental impact statement on his property.

G. E. Belmore, 4631 SE 97th Ave., surrendered his time to a representative of Fair Share.

Mr. Burnette, representing Fair Share, reminded those present that a vote would be taken the next day and urged everyone to attend.

R. D. Alexander, 3626 SE 132nd, felt he should not be assessed since his water did not flow into the creek.

Ron Kleinschmit, 1727 SE 177th, felt that a written transcript of the public hearings should be made available, and opposed the project because he felt he did not belong within the boundary.

Eugene Schoenheit, 9036 SE 41st, Milwaukie, felt the city of Gresham should be paying part of the cost and spoke about the overwhelming opposition to the project.

Erva Shank, 2845 SE 120th Ave., concurred with previous statements opposing the project and urged that Council listen to the voice of the people.

Pat McDowell, 1844 SE 184th, stated she was not opposed to the project but rather to the remonstrance process, and objected to the lack of concrete figures for costs.

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Eva Camille Stapleford, 3429 SE Johnson Creek, felt the entire metropolitan area should be taxed, since the whole area would benefit. She questioned the necessity of pushing the project through so fast.

Frances Newkirk, 7908 SE 62nd, felt their water did not drain into the creek and disapproved of the methods being used to finance the project.

Joan Griep, 4343 SE 136th, felt the problem was caused by people who lived on the creek and dumped garbage into it, and felt they should clean up the creek themselves.

James Tobin, 2505 SE Moores St., Milwaukie, felt that if all taxpayers would save money as a result of the project, all should participate in paying the cost.

Curtis Ruecker, 3665 SE Van Water St., concurred with previous statements and urged that Council pay attention to the testimony.

Chuck Ziemer, 9721 SE 307th, Boring, felt the problem developed under the scrutiny of other governmental bodies who should pay the bill. He questioned the legality of the process.

Fred Fish, 7415 SE 86th Ave., addressed inadequacies in the notification procedure and urged putting a measure on the ballot.

Virginia Taylor, 2919 SE 136th Ave., felt the project was worthy but objected to the way it was being funded.

Roy Sams, 5126 Mason Ln., Milwaukie, wondered how many lots would be saved by the project and whether they were worth it.

William Willmes, 5625 SE Drefs Hill, abhorred the methods being used by both Metro and Fair Share. He felt the project contained a number of errors and asked for a vote of the public.

John Vogl, 16410 SE Stephens Ct., reiterated his comments from the previous hearing and urged the Council to vote against the LID.

John Trent, 2106 SE Ochoco St., expressed concern about the notification process and felt he did not contribute to the flooding.

Vernon Stockwell, 6457 SE 106th, outlined the history of efforts to control the flooding and expressed the opinion that state law required that the project be paid for by everyone in the district.

Mary Stockwell, 6457 SE 106th, explained the biology of the creek basin and expressed support for the project even though she had doubts about the LID process.

Neva Endicott, 10313 SE Reedway, felt that the project deserved support and urged people to participate in a cooperative effort to solve the problem.

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Robert Mayr, 13746 SE Rhone, opposed the proposal and felt he should not be included in the project. He questioned Metro's power to impose such a tax without a popular vote.

Bernice Hall, 3695 SE Harvey St., opposed the process, feeling that there was inadequate public notice and poor publicity on the project.

E. P. Manning, 6923 SE 252nd, Gresham, felt the problem was not being addressed in the proper manner and opposed the project. He then discussed various aspects of Ord. No. 79-78.

Lawrence Jensen, 3915 SE 104th, felt the project represented a blatant usurpation of power and read sections of the Declaration of Independence.

Lloyd Danielson, 6950 SE 122nd Dr., opposed the project and the LID, feeling that it was undemocratic, and asked for a popular vote.

Jack Powell, 1620 NE 132nd, felt that property he owned did not drain to the creek, and refused to pay any assessment.

Ron Huxtable, 785 SE Atherton, opposed the LID process.

Don Stogsdill, 3898 SE Wake St., Milwaukie, agreed with previous testimony, adding that those who were not flooded should not be expected to pay for enhancement of the property of those who lived by the creek.

Mr. Manning continued with his discussion of Ord. 79-78 and discussed an article from a recent issue of The Oregonian.

W. W. Hawkins, 7812 SE Harney St., spoke against the project.

Herb Wilton, 7800 SE Luther Rd., opposed the project and objected to the LID process.

Irving Ott, 5208 SE 111th, expressed strong opposition to the method of funding the project and complained about the notification procedure.

Robert Miller, 12310 SE Bush, agreed that something should be done about the problem, but felt that some of the areas included within the boundary would not be benefited and explained why his property should not be included. He then responded to questions from Coun. Peterson.

Donald Isakson, 5336 SE 113th St., expressed support for some of the suggestions made by Mr. Dennehy and encouraged a reevaluation of the project.

Theodore Lear, 5335 SE 113th, agreed with the comments of Mr. Miller and described the flow of water in his neighborhood.

Mr. Dennehy questioned the appropriateness of the Metro Council serving as the supervisory body of the LID utilizing the one man/one vote concept.

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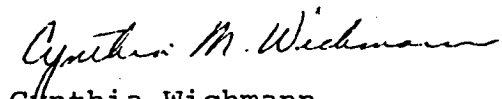
Mr. Douthit felt that the people who do the heavy development should pay the bulk of the bill and urged that a popular vote be taken on the proposal.

There being no other persons present who wished to testify on this matter, the public hearing was closed.

Coun. Banzer thanked those who testified and outlined a number of proposals which would be discussed by Council the following day.

There being no further business, the meeting was adjourned to 12:00 noon on Friday, June 27, 1980, at the Council Chamber of the Metro offices, 527 S.W. Hall St., Portland, Oregon.

Respectfully submitted,



Cynthia Wichmann
Clerk of the Council

MINUTES OF AN ADJOURNED MEETING
OF THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

June 27, 1980

Councilors Present

Presiding Officer Marge Kafoury

Coun. Jane Rhodes

Coun. Betty Schedeen

Coun. Ernie Bonner

Coun. Cindy Banzer

Coun. Gene Peterson

Coun. Mike Burton

Coun. Donna Stuhr

Coun. Charles Williamson

Coun. Corky Kirkpatrick

Coun. Jack Deines

In Attendance

Executive Officer Rick Gustafson

An adjourned meeting of the Council of the Metropolitan Service District was held on June 27, 1980, in the Council Chamber, 527 S.W. Hall St., Portland, Oregon. After declaration of a quorum, the meeting was called to order at 12:15 p.m. by Presiding Officer Kafoury.

ORDINANCE NO. 80-91, For the Purpose of Establishing the Johnson Creek Basin Flood Control and Pollution Abatement Project Local Improvement District (Second Reading)

It having been ascertained that it was the consensus of the Council to do so, the Clerk read Ordinance No. 80-91 for the second time by title only.

Coun. Rhodes expressed her belief that Metro was the only body that could solve the long-standing problem of Johnson Creek, adding that a delay at this time would end Metro involvement and thus kill the project, due to a lack of money and leadership. Coun. Rhodes moved, seconded by Coun. Stuhr, that Ord. No. 80-91 be adopted.

Mr. Gustafson presented the staff report and reported on meetings with the North Clackamas Chamber of Commerce and members of Fair Share. He then proposed that the ordinance be amended as follows:

"Section 2.

"The Johnson Creek Basin Flood Control and Pollution Abatement

Project shall be implemented as described in the Preliminary Engineering Report approved by Metropolitan Service District Resolution No. 80-149, except that

- "a. Prior to the commencement of Phase II, the Council shall by ordinance adopt the drainage management plan.
- "b. Prior to the commencement of any capital improvements in Phase II, such capital improvements shall meet the standard federal cost-benefit test as applied by the Corps of Engineers.
- "c. The apportionment formula for the allocation of Phase I costs shall employ a differential which reflects any additional benefits accruing to floodplain properties identified by the drainage management plan.
- "d. In the event the costs for Phase II of the project exceed the estimated costs contained in the Preliminary Engineering Report approved by Metropolitan Service District Resolution No. 80-149 by ten percent (10%) or more, the Council shall terminate the Local Improvement District and shall promptly propose a new Local Improvement District based on the new estimated costs and activities."

Following completion of the staff report, Coun. Williamson moved, seconded by Coun. Kirkpatrick, that the amendments proposed by the Executive Officer be adopted.

Coun. Burton wanted assurance that those persons being assessed were actually within the drainage district and asked about the appeals process. It was explained that there was a 90-day appeals period, and that decisions on appeals could be contested in court. Procedures for handling appeals were outlined.

Coun. Kirkpatrick asked whether the Services Committee had discussed the possibility of reverting the creek to its natural status and turning it into a park. Coun. Rhodes responded that it had been considered for certain areas but not for the whole creek, pointing out that there are existing parks along the creek.

Coun. Peterson announced that he intended, later in the meeting, to introduce a resolution that would replace the L.I.D. with a service district subject to a vote of the people. He then moved, seconded by Coun. Banzer, to amend Coun. Williamson's motion to add the requirement that during Phase I studies Metro would determine which properties contributed to the problem and/or would benefit from the project, and that all other properties would be excluded from the Phase II assessment.

Coun. Kafoury suggested that Coun. Peterson's motion be considered separately. Coun. Peterson concurred.

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There was a discussion of whether Coun. Peterson's motion covered a point which was already provided for in the amendments moved by Coun. Williamson. There was also some discussion as to just how "benefit" would be defined. Coun. Williamson explained that it was his intent that if the property were benefited as defined in court cases, it could be assessed to the extent it benefited, according to the formula.

Mr. Kent commented that it appeared Coun. Peterson's amendment would require that Metro deal individually with each of the 35,000+ parcels included within the district.

Coun. Williamson questioned the wisdom of making major changes in language which had been carefully prepared by legal counsel.

Coun. Williamson moved, seconded by Coun. Burton, that the first sentence of Item c of the proposed amendments be modified to read "The apportionment formula for the allocation of Phases II and III costs...", and that a sentence be added to state: "Property not receiving any benefit shall not be assessed."

Following discussion, a vote was taken on the motion. All Councilors present voting aye, the motion carried.

Coun. Bonner moved, seconded by Coun. Banzer, that Item d be amended by removing the words "by ten percent (10%) or more" from the first sentence, citing his concern that Metro should make a firm commitment to taxpayers not to exceed projected costs.

Couns. Williamson and Burton expressed opposition to the motion, feeling that there should be some safeguards to accommodate inflation and cost overruns.

Following discussion, a vote was taken on the motion. Voting aye were Couns. Burton, Schedeen, Bonner, Banzer, and Peterson. Voting no were Couns. Stuhr, Williamson, Kirkpatrick, Deines, Rhodes, and Kafoury. The motion failed.

Coun. Peterson withdrew his motion, feeling that his concerns had been addressed satisfactorily.

A vote was taken on Coun. Williamson's motion to amend the ordinance as proposed by the Executive Officer. All Councilors present voting aye, the motion carried.

Discussion commenced on the ordinance as amended.

Coun. Schedeen expressed disappointment that the Johnson Creek project had not been better received by the residents of the area, but felt that the process had been unsatisfactory and the citizens not adequately informed. She felt that Metro had fulfilled their commitment to the people, and announced her intention to vote against the motion.

Metro Council
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Coun. Peterson read a statement explaining his opposition to the ordinance, stating that he had favored a popular vote of the people from the beginning. He then introduced a resolution calling for replacement of the L.I.D. with a service district, subject to popular vote.

Coun. Banzer asked whether Coun. Peterson's resolution could be moved as a substitute for the ordinance under consideration, and mentioned that she would like to present a resolution proposed by Mr. Tom Dennehy.

There was a brief recess to determine whether Coun. Banzer's suggestion was permissible.

The meeting was called back to order. Presiding Officer Kafoury reported that a resolution would not take precedence over an ordinance and called for further discussion of the ordinance as amended.

There was discussion of details of Phase I and citizen involvement in the planning process for Phase II.

Coun. Burton expressed concern about the L.I.D. process but felt that possible insufficiencies in the process did not warrant defeat of the project. He supported passage of the ordinance, feeling that it was time to solve the regional problem posed by Johnson Creek.

Coun. Bonner announced his support of the ordinance, since the process could be stopped at any time and the amendments had gone a long way toward answering his concerns. He pointed out that there would be ample opportunity for further citizen involvement.

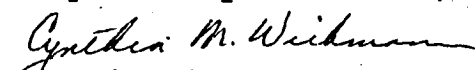
Coun. Banzer felt that the errors in the process warranted delay of the issue and referral to the voters in November, and was disappointed that there had been no opportunity to discuss the alternatives proposed by Coun. Peterson and Mr. Dennehy.

Coun. Kafoury felt that complaints about the process were moving, but pointed out that the process had not been invented by Metro. She was convinced that many of the people opposing the project because of the L.I.D. process would not have supported the project had another process been used. She supported the ordinance.

A vote was taken on the motion. Voting aye were Couns. Bonner, Rhodes, Burton, Stuhr, Williamson, Kirkpatrick, and Kafoury. Voting no were Couns. Schedeen, Banzer, Peterson, and Deines. The motion carried.

There being no further business, the meeting was adjourned.

Respectfully submitted,


Cynthia Wichmann
Clerk of the Council

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

TO: Regional Services Committee
FROM: Executive Officer
SUBJECT: Establishing Disposal Charges to be Collected
 at the St. Johns Landfill

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adopt Ordinance No. for
 the purpose of establishing disposal charges to be
 collected at the St. Johns Landfill. The proposed
 rates will increase from \$7.80 per ton to \$10.22 per
 ton. The \$10.22 rate includes the Metro User Fee.
- B. POLICY IMPACT: Adoption of this ordinance will estab-
 lish new disposal rates at the St. Johns Landfill,
 beginning October 1, 1980, concurrent with the Long
 Term Operational Contract. The new disposal rates re-
 flect all cost associated with operating the St. Johns
 Landfill.
- C. BUDGET IMPACT: Adoption of this ordinance will pro-
 vide sufficient monies to operate the St. Johns Land-
 fill and is consistent with the adopted 1980-81 budget.
 The subsidy from the Solid Waste Operating Fund, pre-
 viously provided during the June 1, to October 1, 1980
 Interim Contract, will be repaid over a two year period.

II. ANALYSIS:

- A. BACKGROUND: Earlier this year, Metro was presented the
 option to maintain and operate the St. John's Landfill.
 A rate analysis performed at that time, indicated that
 if Metro expanded and operated the landfill the rate
 would be \$10.70 per ton.

As a result, Metro assumed operational control of the
St. Johns Landfill, June 1, 1980. In order to continue
operating the landfill and to provide sufficient time
to prepare any necessary specifications for obtaining a
long term contractor, it was necessary to obtain the ser-
vices of an Interim Contractor for the period June 1, to
October 1, 1980. It is estimated that the cost of operat-
ing the landfill during the Interim period, will be
\$1.1 million. Based on rates charged at St. Johns, when
Metro assumed control, an increase in rates was justified.
However, the Metro Council decided to provide a subsidy
until a long term contractor was selected, thereby elimin-
ating the necessity of increasing rates twice in the four
month period.

A long term contractor has been selected and will commence operation on October 1, 1980. Based on operating costs, debt service, contract obligations, administrative costs, Gatehouse operation and providing the necessary working capital and environmental reserve funds, an increase in disposal rates at the St. Johns Landfill is required.

Metro Solid Waste Management Plan recommends that the method of charging for solid waste disposal be accomplished by weight, instead of volume. As part of the expansion and improvement of St. Johns Landfill, scales are being installed and will be operational by November 1, 1980. The density factors the staff is currently using to develop a conversion factor from weight to volume, has been questioned by the collection industry. The data base was generated at Rossman's Landfill where a certified scale system is available, rather than at St. Johns Landfill.

- B. ALTERNATIVES CONSIDERED: Two alternatives were considered regarding the effective date of the new rates, however, there are a number of variations of each.

The first alternative is to increase rates beginning October 1, 1980, when the long term contract goes into effect. While providing sufficient revenues to operate the site, the method of charging will remain one of volume, since the scales will not be operational until November 1, 1980. The change over could then occur at that time.

The second alternative is to continue subsidizing the operation until the scales are installed and until the collection industry agrees with Metro's conversion factors. The length of subsidy could last from one to six months, and for every month delay for increasing the rates, approximately 10 cents per ton must be added to the new rates. To continue to subsidize the operation could also have an adverse effect on other Solid Waste operating programs.

In addition to the issue of when the new rates should become effective, as discussed in alternatives one and two, another issue was considered: a) Initially adopt a long term rate sufficient to meet the cost of operating the landfill for the next five years (except for normal inflationary factors) or, b) to adopt new rates on a phased

basis. The five year rate would be \$11.83 per ton plus annual inflation increases. With the phased approach, the rate would be \$10.22 per ton for the first year, and will increase over the next four years.

- C. RATE IMPACT: By phasing in the rates, there will be a slight impact on the cost to residential users. Past studies indicate that 10% of the residential collection fee is attributed to the cost of disposal at the landfill. Using a \$5.00/month for a one can service fee, the rate would increase to \$5.30/month or by about 6%, as a result of the new landfill rates for the initial year.

Subsequently, for uncompacted waste the rates will increase slightly be approximately 7%. Therefore, for a drop box of 25 cubic yards, the cost to dispose at the St. Johns Landfill will increase from \$30.00 to \$32.00 for the first year.

For those who deliver waste to the landfill in cars, the rate will be \$3.75 per load up from the existing \$2.60 per load. Rates for pick-ups will increase from \$3.45 to \$4.50 per load.

- D. CONCLUSION: Both alternatives considered would result in changing eventually from a volume to a weight basis. Alternative one provides sufficient revenues to operate the landfill as of October 1, 1980, with no continuing subsidy. It also requires charging by volume until the scales are operational and allows the collection industry time to adjust to weight. It is recommended that the conversion from Metro's new volume rate to weight occur on January 1, 1981. Phasing of disposal rate increases will allow St. Johns Landfill to be more competitive with other landfills in the area. It should be noted that whatever alternative or phasing option is selected the cost of disposal of solid waste will be higher at St. John's Landfill then the Rossman's Landfill.

A N N U A L S U M M A R Y

ST. JOHN'S LANDFILL
PROPOSED RATES
OCTOBER 1, 1980

<u>EXPENSES</u>	<u>AMOUNT</u>
1) Operating Cost:	
Solid Waste Disposal	\$ 2,085,483.
Other Contract Items	1,198,221.
Personnel Services	102,998.
Tire Disposal Cost	18,000.
2) Administrative & Miscellaneous	45,750.
3) Working Capital Reserves	445,077.
4) Debt Service & Contract Obligations	<u>452,458.</u>
TOTAL EXPENSES	\$ 4,347,987.
REVENUES FROM OTHER SOURCES	<u>(1,161,347.)</u>
NET REVENUE REQUIRED	<u><u>\$ 3,186,640.</u></u>

ESTIMATED REVENUE FROM RATES

	TONS*		RATE
1) Commercial	324,691	\$ 2,961,182.	\$ 9.12/TON
2) Public	-----	<u>225,458.</u>	per load
TOTAL REVENUE		<u><u>\$ 3,186,640.</u></u>	

* Estimated annual solid waste is as bid in the long term contract.

8/12/80

ST. JOHN'S LANDFILL
PROPOSED DISPOSAL RATES
OCTOBER 1, 1980

VEHICLE CATEGORY	BASE RATE		METRO FEE		TOTAL RATE	
	\$/TON	\$/CY	\$/TON	\$/CY	\$/TON	\$/CY
COMMERCIAL						
Compacted	\$ 9.12	\$ 2.69	\$ 1.10	\$ 0.28	\$10.22	\$ 2.98
Uncompacted	9.12	1.14	1.10	0.16	10.22	1.30
Special	9.12	7.11	1.10	0.86	10.22	7.97
PRIVATE*						
Cars ¹	3.40		0.35		3.75	
Station Wagons ¹	3.40		0.35		3.75	
Vans ²	4.15		0.35		4.50	
Pick-ups ²	4.15		0.35		4.50	
Trucks ²	4.15		0.35		4.50	
TIRES**						
Passenger (up to 10 ply)	0.65				0.65	
Passenger Tire (tire on rim)	1.35				1.35	
Tire Tubes	0.65				0.65	
Truck Tires	2.00				2.00	
Small Solids	2.00				2.00	
Truck Tire (tire on rim)	7.50				7.50	
Dual	7.50				7.50	
Tract	7.50				7.50	
Grader	7.50				7.50	
Duplex	7.50				7.50	
Large Solids	7.50				7.50	

* New rates proposed represent the cost to provide improved public service with the addition of the public transfer station.

¹ Based on minimum load of two cubic yards.

² For the first two and a half cubic yards, each additional cubic yard is \$1.75.

** Cost per tire listed

8/12/80

COMPARISON OF DISPOSAL RATES

<u>COMMERCIAL</u>	<u>ROSSMAN'S (Proposed)</u>	<u>LaVelle's(82nd) (Proposed)</u>	<u>ST. JOHN'S (Proposed)</u>
Compacted(yd ³)	\$ 2.19	\$ 2.28	\$ 2.98
Uncompacted (yd ³)	1.26	1.41	1.30
 <u>PUBLIC</u>			
Car(per load)	2.50	2.75	3.75
Pick-up(per load)	4.60	4.50	4.50

8/12/80



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

MEMORANDUM

Date: August 19, 1980

To: Metro Council

From: Executive Officer

Regarding: St. Johns Landfill Rate Alternatives

The Solid Waste Policy Alternatives Committee (SWPAC) has reviewed the rates proposed in the attached Ordinance. As a result, the Committee is recommending to the Regional Services Committee certain modifications in an attempt to keep the rates at the St. Johns Landfill closer to those rates charged at the Rossman's Facility in Oregon City. The Regional Services Committee will consider these recommendations at a special meeting to be held at 7:30 p.m. August 20, 1980. Highlights of these recommendations are described below.

Eliminate Night Dumping

It is a requirement of the City of Portland that the St. Johns Landfill be open 24 hours per day, seven days per week. Metro staff is currently monitoring traffic flow into the site in order to base a request to reduce hours of operation. Preliminary cost estimates for reducing hours of operation are projected to be less than five cents per cubic yard.

Minimum Charge

When conversion from volume to weight as a method of charging for solid waste disposal occurs, SWPAC recommends that a minimum charge be leveled against all loads entering the site. This charge, which would cover administrative and processing of the account, would be based on one ton.

Inert Material

SWPAC recommends that disposal charges be waived for material used at St. Johns for operation, ie. cover, road base. Previous exemptions applied only to inert material; however,

Page two
Metro Council
August 19, 1980

the Committee recommends the policy be extended to include wood chips and other non-inert material used in the operation.

Conversion to Weight

SWPAC recommends that conversion from volume to weight as a method of charging for solid waste disposal occur on October 1, 1981, as opposed to an earlier date recommended by staff. Conversion to weight will provide disposal equity at the St. Johns Landfill. Overloaded or highly compacted trucks do not currently pay their fair share for disposal, since they are charged on the rated capacity of the vehicle rather than on the actual amount of waste delivered.

St. Johns Expansion Cost

The St. Johns Landfill is currently undergoing a 55 acre lateral expansion that will prolong the life of the site until 1986. Without expansion, the site will be at capacity in 1982. Since the Rossman Landfill in Oregon City and the Lavelle Landfill on 82nd will be at capacity within the next two years, the waste generated within the entire Metropolitan area will be deposited in the new expansion area. It is a recommendation of the SWPAC that the cost associated with the lateral expansion not be born by the current users of the St. Johns Landfill, but rather be paid by the entire district. To accomplish this, the Metro User Fee would be increased at all landfills in the amount of six cents per cubic yard of compacted waste (\$.06/yd³), four cents per cubic yard of uncompacted waste (\$.04/yd³) and ten cents (\$.10) per private vehicle. Adopting this concept will increase the average residential bill for weekly service of one can by approximately two cents (\$.02) per month. The revised total rate at St. Johns will be two dollars and eighty-one cents (\$2.81) per cubic yard for compacted loads, and one dollar and twenty-seven cents (\$1.27) per cubic yard for uncompacted loads.

After considering the recommendations of the Solid Waste Policy Alternatives Committee, the Regional Services Committee will present their recommendations to the Council on August 28, 1980.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ESTABLISHING) ORDINANCE NO. 80-100
DISPOSAL CHARGES TO BE COLLECTED)
AT THE ST. JOHNS LANDFILL AND) Introduced by the
REPEALING SECTION 2 OF ORDINANCE) Regional Services Committee
NO. 80-96)

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1:

The purpose of this ordinance is to establish the base disposal rates and charges stated in Section 2 below, and to repeal the former charges established in Section 2 of Ordinance No. 80-96 for the St. Johns Sanitary Landfill.

Section 2:

A base disposal rate of \$9.12 per ton of solid waste delivered is hereby established for disposal at the St. Johns Sanitary Landfill. Said rate shall be collected on the basis of cubic yardage delivered, commencing on October 1, 1980, and shall continue to be collected on such basis, until January 1, 1981, at which time charges will be assessed upon a weight basis.

Section 3:

The rate established by Section 2 is in addition to user fees collected at the St. Johns Sanitary Landfill.

Section 4:

Ordinance No. 80-96 shall remain in effect, except that

Section 2, Disposal Charges, of said Ordinance is hereby repealed.

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

Presiding Officer

Attest:

Clerk of the Council

MI:bk
9403/33

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

TO: Council Coordinating Committee
 FROM: Rick Gustafson, Executive Officer
 SUBJECT: Transfer of Funds

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Approve the following transfer from Materials and Services to Personnel Services in the General Fund to reflect decisions to provide services in the FY 81 Budget through staff positions rather than contractual services.
1. Metropolitan Development: Transfer \$31,939 from the Materials and Services section of the Metropolitan Development Department Budget (Contractual in the Eastside Corridor Transit Station Area Planning) to Personnel Services to fund a Senior Regional Planner position.
 2. Council: Transfer \$10,000 from Materials and Services to Personnel Services to fund a temporary position to assist the Council community involvement activities.
 3. Executive Office: Transfer \$27,000 from Materials and Services to Personnel Services to fund a lobbyist position.
- B. POLICY IMPACT: These changes will allow Metro to exercise more precise control over the implementation of important projects with staff positions rather than contractual services. Position authorizations have been previously obtained.
- C. BUDGET IMPACT: There will be no net increase in the budget resulting from these transfers.

II. ANALYSIS:

- A. BACKGROUND: State contract law and Metro Executive Order No. 1 on "Internal Procedure for Contracting and Selection of Contractors" establishes the criteria on the use of personal services contracts. This criteria limits:
1. The right to control the manner and means of accomplishing a desired result;
 2. Metro's ability to determine the instrumentalities, tools and the place of work; and

3. Metro's ability to employ, pay and maintain control over assistants to the project coordinator (Senior Regional Planner).

After reviewing these criteria, it was decided that certain projects could be managed more effectively through a staff position than through a personal services contract.

The Senior Regional Planner position in Metropolitan Development was held vacant from the FY 80 budget as a result of the mid-year adjustment which occurred in December, 1979. The position now will be grant funded and need not be reestablished. Monies are available in East-side Corridor Transit Station Area Planning budget to contract the services of a project coordinator.

- B. ALTERNATIVES CONSIDERED: Two alternatives for managing these programs were considered, managing through personal services or with staff positions. Because of the reasons discussed in the background section of the memorandum, the recommendation is made to manage the programs with staff positions.
- C. CONCLUSION: Recommend adoption of Ordinance No. 80-101 authorizing transfer of funds from Materials and Services to Personnel Services in the sum of \$31,939.

CS:ss
9335/135

EXHIBIT A

Metropolitan Service District
Adopted Budget
For Fiscal Year 1980-81
Adopted by Ordinance #80-82

	Adopted Budget <u>ORD #80-82</u>	Transfer ORD 80- <u>Transfer</u>	Revised Budget
<u>General Fund</u>			
Personnel Services	2,119,423	68,939	2,188,362
Materials & Services	1,350,436	(68,939)	1,281,497
Capital Outlay	14,330		14,330
Contingency	657,641		657,641
Transfer to Planning Fund	<u>150,000</u>	<u> </u>	<u>150,000</u>
Total Requirements	4,291,830	0	4,291,830

TC:ss
9327/135

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING	)	ORDINANCE NO. 80-101
ORDINANCE 80-82 AND TRANSFERRING)	
APPROPRIATIONS WITHIN FUNDS FOR	)	Introduced by the
THE FISCAL YEAR 1981 METROPOLITAN	)	Council Coordinating
SERVICE DISTRICT BUDGET	)	Committee

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1.

That the following transfer of appropriations be adopted:

a. General Fund

\$31,939 from the Materials and Services section of the Metropolitan Development Department Budget (Contractual in the Eastside Corridor Transit Station Area Planning) to Personnel Services to fund a Senior Regional Planner position.

\$10,000 from Materials and Services to Personnel Services to fund a temporary position to assist the Council community involvement activities.

\$27,000 from Materials and Services to Personnel Services to fund a lobbyist position.

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

Presiding Officer

ATTEST:

Clerk of the Council

TC:ss
9327/135

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: Regional Planning Committee
 SUBJECT: Housing Goals and Objectives

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Second reading and adoption of Ordinance No. 80-98, setting forth Regional Housing Goals and Objectives. (Document of Goals and Objectives recommended by the Regional Planning Committee is attached.)
- B. POLICY IMPACT: Adoption of Housing Goals and Objectives would replace previous housing goals, objectives and policies developed by CRAG. They would also set the base for future Metro housing programs and review of local comprehensive plans at "re-opening."
- C. BUDGET IMPACT: No budget impacts are anticipated for FY 1980. Budget impacts for FY 1981 are incorporated in the Metro budget as approved June 26, 1980. Adoption of the Housing Goals and Objectives will be followed by public discussion and subsequent Council determinations as to appropriate implementation options. The outcome of that process could begin to have budget impacts in FY 1982, but their exact nature or magnitude will depend upon the results of the pending discussions and determinations.

II. ANALYSIS:

- A. BACKGROUND: Metro's involvement in housing stems largely from the fact that housing issues are areawide in scope, i.e., consumers obtain housing in a market that is metro-politanwide. Realization of this has led to decisions such as LCDC's Seaman v. Durham case in which the need for areawide housing planning by an agency such as CRAG or Metro is stressed. In addition, the establishment by Metro of an Urban Growth Boundary has caused some concerns as to how the housing requirements of a growing population can be met within the confines of such a Boundary. Housing Policy Alternatives Committee (HPAC) conducted extensive deliberations on such issues before reaching the conclusions and proposals incorporated in a Discussion Draft Housing Goals and Objectives.

In response to comments of the Regional Planning Committee, Legal Counsel and testimony received at a public hearing held on June 17, 1980, a number of suggested changes were incorporated by the Committee in a Marked-up Draft. Public meetings were held upon request of Councilors as follows:

July 21, 1980 -- North Portland Citizens Committee, Board of Directors

August 5, 1980 -- Northwest Portland District Association Board of Directors

August 7, 1980 -- Buckman Neighborhood Association

August 8, 1980 -- Neighborhood or Community Organizations in Districts 7, 9 and 10.

- B. ALTERNATIVES CONSIDERED: A number of alternatives were considered by HPAC before making its recommendations. At the outset, CRAG's Initial Housing Policies, previous staff and Council reviews of housing issues, and staff papers on goals and objectives were available to HPAC. A Task Force of HPAC was created to draft new goal statements and redraft previous policy statements as objectives to support the recommended goals. These resulted in numerous alternative versions prior to final approval of the full document. The several drafts record the various alternatives.

Review of the Marked-up Draft Document by the Regional Planning Committee was completed on August 11, and a final draft recommended to the Metro Council for second reading and adoption. There was extensive discussion of the degree to which the Goals and Objectives represented an overly directive position in relation to local jurisdictions. This concern was addressed in part by a decision to limit use of the Goals and Objectives to review of plans during "re-opening" only.

In addition, the Regional Planning Committee requested and will have before it in September, staff proposals with directions as to other (nonplan review) means of implementing the Goals and Objectives.

- C. CONCLUSION: HPAC completed preparation of Metro Housing Goals and Policies in Discussion Draft form. These have been reviewed by the Regional Planning Committee (June 9), presented to local jurisdiction representatives (June 12), and commented upon in a public hearing (June 17). Legal Counsel has recommended the document be retitled, and that various adjustments be made primarily concerning format.

First reading of Ordinance No. 80-98 adopting Metro Housing Goals and Objectives was on July 10, 1980. The Regional Planning Committee has made a final determination as to which suggested changes it believes should be incorporated into the Housing Goals and Objectives and adopted at the time of second reading, August 28, 1980.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

AN ORDINANCE ADOPTING HOUSING	)	ORDINANCE NO. 80-98
GOALS AND OBJECTIVES AND PROVIDING)	
FOR IMPLEMENTATION THEREOF.	)	Introduced by the Regional
	)	Planning Committee

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1. Authority and Purpose

This ordinance is adopted pursuant to ORS 268.380 (1) and (2) for the purpose of adopting and implementing regionwide land use planning goals and objectives related to housing.

Section 2. Adoption

The goals and objectives contained in the document entitled "Metro Housing Goals and Objectives," August 28, 1980, attached hereto and incorporated herein, or on file at Metro offices, are hereby adopted.

Section 3. Implementation

(a) The Metro Housing Goals and Objectives shall be implemented as provided in the Introduction section of the Goals and Objectives document referred to in Section 2 of this ordinance.

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

Presiding Officer

ATTEST:

Clerk of the Council

AJ/gl
8705/33

METRO HOUSING
GOALS AND OBJECTIVES



Land Supply



Affordable Housing



New Housing



Existing Housing



Assisted Housing



Fair Housing

Approved by the Regional Planning Committee
August 11, 1980

To be presented to the Metro Council for
Second Reading of Ordinance No. 80-98

August 28, 1980

INTRODUCTION AND BACKGROUND

Purpose

The housing goals and objectives contained in this report address statewide Housing Goal 10 with supplements tailored to the Portland metropolitan area. The wording of Goal #10 is:

To provide for the housing needs of citizens of the state. 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 for flexibility of housing location, type and density.

Other pertinent State and federal legislation is also addressed. The goal statements, their related objectives, supporting assumptions and factual findings also have the purpose of partially fulfilling (in the area of housing) Metro's Goals and Objectives. These are to:

- A. Meet requirements of ORS 268.
- B. Revise and update existing goals and objectives to reflect Council perspective.
- C. Provide general direction to agency programs and regional policy development with minimum disruption to local planning efforts.
- D. Accomplish needed coordination between regional goals and local plans.

Relationship to Previous Goals, Objectives and Policies

Metro's predecessor, CRAG, adopted goals, objectives and initial policies concerning housing which were used as the starting point for this work.

The goals, objectives, assumptions and facts of this document are a refinement and updating of previous housing planning by CRAG and all such previous work is superceded by them.

Relationship to Other Metro Goals and Objectives and LCDC Goal #10 (Housing)

It is anticipated that Metro will prepare and adopt goals and objectives concerning other aspects of metropolitan development (e.g., transportation, economic development, public facilities, air and water quality, park and open space, etc.). The Housing Goals and Objectives and implementing measures, therefore, shall be subject to review and possible modification to attain consistency

with such other aspects of metropolitan development as they are adopted by Metro.

Metro Housing Goals and Objectives are to be consistent with LCDC Goal #10 (Housing) and they specify how the Statewide Housing Goal is to be interpreted within the Metro area. Although consistent with Goal #10, the Metro Goals and Objectives may enlarge upon or go beyond Statewide requirements.

Clarification of Key Concepts

Certain concepts figure significantly in the goals and objectives of this document. Some confusion and misunderstanding about terms used in describing them requires clarification as to what is intended in the goals and objectives of this document. These are:

1. Demand vs. Need: Some potential for confusion exists in the use of the terms "demand" and "need." Although often used interchangeably, these terms have fairly definite and distinct usages in the economic and planning disciplines. Demand is a measurement of the consumer's willingness and ability to purchase or rent various quantities of housing units at various prices in the housing market. Need is a measurement of the consumer's inability to secure housing in the market within minimum cost-to-income and quality standards. Demand, therefore, may be seen as a demonstrated economic fact reflected in actual purchases during any specified time. Need, on the other hand, is a value adopted by policy makers based on a socially determined conception of the public good.
2. Lower Cost vs. Least Cost: The concepts of "lower cost" and "least cost" housing are apt to be confusing unless a clear distinction is drawn between them. In the context of this document lower cost means housing priced so as to be affordable (within defined standards) by consumers with incomes in the low or moderate income range (defined as under 80 percent of the median). Least cost means housing priced at the lowest possible cost, given the particular type, density, location and quality of housing.
3. Land Use Efficiency vs. Equity: Some potential for misunderstanding in this area also exists. Efficiency, as used in this document with respect to land use, means both minimizing waste of land per se and reduction of wasteful costs related to residential support services. In balancing "efficiency" against "equity," distribution of housing among Metro cities and counties is reflected significantly in several of the goals and objectives. "Equity" is intended to mean "fair" or "just," not "equal."

Implementation

The Metro Housing Goals and Objectives will be implemented by the following means:

1. The Areawide Housing Opportunity Plan (AHOP) adopted by Metro Council on March 22, 1979, and made effective April 22, 1979, (Ordinance No. 79-68).
2. The preparation and adoption of market level housing standards and implementation strategies for the Metro area, scheduled for completion by December 31, 1981.
3. The review of city and county comprehensive plans within the Metro area pursuant to Metro's authority under ORS 268 to:
 - a. "Recommend or require cities and counties...to make changes in any plan to assume that the plan conforms to the district's metropolitan area goals and objectives and the Statewide goals"; and
 - b. Coordinate the acknowledgment and post-acknowledgment review of city and county comprehensive plans in the Metro area in relation to Statewide goals.
4. Other implementation measures the Metro Council may choose to adopt in the future.

Where plan review is an important means of implementation, certain actions will be necessary to define consistency between local plans and Metro Goals and Objectives. These are:

1. Adoption by Metro of a requirement that objectives be incorporated directly into local comprehensive plans at "re-opening" (the "second generation plans"). Additionally, if performance standards are necessary to define consistency, one of the following actions must also be taken.
2. Adoption by Metro of market level housing implementation strategies (in addition to the already-adopted Areawide Housing Opportunity Plan) with performance standards sufficient to define local plan consistency with Metro objectives.
3. Adoption by Metro of a Regional Capital Improvement Plan with performance standards sufficient to define local plan consistency with Metro objectives.
4. Adoption by Metro of performance standards concerning "excessive local requirements" sufficient to define local plan consistency with Metro objectives.

The Metro Housing Goals and Objectives will not become requirements for local comprehensive plans unless and until the appropriate action(s) occur.

Definitions

ASSISTED HOUSING: Public housing or needy households receiving public assistance, from federal, state or local sources to help such households obtain housing meeting minimum standards.

BUILDABLE LAND: Lands in urban and urbanizable areas that are suitable, available and necessary for residential use.

DEMAND: A measurement of the consumer's willingness and ability to purchase or rent various quantities of housing units at various prices in the housing market.

ENSURE: Signifies Metro's total commitment within the limits of its financial and legal capacity to achieve the state goal or objective.

EQUITABLE: Intended to mean "fair" or "just," not "equal."

GOAL: An ideal expressed as a desired end or condition toward which a long-term effort is directed. It is usually not expressed in measurable terms. (Based on Metro Policy Catalogue)

GROSS RENT: Contract rent plus estimated average monthly cost of utilities.

HOUSEHOLD: One or more persons occupying a group of rooms or a single room constituting a housing unit.

HOUSING UNIT: A house, an apartment, a group of rooms, or a single room occupied or intended for occupancy by a household as separate living quarters.

LOW AND MODERATE-INCOME: Household income 80 percent or less than the Portland Standard Metropolitan Statistical Area (SMSA) median family income.

LOWER COST HOUSING: Housing priced so as to be affordable (within defined standards) by households with low and moderate incomes.

LEAST COST HOUSING: Housing priced at the lowest possible cost, given the particular type, density, location and quality of housing.

MEDIAN: The amount that divides a statistical distribution into two equal groups, one above and one below the middle value. "Median income" is the middle income value in a distribution of incomes.

MULTIPLE FAMILY: Means a housing unit in a structure containing two or more attached units.

NEED: A measurement of the consumer's inability to secure housing in the market within minimum cost-to-income and quality standards.

NO FRILLS HOME: A "minimum" buildable home - valued at \$47,000 (1979), built on minimum sized lot (smallest allowable), with minimum amenities (no garage or fireplace, three bedroom - one bath, single-level, no family or dining rooms) and meets minimum building codes.

OBJECTIVE: A specific aim or end, toward which an effort is directed in reaching a goal. It can be expressed in measurable terms. (Based on Metro Policy Catalogue)

SINGLE FAMILY: Means a housing unit in a structure containing one unit only, and includes mobile homes and houseboats, if occupied.

STANDARD: A formal rule serving as a guide in setting targets and measuring the status of a situation or progress toward a goal, objective or target, usually stated as a minimum acceptable level of performance, capability or condition. (Based on Metro Policy Catalogue)

STRATEGY: A scheme or overall plan for achieving a goal or objective for integrating policies. (Based on Metro Policy Catalogue)

TACTIC: A component of a strategy comprising the specific manner, technique, or method by which a strategy will be implemented. (Based on Metro Policy Catalogue)

TARGET: A specific statement of something to be done to accomplish a goal or objective, described in quantified terms within a fixed time period. (Based on Metro Policy Catalogue)

URBAN GROWTH BOUNDARY (UGB): The boundary that identifies urban and urbanizable lands in the Metropolitan Service District, acknowledged by the Land Conservation and Development Commission January 15, 1980.

URBAN INFILL: The practice of building residential units on isolated vacant lots or parcels which had been bypassed by earlier development or considered unbuildable or substandard by local regulation.

LAND SUPPLY

GOALS AND OBJECTIVES

GOAL 1 BUILDABLE LAND:

- ENSURE THAT ADEQUATE BUILDABLE LAND IS DESIGNATED FOR RESIDENTIAL USE WITHIN THE URBAN GROWTH BOUNDARY TO PERMIT CONSTRUCTION OF NEW OR REPLACEMENT HOUSING UNITS TO MEET THE REGION'S HOUSING GOALS.

Metro Objectives are:

- a. To ensure that cities and counties within the Urban Growth Boundary maintain an adequate supply of serviced land for new urban residential development.
- b. To establish numerical estimates of land area necessary to meet the region's single family and multiple family housing requirements so that the actual land supply can be monitored for adequacy.
- c. To seek, after Council approval, tax revision measures aimed at increasing the availability of land for urban uses within the Urban Growth Boundary.

GOAL 2 DISTRIBUTION AND EFFICIENT USE:

- ALLOW FOR A CHOICE OF HOUSING TYPES, DENSITIES AND LOCATIONS WHICH IS DISTRIBUTED EQUITABLY AMONG ALL METRO CITIES AND COUNTIES, IN A MANNER THAT EFFICIENTLY UTILIZES LANDS DESIGNATED FOR RESIDENTIAL USE WITHIN THE URBAN GROWTH BOUNDARY.

Metro Objectives are:

- a. To prepare and adopt an areawide plan establishing objectives, targets and implementation strategies among cities and counties within the Urban Growth Boundary.
- b. To ensure more efficient use of residential land through increased density, urban infill and other innovative means.

GOAL 3 COORDINATION:

- COORDINATE THE PLANNING OF RESIDENTIAL LAND USE WITH PLANNING FOR ECONOMIC DEVELOPMENT, PUBLIC FACILITIES, TRANSPORTATION, ENERGY, ENVIRONMENTAL CONSTRAINTS AND OPEN SPACE.

Metro Objectives are:

- a. To ensure coordination of regional residential land use planning with regional plans for economic development, public facilities, transportation, air and water quality

and open space through liaison between Metro policy alternatives committees and/or with other regional agencies such as Tri-Met, Port of Portland and Clark County Regional Planning Council.

- b. To ensure coordination of regional and local residential land use planning through the process of reviewing the comprehensive plans of cities and counties within the Metropolitan Service District boundaries.

AFFORDABLE HOUSING
GOALS AND OBJECTIVES

GOAL 4 DISTRIBUTION OF LOWER COST HOUSING:

- PROMOTE A DISTRIBUTION OF LOWER COST MARKET HOUSING UNITS THAT PERMITS A CHOICE IN LOCATION FOR LOW AND MODERATE INCOME HOUSEHOLDS, AND WHICH IS EQUITABLE TO ALL METRO CITIES AND COUNTIES.

Metro Objectives are:

- a. To ensure the availability of adequate numbers of owned and rented housing units at different price ranges and rent levels affordable to households in Metro and provide for flexibility of housing location, type and density as called for in Statewide Goal #10.
- b. To expect housing policies of cities and counties to provide adequate opportunities for low and moderate-income housing in accordance with Statewide Goal #10.
- c. To adopt standards and implementation strategies which provide an equitable geographic distribution of housing affordable by households of differing income.
- d. To adopt standards and implementation strategies which ensure equitable ownership and rental opportunities.
- e. To ensure that city and county comprehensive plans contain opportunities for lower cost housing in a variety of locations, considering accessibility to jobs, shopping, parks, public transit and other public services. Such opportunities should not be limited to areas along arterials or adjacent to commercial or industrial areas, but should be provided in diverse residential settings.

GOAL 5 LEAST COST APPROACH:

- ASSURE A LEAST-COST APPROACH BY METRO CITIES AND COUNTIES TO THE MAINTENANCE OF EXISTING HOUSING AND THE PROVISION OF NEW HOUSING UNITS WHICH PROMOTES HOUSING AT THE LOWEST PRICE POSSIBLE, GIVEN THE TYPE, DENSITY, LOCATION AND QUALITY OF THE HOUSING.

Metro Objectives are:

- a. To support measures designed to reduce housing costs and adverse effects on the production of new housing and maintenance of existing housing resulting from excessive local administrative procedures, fees, regulations and growth management strategies.

GOAL 6 SUPPLY OF RENTAL HOUSING:

- MAINTAIN A SUPPLY OF RENTAL HOUSING UNITS ADEQUATE TO MEET THE HOUSING REQUIREMENTS OF HOUSEHOLDS WHICH CANNOT OR CHOOSE NOT TO PURCHASE A HOUSING UNIT.

Metro Objectives are:

- a. To support the provision of rental opportunities of diverse types and in all cost ranges sufficient to meet the region's needs and demands.
- b. To support policies, programs and efforts directed towards retaining the existing multiple family rental housing stock.

GOAL 7 LOWER COST MARKET HOUSING:

- ENCOURAGE LOWER COST NEW, REPLACEMENT AND EXISTING HOUSING UNITS TO PERMIT LOW AND MODERATE-INCOME HOUSEHOLDS TO ENTER THE HOUSING MARKET WITHOUT RELIANCE ON PUBLIC ASSISTANCE.

Metro Objectives are:

- a. To assist cities and counties in developing innovative approaches and incentives to reduce housing costs so that new housing opportunities for low and moderate-income groups will be created.
- b. To support measures to achieve more lower cost housing opportunities through innovative approaches to financing.

NEW HOUSING
GOALS AND OBJECTIVES

GOAL 8 SHELTER FOR NEW HOUSEHOLDS:

• PROVIDE AN ADEQUATE NUMBER OF NEW OR REPLACEMENT HOUSING UNITS TO SHELTER A GROWING POPULATION AND NEW HOUSEHOLDS.

Metro Objectives are:

- a. To assist the private sector in maintaining an adequate supply of new housing to avoid housing shortages and adverse impacts on prices, rents, and choice in housing.
- b. To ensure that measures are adopted to reduce housing costs and adverse effects on the production of new housing resulting from excessive local administrative procedures, fees, regulations and growth management strategies.

GOAL 9 DIVERSITY AND DISTRIBUTION:

• ASSURE A DIVERSIFIED SUPPLY OF NEW HOUSING UNITS THAT PERMITS CHOICE BY HOUSING TYPE, DENSITY, TENURE AND LOCATION, AND WHICH IS DISTRIBUTED EQUITABLY AMONG ALL METRO CITIES AND COUNTIES.

Metro Objectives are:

- a. To adopt standards and implementation strategies which provide an equitable geographic distribution of housing affordable by households of differing incomes.
- b. To adopt standards and implementation strategies which provide equitable ownership and rental opportunities and a choice of housing types.

GOAL 10 COORDINATION:

• COORDINATE THE CONSTRUCTION OF NEW HOUSING UNITS WITH THE PROVISION OF SUPPORT SERVICES AND THE LOCATION OF JOBS.

Metro Objectives are:

- a. To ensure that public facilities planning provides for appropriate services at necessary times to areas designated for future residential development.

GOAL 11 ENERGY EFFICIENCY:

• PROMOTE THE CONSTRUCTION OF COST-EFFECTIVE ENERGY EFFICIENT NEW HOUSING UNITS.

Metro Objectives are:

- a. To ensure that local government plans and regulations allow for and encourage innovation in the development of energy efficient homes.
- b. To monitor the State Uniform Building Code and support the adoption of cost-effective energy conservation code requirements.
- c. To participate with the public and private sector in the development and application of innovative energy conservation techniques.

GOAL 12 QUALITY LIVING ENVIRONMENT IN HIGHER DENSITY HOUSING:

- . ENCOURAGE MULTIPLE FAMILY OR OTHER HIGHER DENSITY HOUSING THAT OFFERS A QUALITY RESIDENTIAL ENVIRONMENT WITHIN THE FINANCIAL CAPACITY OF THE HOUSEHOLDS OF THE REGION.

Metro Objectives are:

- a. To encourage local jurisdictions to develop feasible standards which minimize noise within common-wall residential structures.
- b. To encourage multiple family or other higher density housing that preserves a sense of privacy, security and living space.

EXISTING HOUSING

GOALS AND OBJECTIVES

GOAL 13 SUPPLY OF EXISTING HOUSING:

- MAINTAIN ADEQUATE NUMBERS OF EXISTING HOUSING UNITS TO PERMIT HOUSEHOLDS WHO NEED OR DESIRE SUCH HOUSING TO PURCHASE OR RENT SUITABLE SHELTER.

Metro Objectives are:

- a. To support and encourage local and State policies and efforts to conserve and maintain the existing housing stock.
- b. To support and encourage policies, programs and efforts directed towards retaining the existing multiple family rental housing stock.

GOAL 14 MAINTENANCE OF EXISTING HOUSING:

- PROMOTE THE MAINTENANCE OF THE REGION'S EXISTING HOUSING SUPPLY IN A MANNER THAT IS SAFE, SANITARY, SOUND, AND ENERGY EFFICIENT.

Metro Objectives are:

- a. To ensure that cities and counties adopt cost effective policies and programs that improve sanitation, weatherization or energy conservation of deficient existing housing.
- b. To ensure that local plans and regulations emphasize maintenance or minor repair as a means of preventing declines in housing conditions.
- c. To encourage State and federal agencies to adopt innovative, cost effective programs which promote the maintenance of the region's housing supply in a safe, sanitary, sound and energy efficient manner.

GOAL 15 REHABILITATION:

- PROMOTE THE REHABILITATION OF EXISTING HOUSING UNITS TO MEET MINIMUM HEALTH, SAFETY, SOUNDNESS, AND ENERGY CONSERVATION STANDARDS.

Metro Objectives are:

- a. To ensure that cities and counties develop policies and programs aimed at conserving those existing low-cost housing units which are suitable for rehabilitation.

- b. To assist public or private agencies in developing maintenance or rehabilitation programs to reduce the number of structurally deficient housing units.
- c. To identify and develop innovative financing or other provisions designed to alleviate impacts on lower or fixed income households where major rehabilitation programs are necessary.
- d. To ensure coordination between agencies engaged in housing maintenance or rehabilitation programs and Metro area cities and counties.

GOAL 16 HISTORIC PRESERVATION:

- . IDENTIFY AND PRESERVE HISTORIC STRUCTURES AND AREAS THROUGHOUT THE REGION.

Metro Objectives are:

- a. To ensure that cities and counties identify and designate historic residential structures and areas consistent with Statewide Goal #5, Open Spaces, Scenic and Historic Areas and Natural Resources.
- b. To identify and develop innovative financing and other provisions to preserve designated historic residential structures or areas.

ASSISTED HOUSING
GOALS AND OBJECTIVES

GOAL 17 MAXIMIZE ASSISTANCE:

- . MAXIMIZE FEDERAL, STATE OR LOCAL RESOURCES TO PROVIDE PUBLIC ASSISTANCE FOR HOUSEHOLDS UNABLE TO MEET THEIR HOUSING NEEDS IN THE MARKET.

Metro Objectives are:

- a. To maintain a consistent, areawide information base and methodology for monitoring changes in housing needs unmet in the market.
- b. To establish numerical goals to reduce unmet regional housing needs.
- c. To assist public agencies engaged in the delivery of housing assistance to reduce the number of households with unmet housing needs.

GOAL 18 NEW RESOURCES AND INCENTIVES:

- . DEVELOP NEW RESOURCES AND INCENTIVES TO PROVIDE HOUSING UNITS FOR HOUSEHOLDS REQUIRING PUBLIC ASSISTANCE.

Metro Objectives are:

- a. To assist cities and counties in developing innovative approaches to reduce the overall cost of assisted housing so that new housing opportunities for low and moderate-income groups will be created.

GOAL 19 EQUITABLE DISTRIBUTION AMONG JURISDICTIONS:

- . ASSURE AN EQUITABLE DISTRIBUTION OF PUBLIC HOUSING ASSISTANCE AMONG ALL METRO CITIES AND COUNTIES.

Metro Objectives are:

- a. To establish numerical goals for achieving expanded assisted housing opportunities in areas which traditionally have limited assisted housing.
- b. To expect housing policies of cities and counties to provide adequate opportunity for assisted housing in accordance with Statewide Goal #10.

GOAL 20 EQUITABLE DISTRIBUTION AMONG RECIPIENTS:

- ASSURE AN EQUITABLE DISTRIBUTION OF PUBLIC HOUSING ASSISTANCE AMONG: (1) ELDERLY AND FAMILY UNITS: (2) OWNER AND RENTER UNITS; AND (3) NEWLY CONSTRUCTED, EXISTING AND REHABILITATED UNITS.

Metro Objectives are:

- a. To ensure that city and county housing assistance plans provide for equitable distribution of housing assistance among elderly, family, owner and renter households and newly constructed, existing and rehabilitated housing units.

GOAL 21 DISPERSAL VS. ACCESSIBILITY:

- DISPERSE PUBLICLY ASSISTED HOUSING UNITS WITHIN EACH JURISDICTION WHILE PROMOTING ACCESSIBILITY TO JOBS, SHOPPING, PUBLIC TRANSIT AND OTHER PUBLIC SERVICES.

Metro Objectives are:

- a. To improve coordination between agencies engaged in the delivery of housing assistance and Metro area cities and counties.
- b. To encourage Public Housing Authorities constructing housing to afford an opportunity for occupants (current and potential) to participate in site selection and project design.
- c. To ensure that city and county housing assistance plans distribute assisted housing in a manner that considers accessibility to jobs, shopping, parks, public transit and other public services. The placement of assisted housing should not be limited to areas along arterials or adjacent to industrial or commercial areas but should be provided in diverse residential settings.

FAIR HOUSING

GOALS AND OBJECTIVES

GOAL 22 ACCESS TO HOUSING:

- ASSURE FAIR AND EQUITABLE ACCESS TO HOUSING FOR ALL SEGMENTS OF SOCIETY.

Metro Objectives are:

- a. To ensure that cities and counties affirmatively plan and provide reasonable opportunity for an appropriate variety and choice of housing, including low and moderate-income housing, to meet the needs, desires and resources of all categories of people who may desire to live within their boundaries. Cities and counties may not adopt regulations or policies which thwart or preclude that opportunity.
- b. To assist public or private agencies engaged in programs to secure fair and equitable access to housing so that all segments of society have fair opportunity to secure needed housing.
- c. To support measures to increase the housing choices (both geographic and by housing type) of special need groups and minority households.
- d. To undertake measures to increase the awareness of eligible households concerning available housing assistance programs.
- e. To undertake measures to increase the awareness of member jurisdictions concerning the housing needs of their residents and available housing assistance programs.
- f. To support measures to improve the acceptance in all communities of special need groups and minority households.
- g. To encourage the placement of publicly assisted housing and non-assisted lower cost housing within easy access of appropriate services and activities which may include jobs, shopping, public transit, schools, parks, medical facilities, and other public facilities and services. The placement of such housing should not be limited to areas along arterials or adjacent to commercial or industrial areas, but should be provided in diverse residential settings.
- h. To encourage a generally dispersed approach in locating publicly assisted housing intended primarily for families, while recognizing that publicly assisted housing targeted for the elderly may best be located in more concentrated groupings.

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 a Rule to Allow Negotiated Bid for Resource Recovery Facility

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adoption of a rule exempting the resource recovery facility from competitive bidding procedures and requiring mandatory prequalification.
- B. POLICY IMPACT: The action will allow continued progress on the resource recovery facility in line with the adopted Solid Waste Management Plan.
- C. BUDGET IMPACT: The action should have no budgetary impact. The current resource recovery budget assumes competitive negotiation of contracts rather than competitive bidding.

II. ANALYSIS:

- A. BACKGROUND: State law provides a contracting procedure which must be followed by local government jurisdictions. Under the law, the lowest cost bidder must be selected in awarding contracts. State law recognizes that the lowest bidder system only works when the contract is for standardized products and the bids are capable of comparison. Therefore, the statute provides two methods for exempting a contract award from the lowest bidder format. The first method is a long list of exemptions stated in the statute. For example, the list includes insurance and personal service contracts. The second method is for the local jurisdiction, acting as its own contracts review board, to exempt the contract. The proposed action incorporates this second method.

The reason the contracts associated with the resource recovery facility should be exempted is because they cannot be judged on the basis of costs alone. The project has several important variables, including the choice of reliable technology, the selection of an acceptable financial structure, and the choice of a procurement approach (turnkey or full service), which prevent effective use of a lowest bidder process. The process will be a competitive negotiation which takes into account factors in addition to direct, short-term cost. This competitive negotiation method is the only process that EPA feels is workable for the Resource Recovery type facility. Both Union County and Lane County have used the

competitive negotiation method for their recovery facilities.

- B. ALTERNATIVES CONSIDERED: Using the lowest bidder method was considered and rejected based upon paragraph II.A. above.
- C. CONCLUSION: Given the variables in the project, competitive negotiation is the only acceptable method for selecting the contract.

Note: This rule was originally adopted by the Council on July 10 as a temporary rule, and this rule will replace that temporary rule. Procedures for temporary rule adoption are less time consuming, in terms of notice and hearing, thus allowing the rule to take effect sooner. Since negotiation of resource recovery contracts may extend beyond the life of the temporary rule, however, a permanent rule is necessary to continue the provisions now in effect under the temporary rule. Consideration of the permanent rule will also ensure a hearing on the matter which was not provided in adopting the temporary rule.

CJ/gl
8319/92

BEFORE THE METROPOLITAN SERVICE DISTRICT

CONTRACT REVIEW BOARD

FOR THE PURPOSE OF ADOPTING A) RULE NO. CRB 80-5
RULE TO ALLOW NEGOTIATED BID FOR)
RESOURCE RECOVERY FACILITY) Introduced by the
) Regional Services Committee

THE METROPOLITAN SERVICE DISTRICT CONTRACT REVIEW BOARD

ADOPTS THE FOLLOWING RULE:

SECTION 1: The Board finds that the design, construction, operation and maintenance of the Resource Recovery Facility, including the sale of energy and other recovered products produced by the Facility, is a project that has several important variables, including the choice of technology, the selection of an acceptable financial structure, and the choice of a procurement approach (turnkey or full service) which prevent effective use of competitive bidding procedures.

SECTION 2: The Board finds that for the reasons stated in Exhibit 1, which is attached and hereby made a part of this rule, a negotiated contract procedure may be substituted for competitive bidding procedures without encouraging favoritism or substantially diminishing competition for the contract.

SECTION 3: For the reasons stated in Exhibit 1, the Board finds that the negotiated contract procedure will result in substantial cost savings to the District.

SECTION 4: The Board, therefore, exempts all of the contracts related to the Resource Recovery Facility from competitive bidding requirements and directs that the District utilize the procedures contained in Exhibit 1.

SECTION 5: This rule supercedes Temporary Rule No.
CRB 80-4 adopted July 10, 1980.

ADOPTED by the Metropolitan Service District Contract
Review Board this _____ day of _____, 1980.

Presiding Officer

ATTEST:

Clerk of the Council

AJ:gl
9382/135

EXHIBIT 1

APPLICATION OF METROPOLITAN SERVICE DISTRICT FOR EXEMPTION OF CONTRACTS FOR RESOURCE RECOVERY FACILITY

The Metropolitan Service District (Metro) hereby requests an exemption from the public bidding requirements for the design, construction, operation and maintenance of a Resource Recovery Facility (Facility) capable of burning solid waste, for the sale of steam produced by the Facility, for the sale of other materials recovered by the Facility, and for related technical and financial assistance. This request is based on ORS 279.015.

FACILITY DESCRIPTION

The Facility, as currently envisioned, would be capable of recovering energy from burning between 400,000 to 500,000 tons per year of municipal solid waste. Because of its proven technology, the "mass burning" system is the system being considered for use in the Facility. The Facility will contain adequate redundancy to meet steam delivery requirements. Boilers would be capable of burning alternative fuels during start-up and for improved reliability in steam delivery. The Facility will also include scales and refuse receiving areas; all auxiliary boiler equipment including the boiler feedwater makeup system, air pollution control and ash handling equipment; the steam pipeline and other support operations.

FINANCING

The current financing plan calls for a loan from the State of Oregon Pollution Control Fund, an equity contribution by a private

investor (who could be the same person as the contractor or operator) and the issuance of industrial development revenue bonds by Metro. The sale of the Facility to a private party with an equity contribution from that party is preferred because of the potential gains to the project from State and federal tax credits. If a suitable arrangement cannot be worked out with a private investor, then Metro would consider public ownership of the Facility.

ADVANTAGES OF NEGOTIATED CONTRACT PROCEDURE

A negotiated contract procedure will result in substantial cost savings without favoritism for the following reasons:

1. As a result of interviews of the firms responding to the Request for Qualifications (RFQ), it has been determined that the mass burning technology best meets the requirements of the proposed energy purchaser. Although the term "mass burning" generally denotes a single technology, it includes many variations in design and operations, as well as several different patented processes. For example, the burning grates may be either rollers or moving bars; the boiler may be either water wall or refractory; and the configuration of the boiler and exiting of flue gases may be either vertical or horizontal. To maximize the efficiency and quality of the Facility, it is desirable to receive proposals for different designs of mass burning systems which will satisfy Metro's performance criteria. However, the proposals submitted will not be sufficiently similar to permit across-the-board comparison. Costs, reliability and air quality are three important factors that will vary for each proposal.

2. To obtain the most beneficial financing arrangement, Metro needs the flexibility to consider different proposals which may not lend themselves to across-the-board comparisons. For example, some proposals will include an equity participation in the project, while others will not; some will include participants who can take advantage of both federal and State tax credits, while others will only be able to take advantage of the federal credits.

3. Warranties and other guarantees of successful operation of the Facility will be maximized if Metro does not write the design specifications but merely specifies performance and other major criteria.

4. To reduce the risk to bond holders and the energy purchaser, Metro requires a reliable and financially strong operator which can best be determined through negotiation.

5. The project rests on the marketing of the energy produced by the Facility. A prospective energy purchaser must meet certain criteria, some of which do not lend themselves to across-the-board comparisons. The purchaser must be financially strong, capable of providing solid support for the Metro revenue bond issue. The purchaser must be able to use the energy in the quantities and quality Metro intends to produce. The purchaser must be physically located within a specific distance from the Facility to ensure adequate steam deliveries. The price the purchaser is willing to pay must exceed minimum revenue requirements and be competitive with other energy purchasers.

6. Metro intends to retain flexibility in the design, construction and operation of the Facility by seeking proposals for

design and construction only (a turnkey situation) and for design, construction and operation (a modified full service arrangement). Depending on the financing structure, it may be beneficial to Metro to separate the design and construction from the operation.

7. Both Union County and Lane County previously have been granted exemptions for their resource recovery facilities by the Public Contract Review Board for the State of Oregon. See OAR 127-60-002 and 127-60-005. Both of these projects used the request for proposal method as an alternative to public bidding for many of the same reasons.

SELECTION PROCESS

To ensure an objective selection of contractors interested in the design, construction, operation and maintenance of the Facility, Metro, pursuant to Temporary Rule No. CRB 80-4, has done the following:

1. Issued a RFQ on June 5, 1980, briefed interested firms on June 12, 1980, and received RFQ responses on or before July 10, 1980.

2. Had a working group of key project participants with technical and financial expertise evaluate the RFQ responses on the following criteria:

- a. Solid Waste and Resource Recovery Experience - Firms were evaluated on the basis of their demonstrated expertise in the design and construction of solid waste management/resource recovery systems, through actual field work

experience or through relevant development and project construction experience. Firms were also evaluated on the basis of their involvement in the operation of facilities and the marketing of recovered materials.

b. General Management and Technical Experience -

Firms were evaluated on the basis of their demonstrated overall management and technical expertise and experience as reflected in the success of significant and complex projects undertaken in the past. Special emphasis was placed on the firm's track record in working with the public sector and building and operating facilities similar to that proposed.

c. Financial Stability and Strength -

Firms were evaluated on the basis of their financial capability, solvency and net worth as an indication of their ability to absorb possible overruns or losses. In the case of joint ventures, the nature of the agreement between firms was evaluated with emphasis on how financial obligations would be assigned.

d. Corporate Commitment -

Firms were evaluated on what is and has been their corporate commitment to resource recovery as a business area as evidenced by staffing, past projects, levels of research and developments and past financial commitments.

e. Technical Approach -

Firms were evaluated on the appropriateness of their technical approach to meeting local needs and the experience of the approach in meeting reliability requirements similar to those proposed in the energy sales agreement.

Commitments to using specific equipment and subcontractors were included in this evaluation.

3. Interviewed and selected the qualified firms.

Metro now proposes to do the following:

1. Submit a Request for Proposals (RFP) to the qualified firms selected through the RFQ process which shall contain a general project description, background information, system performance requirements, minimum equipment and construction requirements, proposal procedure, and the evaluation and contracting process. The RFP will also attach a draft design, construction and operating contract, the energy contract and a proposal bond form.

2. Evaluate the RFP responses in the same manner as the RFQ responses using the same criteria. Accept the proposal which Metro deems the most advantageous for the public and Metro, or reject all proposals and issue subsequent RFPs, if desired. Waive any irregularities or informalities in any proposal.

3. Negotiate with the successful proposer to amend, modify, refine and delineate the proposal. This may include, but is not limited to, the right to alter the specifications, performance standards and production requirements or consider alternatives within the framework of the proposal. This will include any aspect

of the proposal relating to financing, construction, operation, disposal of recovered and nonrecovered material and the marketing of recovered products.

4. Negotiate with any other proposer in the event of default within the bid bond period of a selected proposer, the refusal of a selected proposer to enter into a contract with Metro, or if Metro deems further negotiations with a selected proposer not to be in the public interest. This includes the right to terminate negotiations with a selected proposer and begin negotiations with another proposer without readvertising or re-opening the RFP process.

SALE OF RECOVERED PRODUCTS

Metro proposes that Metro negotiate the contracts for the sale of steam produced by the Facility and for the sale of other recovered products produced by the Facility. Depending on the final financial structure of the Project, Metro may assign its interests in the contracts for the sale of steam and other recovered products to the owner or "beneficial owner" of the Facility.

TECHNICAL AND FINANCIAL ASSISTANCE

Because of the timing and sequence of the preliminary technical and financial work that must be done in connection with this project, Metro may not be able to follow required contracting procedures. Metro proposes that required contracting procedures be followed for technical and financial assistance related to the project unless the Executive Officer determines that it is in the public interest to negotiate contracts directly with persons or firms that can supply technical and financial work to the project.

Metro believes that its proposals herein are consistent with the criteria contained in ORS 279.015 and will lead to an objective selection of qualified and interested contractors.

AJ/gl

9379/150

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: Regional Planning Committee
SUBJECT: Recommendation on the City of Johnson City's Request for Acknowledgment of Compliance with LCDC Goals

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adoption of the attached Resolution No. 80-174 that LCDC grant acknowledgment of the city of Johnson City's request for compliance. The Council should act on this item at its August 28 meeting in order to ensure that its recommendation is considered by DLCD (see background).
- B. POLICY IMPACT: This is the first Metro acknowledgment recommendation developed under the "Metro Plan Acknowledgment Review Schedule," June 20, 1980. This will help establish a basis for future acknowledgment review procedures and Metro Council action on compliance acknowledgment requests whereby interested parties are encouraged to participate in a work session to discuss plan acknowledgment issues prior to Regional Planning Committee action.
- C. BUDGET IMPACT: None

II. ANALYSIS:

- A. BACKGROUND: Johnson City submitted its plan to LCDC for acknowledgment in June, 1980. LCDC's hearing on the City's request for acknowledgment is scheduled for September 4-5, 1980.

Metro conducted a draft review of Johnson City's plan in October, 1979, and identified a number of deficiencies (see Exhibit "B"). Nearly all the deficiencies have been corrected through subsequent amendments to the plan.

Johnson City is unique in that all residents live in a mobile home park owned by Delbert Johnson. The City has decided to develop a more balanced community by providing for some commercial and industrial development.

Metro's acknowledgment review found that, although the Johnson City plan contains a limited set of policies, there are no major problems which would forestall implementation of the plan.

The Metro staff report and recommendation was prepared as per the "Metro Plan Acknowledgment Review Schedule,"

June 20, 1980. Under the previous Metro review procedures, the Regional Planning Committee (RPC) was provided with a complete Plan Acknowledgment Review report and staff recommendation for each jurisdiction seeking plan acknowledgment. Under the current June 20 schedule, the RPC was provided with an "Acknowledgment Issues Summary" report for each plan as developed through a "Plan Review Work Session," in which the jurisdiction and interested parties participated. The Summary identified all acknowledgment issues raised at the "Plan Review Work Session," areas of agreement, and the Metro staff position on areas where differences were not resolved, including the rationale for this position and the impacts of alternatives considered.

The Committee has received and acted upon the report and recommendations prepared by Metro staff, providing in the process further opportunity to hear comment from interested parties.

The role of the Council is to receive and act upon the RPC recommendation, based upon any additional testimony. In so doing, the Council should determine the Metro comment to the LCDC on those matters, if any, which remain the subject of differing opinion and discussion. The Council should either state the Metro policy on such subjects or request of the LCDC a clarification of State policy. And, the Council should determine whether and in what manner it wishes the subject to be pursued with the DLCD or before the LCDC.

- 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 approval will support local planning efforts while protecting regional interests.

MB: bk
8710/33

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF RECOMMENDING) RESOLUTION NO. 80-174
THE CITY OF JOHNSON CITY'S REQUEST)
FOR ACKNOWLEDGMENT OF COMPLIANCE) Introduced by the Regional
WITH THE LCDC GOALS) Planning Committee

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

WHEREAS, Johnson City's comprehensive plan has been evaluated following the criteria and procedures contained in the "Metro Plan Review Manual" and in the June 20, 1980 Review Schedule, and is found to comply with LCDC Goals and to be consistent with regional plans adopted by CRAG or Metro prior to June, 1980, as summarized in the staff reports attached as Exhibit "A" and "B"; and

WHEREAS, The City of Johnson City is now requesting that LCDC acknowledge its comprehensive plan as complying with the Statewide planning goals; now, therefore,

BE IT RESOLVED,

1. That the Johnson City comprehensive plan is recommended for compliance acknowledgment by the LCDC.
2. That the Executive Officer forward copies of this Resolution and the staff reports attached hereto as Exhibit "A" and "B" to LCDC, the city of Johnson City and appropriate agencies.

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

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

Presiding Officer

MB:bk
8711/33

METRO PLAN ACKNOWLEDGMENT REVIEW SCHEDULE
June 20, 1980

Plan Review and Analysis (weeks 1-3)

- . On or about the first of each month, DLCD will be issuing "comment deadline/LCDC hearing date" notices for each plan submitted for acknowledgment. Normally, no more than two plans (within the Metro area) will be considered for review/acknowledgment within any one month with "continuance" reviews scheduled as received.
- . All affected agencies and interested parties are encouraged to conduct their initial review of submitted plans during this three week period. It is hoped that the product of this initial review would be a listing of acknowledgment issues for discussion at the subsequent work session.
- . Metro will conduct an acknowledgment review and develop a preliminary "plan acknowledgment issues list" for each plan to be used as a basis for discussion at the following "Plan Review Work Session."

Issue Identification and Recommendation Development (weeks 4-6)

- . Metro will hold a "Plan Review Work Session" to discuss submitted plans on the fourth Wednesday of each month. The purpose of this session is to identify the acknowledgment issues of each plan, record areas of agreement and clarify points of disagreement. Those expected to attend include Metro Councilors (especially those from the impacted area), Metro and DLCD lead plan reviewers, the respective local jurisdiction planner(s), other state agency and special interest group representatives and concerned citizens.
- . Based on the conclusions and agreements reached at the "Plan Review Work Session," each interested party is encouraged to develop and submit to the Metro Regional Planning Committee (RPC) written testimony and recommendations on plans submitted for acknowledgment.
- . Metro staff will develop a report for submittal to the RPC which, (a) lists all acknowledgment issues raised at the "Plan Review Work Session," (b) identifies areas of interpretation agreement, (c) presents the Metro staff position on areas when differences are not resolved, to include the rationale for this position and the impacts of alternatives considered.
- . At the regular scheduled meeting of the Metro Regional Planning Committee (normally held on the first Monday after the first Thursday of each month), the Committee will receive and act upon the report and recommendations prepared by Metro staff, providing in the process further opportunity to hear comment from interested parties.

- . Based on the RPC recommendation, Metro staff will prepare the final "Acknowledgment Review Report" for Metro Council consideration.
- . All participants in the affected agency work session will be mailed a copy of the Metro report prior to Council action.

Metro Council Action on Plan Acknowledgment Requests (week 8)

- . At the regular scheduled meeting of the Metro Council (held on the fourth Thursday of each month), the Council will receive and act upon the RPC recommendation, based upon any additional testimony. In so doing, the Council will determine the Metro comment to the LCDC on those matters which have been the subject of differing opinion and discussion. The Council will either state the Metro policy on such subjects or request of the LCDC a clarification of State policy. And, the Council will determine whether and in what manner it wishes the subject to be pursued with the DLCD or before the LCDC.

EXHIBIT A

JOHNSON CITY ACKNOWLEDGMENT REVIEW

Johnson City is located in Clackamas County just northeast of Gladstone. It is a small city consisting of only 42 acres with a population of 450 people. By the year 2000, the population is projected to reach 668.

The city is unique in that all residents live in a mobile home park and Delbert Johnson is the sole owner of all land within the City except eight acres owned by the city. Other lands within the City are zoned for commercial, industrial, multi-family and single family (mobile home) residential use.

The Johnson City plan sets out policy and land use designations for land within the city limits only and is, therefore, a "city limits" plan.

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

Metro's draft review of Johnson City'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 Johnson City's final submittal regarding the subjects of draft plan deficiency 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 Johnson City's request for acknowledgment be approved.

General Requirements

All the general requirement items are included within the comprehensive plan package.

The following "opening language" is adequate for goal compliance:

"This plan and zoning ordinance shall be revised to conform to the goals and objectives and plans of the Metropolitan Service District or its successor on an annual basis and may be amended or revised more often than annually if deemed necessary by the city

council. Annual amendment and revision for compliance with the above regional goal, objectives, and plans shall be consistent with any schedule for re-opening of local plans approved by the Land Conservation and Development Commission." (Comprehensive Plan, p. 110)

As a plan update suggestion, the above "opening language" should be incorporated within the "Revision and Amendment Procedures" section of the plan.

Conclusion: The City satisfies all the "General Requirements."

Goal #1 Citizen Participation

The "Citizen Involvement Program" was approved by LCDC on April 23, 1976. The City's five member Planning Commission serves as the Committee for Citizen Involvement (CCI). Although Johnson City has not submitted its most recent Citizen Involvement Program Evaluation for review, Metro has not received any Goal #1 violation complaints.

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

Goal #2 Land Use Planning

The Johnson City plan maintains a consistent format throughout. Each goal heading begins with a restatement of the Statewide Goal, the Johnson City policy, inventory, proposed action, alternatives and conclusion. The plan is implemented mainly through the Zoning and Subdivision Ordinances. Although policy development is limited, the City has no major problems which would preclude implementation of the plan. All Goals have been addressed in a balanced manner.

The "Land Use Map" and "Zoning Map" (p. 55) are one and the same.

An Urban Growth Management Agreement has been obtained from Clackamas County. In a letter to Mayor Glahn (March 7, 1978), it is stated that the County:

"...concurs with Johnson City's Planning Area/Urban Service Area. It is our understanding that the planning area coincides with the current city limits."
(Comprehensive Plan, p. 57)

Since Johnson City is a "city limits" only plan and does not anticipate future annexations to the City, the March 7 letter referenced above is adequate to meet the "Urban Growth Management Agreement" requirement.

Conclusion: The City complies with the regional requirements under Goal #2.

Goal #3 Agricultural Lands

Conclusion: Not applicable for cities within an adopted Urban Growth Boundary.

Goal #4 Forest Lands

The plan indicates there are no forested lands within the City's growth boundary (p. 28).

Conclusion: Not applicable.

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

The Department of Geology and Mineral Industries has not identified any aggregate resource sites within Johnson City. However, the plan inventory identifies a mineral aggregate deposit at the bottom of the City's five-acre Lake Leona. The aggregate resource is said to extend to a depth of 120 feet.

Johnson City intends to extract and sell the lake's aggregate resource with resulting revenues used to finance the lake-side park. The Johnson City Policy for Goal #5 is as follows:

"To protect and conserve our scenic resources and open space while taking the best advantage of our natural resources." (p. 29)

The "Urban Outdoors" study by CRAG, 1971 has no plans or policies which pertain directly to Johnson City.

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

Goal #6 Air, Water and Land Resources Quality

The City concludes that the only air pollution sources are the automobile and backyard burning. The plan fails to mention that Johnson City is part of the Portland/Vancouver Interstate Air Quality Maintenance Area (AQMA) and thus part of a "non-attainment area" for meeting carbon monoxide, ozone and total suspended particulates requirements. The following plan language relates to the City's need to cooperate with the Department of Environmental Quality (DEQ) and Metro in regard to air, water and land quality (i.e., solid waste).

"By supporting and working with local, state, and regional agencies in charge of monitoring and controlling various types of pollution that can endanger our environmental quality, the city of Johnson City can insure its citizens of continued healthy environment." (p. 36)

Lake Leona is noted as being polluted due to siltation from storm run-off and underwater vegetation. The City intends to dredge the lake to improve its water quality.

Sewer service is provided by the Clackamas County Service District #1.

"Clackamas Garbage" is licensed to provide solid waste disposal service within the City. There is no mention of Metro's role in solid waste nor the City's willingness to cooperate with Metro on the planning for and siting of sanitary landfills. However, there are no Metro disposal site alternatives located in Johnson City.

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

Goal #7 Lands Subject to Natural Hazards

The Johnson City plan indicates that most of the land is relatively flat with the northern edge approaching a 10 percent slope and, therefore, no slope hazards exist. Neither are there weak foundation soils, earthquake fault potentials or flooding within the City.

The Subdivision Ordinance requires major partition and subdivision applicants to submit a "Preliminary Environmental Assessment Statement." Upon review of this statement, the planning staff will determine whether or not there will be a significant impact as a result of development. If there will be a minimum impact, the applicant's request is forwarded to the Planning Commission for action. In the case where a significant impact is apparent, the applicant is required to submit a more detailed "Impact Statement." The specific requirements within the "Impact Statement" have not been delineated within the Ordinance. Metro finds that the "impact assessment" approach is adequate to ensure hazards are not created (e.g., increased storm run-off) by new development.

Conclusion: The City complies with the regional requirements under Goal #7.

Goal #8 Recreational Needs

There are no issues of regional significance identified under Goal #8 within Johnson City.

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

Goal #9 Economy of the State

The City has opted to make a transition from almost exclusively a residential community to a mix of residential and business uses.

Clackamas County has raised concern (letter to Mayor LeRoy Glahn, March 7, 1979) over the extent of C-2 zoned land and the possible

impact to Root Road should that land develop commercially. The City has responded by amending its Plan/Zone Map in a manner that addresses, satisfactorily, the County's concerns regarding the potential impacts to Root Road.

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

Goal #10 Housing

Utilizing plan maps contained within the Johnson City plan, the following land use calculations were made:

Existing Land Use

Residential	23 acres
Commercial	1 acre
Open Space (and lake)	6 acres
Vacant Residential	9 acres
<u>Vacant Industrial (after displacement)</u>	<u>3 acres</u>
Total	42 acres

As noted under Goal #7 of this review, there are no identified natural hazards in the City and, therefore, all vacant land is considered buildable.

The present population within the City is 405 housed in 204 residential units (all but one are mobile homes). The average household size is 2.2 persons per unit. The year 2000 population is projected to be 680.

The adopted "Land Use Map" calls for the relocation of approximately 80 existing mobile home units (on 9.3 acres) to make available lands along Root Road for commercial (C-2) and industrial (I-2) development. Vacant residential land (8.95 net buildable acres based on .05 acres for "planned" roads) will accommodate about 200 mobile homes (zoned MR-1, minimum lot size of 2000 square feet per unit). Hence, more than enough land has been allocated for residential units slated for relocation. Overall, the City will accommodate about 324 mobile home units at approximately 14 units per net acre (UNA).

Johnson City is a participant in the Areawide Housing Opportunity Plan (AHOP).

The City has adopted the following housing policy:

"To provide housing for the citizens of our City."
(p. 59)

The City's housing policy is implemented through the Zoning Ordinance which allows for two residential zone districts. The R-2 Urban High Density Single Family Residential District allows

outright single family houses to include mobile homes. The MR-1 Multi-family Residential District allows outright "Trailer Parks" (i.e., mobile homes) and multi-family dwellings. While both districts are included in the Ordinance, only the MR-1 District is designated on the Land Use/Zone Map (p. 55).

The Plan Map and Zone Map are one and the same and, thus, consistency between these maps is satisfied.

The State Housing Division has submitted an objection to LCDC regarding Johnson City's request for acknowledgment. Their objections center on Goal #10 Housing, which include:

1. Plan lacks an adequate buildable lands inventory; and
2. Plan lacks an adequate housing needs analysis by type, density and price range.

Metro and DLCD conclude that sufficient evidence has been presented in the Johnson City plan with which to judge compliance with Goal #10 and due to the unique circumstances within the City (e.g., limited buildable land, all residents live in mobile homes, etc.), acknowledgment of this plan would not set precedence for other jurisdictions seeking acknowledgment.

In summary, Johnson City has chosen to readjust its land use pattern to accommodate a more economically balanced tax base. The small size of the City, its unique residential character (i.e., all mobile homes) and the limited amount of vacant buildable land requires a low threshold for meeting Goal #10. The plan contains an adequate inventory, policy and implementing measures commensurate with the size of the planning effort.

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

Goal #11 Public Facilities and Services

Except for the provision of water and storm drainage facilities, nearly all services are provided by service districts outside the City but within Clackamas County. Johnson City's water is pumped from two wells within the City and together with the 100,000 gallon storage tank, is adequate to serve a population of 2000.

Storm drainage is addressed through the "Storm Drain Map" (p. 96) and implemented through the Subdivision Ordinance.

Sewer, fire protection and police services are provided by the Clackamas County Service District #1, Fire District #71 and Sheriff's Department, respectively. There are no identified problems which would significantly affect the provision of these facilities and services now or in the future.

Plan policy is implemented through the City's Subdivision Ordinance.

Conclusion: The City complies with the regional requirements under Goal #11.

Goal #12 Transportation

The plan includes a classification system of the existing nine roadways. Tri-Met serves the City along Root Road. Pedestrians and bicycles utilize existing sidewalks and roadways. A proposed street plan for vacant land is provided. Most of the other modes of travel (i.e., air, highway and water travel) are not applicable to the City. The transportation plan is implemented through the Subdivision Ordinance.

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

Goal #13 Energy Conservation

Although the City has not included the base data on Johnson City's energy use as presented in the "CRAG Region Energy Analysis," Report No. 2, 1972, the plan does briefly summarize the City's present energy conservation measures being employed.

Johnson City intends to promote energy conservation through the City's newsletter.

Conclusion: The City complies with the regional requirements of Goal #13.

Goal #14 Urbanization

All lands within the City are designated immediate urban and, therefore, the four conversion factors of Goal #14 are satisfied.

The City does not intend to annex any other land into the City.

The City limits are not located along Metro's UGB, and therefore, the City is not required to reference the UGB or Metro's role in amending the Boundary.

Conclusion: The City complies with the regional requirements of Goal #14.

MB:bk
8622/111

Metropolitan Service District

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

Memorandum

Date: October 31, 1979
To: Planning and Development Committee
From: Jill Hinckley
Subject: Johnson City Final Review

Johnson City is a small city northeast of Gladstone, 42 acres in area with a population of 450 people. All residents live in a mobile home park which along with the 20 remaining vacant acres in the City, is owned by Delbert Johnson.

The small size of the City, the small amount of vacant land it contains, and the unique ownership and development situation are special circumstances which must be considered when evaluating compliance. Because of these special circumstances, staff would like the Committee to review and approve the staff review at this stage so that the City can complete the remaining work needed with assurance that it will be adequate for a favorable Metro recommendation. The basic issues are as follows:

1. Displacement: The plan calls for about 1/3 of the City to be developed for local commercial and light industrial use. The area proposed for these uses abuts Roots Road and includes about half of the mobile home park and a small proportion of the City's vacant land. The remainder of the City is planned and zoned for residential use. Proposed zoning allows either mobile homes or apartments in this area.

Although this plan appears adequate to provide for some form of lower cost housing in ample amounts, it does not provide any protection for existing mobile homes. While staff regrets this situation, it does not believe it is a goal compliance issue, since the plan does allow for both mobile homes and other lower cost housing and, to a large extent, market demand for each use may properly be expected to guide the ultimate land use pattern.

2. Completeness: The City has completed most of the required inventories for most goals, but data and analysis on basic land use alternatives (economic development and housing) are virtually non-existent.

Similarly, policy statements in these areas are general and vague. Staff has requested some additional discussion

of economic alternatives in the plan's Economy Section, but generally believes that the type of analysis and policy normally expected of other jurisdictions is not needed in this case. A jurisdiction of Johnson City's size cannot be expected to meaningfully assess regional economic or housing needs, and it is difficult to determine what an appropriate assessment of local needs might consist of. Mobile homes will remain in that area of the City planned for non-residential development unless and until there is a real need for some form of economic development. Development of the vacant residential land can be expected to reflect housing needs in the area, since development opportunities are not constrained, as is so often the case in small cities, by zoning. Under the circumstances, staff finds that the minimal information provided is adequate for goal compliance.

3. Additional Work Needed: Although staff is satisfied with the general character and level of detail of the plan, several deficiencies have been identified which the City has been asked to remedy. The main requirements outstanding are as follows:
- (a) Soil suitability: Information and analysis and, as appropriate, policy on the impact of soils with poor drainage or high water table on storm drainage and hazard potential is needed.
 - (b) Noise: Because of the potential for new commercial and industrial development in a currently residential area, staff finds that some provision should be made to protect City residents from possible noise impacts.
 - (c) Economic analysis: The plan should include some further explanation of the type, location, and amount of economic development desired.
 - (d) Implementation: The City needs a subdivision ordinance. In addition, the zoning ordinance needs to be revised to insure that land designated for residential use will be protected for that purpose.

A more detailed discussion of each requirement is attached.

The City is willing to undertake these corrections and if the Committee concurs with the staff review, the City expects to be able to submit for compliance acknowledgment by January 1, 1980.

JH:lz

Attachment

Johnson City: Final Review

General Requirements

0.1.3. If vacant land can be sold in parcels, the City must have a subdivision ordinance to govern parcelization.

0.1.7. Part of the City's submission to LCDC for compliance acknowledgment must identify the current CCI Chairperson. This can be done on a cover letter submitting the plan.

Goal #1: Citizen Involvement

1.6 The CCI should evaluate the plan at least annually. Since the Planning Commission is the CCI, the evaluation should be discussed and adopted at a public hearing. The easiest and most effective form for such an evaluation is to follow the six program requirements listed in Goal #1, explain what has been done to meet each, and evaluate whether or not this effort was adequate and how it could be improved in the future.

Goal #2: Land Use Planning

2.1.1. There are a number of inventory requirements for various goals which are not addressed in the plan. Where these requirements do not apply because these resources or hazards are not present in the City, a "disclaimer" should be included in the plan to this effect. Following is a list of those goal requirements for which such a disclaimer may be appropriate:

Goal #5: energy sources
wilderness areas
historic sites
cultural areas

Goal #7: ocean and stream flooding
earthquake hazard

Goal #8: history, archiology and natural science resources
scenic roads, travelways, sports, cultural events,
trails, hunting, winter sports
mineral resources

Goal #12: rail, air, water and pipeline transportation

2.1.2. Problems with consistency between the plan and the zoning ordinance are discussed under Goal #10 (Housing).

2.1.2.2. The open space area has not been placed in any zoning category. Any zone in which open space/recreational use is permitted would be an appropriate designation.

2.2.1. The letter submitting the plan for acknowledgment should

reference where plan documents are on file for public review.

2.2.2.1. Although the City is planning for its City limits only, LCDC staff advise us that it is desirable for the City to sign an agreement with the County which recognizes this fact. LCDC Field Representative Linda Macpherson will contact Clackamas County planning staff to try to arrange for them to prepare such an agreement for mutual approval.

Goal #5-7: Natural Resources; Air, Water, Land Resource Quality; Natural Hazards

5.1.7; 6.1.2.2 and 6.2.3.1; 7.1.3, 7.1.7, and 7.1.8. These criteria relate to the need to inventory areas with poor drainage and/or high water table and integrate this information into a plan which manages drainage in such a way as to protect wetlands, minimize water pollution from stormwater run-off and protect against hazardous development.

The plan does not contain inventory, analysis and policies adequate to address these criteria. The plan should identify those areas where poor drainage or high water table is a problem (using SCS ratings or other available data) and evaluate the impact of the problem. If the storm sewers adequately drain off storm run-off, then the main two issues which need to be addressed are: (1) the impact, if any, of new development on increased run-off at the point of discharge; and (2) any hazards to new development (basement flooding, etc.). Both could be dealt with either through adoption of a review procedure for all new development which would allow Clackamas County to evaluate the first, and the City's engineer to evaluate the second, or through presentation of adequate data and analysis in the plan to show that impacts would be minimal.

7.1.7 The soils in the City should also be evaluated for their SCS rating as "weak foundation soils." If this is not a characteristic, weak foundation soils should be included in the "disclaimer" statement (see discussion under Goal #2); if it is, it should be handled in the same manner as discussed above for soils with poor drainage or high water table.

6.1.4, 6.2.3.2, and 6.3.1.2 Because of the proposed transition from almost exclusively residential to a mix of residential and business uses, some provision should be made to protect City residents from excessive noise from new commercial, industrial development. This could be accomplished most easily by providing in the plan and zoning ordinance for a review procedure that would allow the Planning Commission to attach conditions to new commercial and industrial development to buffer against noise (e.g., through landscaping or berms) or otherwise mitigate its impact (e.g., limit hours of operation).

Goal #9: Economy

9.1 and 9.2 The plan includes very little in the way of a factual

base or analysis of alternatives. While a jurisdiction of Johnson City's small size and unique circumstances need not do a detailed economic analysis, a fuller explanation of the basis for the proposed commercial and industrial land use designation would be helpful. This explanation should include discussion of:

1. Types of uses desired: the zoning ordinance contains statements of "purpose" for the proposed commercial and industrial zones which could provide the basis for such a discussion;
2. Desired location for proposed uses: Commercial and industrial sites should be evaluated for their suitability for proposed uses. This discussion should include consideration of such factors as traffic access and drainage;
3. Desired amount of proposed uses: The City obviously cannot conduct a sophisticated market analysis, but data on the average mix of residential and business land uses in other communities is readily available (see attached from Oregon *State's* City's plan). In addition, a statement of the obvious -- that proposed commercial and industrial areas will not be developed for those uses unless and until there is a market demand for them -- might be helpful as a kind of "disclaimer."

Goal #10: Housing

10.2. Although the plan contains little in the way of a housing analysis, information currently in the plan on the total amount of vacant land designated residential constitutes an adequate "buildable lands inventory" provided that the additional work done on drainage is adequate to demonstrate that this land is all "buildable."

10.3.1. The main deficiencies with the housing section relate to the consistency and adequacy of the proposed zoning. To be consistent with the "residential" plan designation, the zoning ordinance should be amended to eliminate (or rename as "commercial") the MR-2 (Tourist) zone, which is not properly a residential zone. In addition, the provision for "Transitional Uses" should be revised in all three residential zones to specify the area in terms of distance from other zones (e.g., 100'), since the current definition would allow the entire residential area to be developed commercially. (To the extent this "transition area" provides a buffer between residential and non-residential uses, it might be more appropriately applied in the non-residential zones.)

Finally, to provide adequate plan implementation, the MR-1 zone should specify a maximum density (i.e., minimum required square feet of land area per unit). To be consistent with the housing section, minimum square footage required per unit should probably not exceed 5,000 square feet. If requirements are substantially less than 2,500 square feet, or so, there should be information on soils suitability adequate to demonstrate that the land can support such density.

METRO PLAN ACKNOWLEDGMENT REVIEW SCHEDULE
June 20, 1980

Plan Review and Analysis (weeks 1-3)

- . On the first of each month, DLCD will be issuing "comment deadline/LCDC hearing date" notices for each plan submitted for acknowledgment. No more than two plans (within the Metro area) will be considered for review/acknowledgment within any one month.
- . All affected agencies and interested parties are encouraged to conduct their initial review of submitted plans during this three week period. It is hoped that the product of this initial review would be a listing of acknowledgment issues for discussion at the subsequent work session.
- . Metro will conduct an acknowledgment review and develop a preliminary "plan acknowledgment issues list" for each plan to be used as a basis for discussion at the following "Plan Review Work Session."

Issue Identification and Recommendation Development (weeks 4-6)

- . Metro will hold a "Plan Review Work Session" to discuss submitted plans on the fourth Wednesday of each month. The purpose of this session is to identify the acknowledgment issues of each plan, record areas of agreement and clarify points of disagreement. Those expected to attend include Metro Councilors (especially those from the impacted area), Metro and DLCD lead plan reviewers, the respective local jurisdiction planner(s), other state agency and special interest group representatives and concerned citizens.
- . Based on the conclusions and agreements reached at the "Plan Review Work Session," each interested party is encouraged to develop and submit to the Metro Regional Planning Committee (RPC) written testimony and recommendations on plans submitted for acknowledgment.
- . Metro staff will develop a report for submittal to the RPC which, (a) lists all acknowledgment issues raised at the "Plan Review Work Session," (b) identifies areas of interpretation agreement, (c) presents the Metro staff position on areas when differences are not resolved, to include the rationale for this position and the impacts of alternatives considered.
- . At the regular scheduled meeting of the Metro Regional Planning Committee (normally held on the first Monday after the first Thursday of each month), the Committee will receive and act upon the report and recommendations prepared by Metro staff, providing in the process further opportunity to hear comment from interested parties.

- . Based on the RPC recommendation, Metro staff will prepare the final "Acknowledgment Review Report" for Metro Council consideration.
- . All participants in the affected agency work session will be mailed a copy of the Metro report prior to Council action.

Metro Council Action on Plan Acknowledgment Requests (week 8)

- . At the regular scheduled meeting of the Metro Council (held on the fourth Thursday of each month), the Council will receive and act upon the RPC recommendation, based upon any additional testimony. In so doing, the Council will determine the Metro comment to the LCDC on those matters which have been the subject of differing opinion and discussion. The Council will either state the Metro policy on such subjects or request of the LCDC a clarification of State policy. And, the Council will determine whether and in what manner it wishes the subject to be pursued with the DLCD or before the LCDC.

MB:bk
8504/134

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 Funds for Transit Projects

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Council adoption of the attached Resolution No. 80-176: (1) advancing some funds from FY 81 and FY 82 to FY 80; and (2) authorizing funding for three new projects.
- B. POLICY IMPACT: This action will allow Tri-Met to take advantage of supplementary FY 80 federal transit appropriations recently passed by Congress. Funds for the projects must be authorized in the FY 80 Transportation Improvement Program (TIP) to be obligated. Obligations must be made by September 30, 1980, in order to utilize the supplementary funding. The Joint Policy Advisory Committee on Transportation (JPACT) has reviewed and approved these projects.
- C. BUDGET IMPACT: The approved Metro budget funds staff involvement in establishing project priorities.

II. ANALYSIS:

- A. BACKGROUND: Recent Congressional action has provided supplementary FY 80 appropriations for transit.

The supplemental appropriation must be obligated by the Urban Mass Transportation Administration (UMTA) before the end of the federal fiscal year on September 30 and, therefore, must show in the TIP as part of the 1980 Annual Element if Tri-Met's grant application is to be approved. Tri-Met is requesting that funds be authorized in the FY 80 TIP as needed for the program of projects appearing in Exhibit "A."

Three types of projects are to be covered by the funding authorization:

1. Transit vehicles and facilities - Included are three new projects for the purchase of 30 articulated buses, the purchase of marketing communications and information facilities, and the purchase and installation of the Powell Garage emergency power system. Other transit support equipment now authorized in the TIP for FY 81 and FY 82 would move to FY 80. This will enable Tri-Met to take advantage of a

supplementary 1980 appropriation for transit just passed by Congress this summer.

2. Banfield Light Rail Transit (LRT) - Some \$14.5 million in Interstate Transfer funds, previously authorized for FY 81 and FY 82, would be moved to FY 80. Once again, the reason is to enable UMTA to obligate these funds just made available by Congress for the Banfield project before the end of the federal fiscal year. This action would not change the overall project scope or project schedule.
 3. Self-Service Fare Equipment - A new item would be added to the annual element--Self-Service Fare collection equipment. This item has not previously been in the TIP because funds were to have come entirely from UMTA Section 6 Demonstration Grant funds (which do not need to be in the TIP). UMTA is now proposing to fund the Self-Service Fare project with a combination of Section 6 Demonstration funds (\$0.4 million) and special Section 3 Capital funds (\$1.8 million), thus requiring authorization of the funds in the TIP.
- B. ALTERNATIVES CONSIDERED: In order for Tri-Met to take advantage of the supplementary appropriations, projects using these funds must be authorized in the TIP. If the projects are not included in the TIP for FY 80, the funds cannot be obligated and any benefit in additional funds and/or timing will be lost.
- C. CONCLUSION: The Metro Regional Planning Committee was briefed on this concept at their last meeting and agreed that, in this instance, the JPACT recommendation should go directly to Council. Metro staff, therefore, recommends authorization of the funds in the TIP in accordance with Exhibit "A."

BP/gl
22B/81

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING) RESOLUTION NO. 80-176
FUNDS FOR TRANSIT PROJECTS)
) Introduced by the Joint
) Policy Advisory Committee
) On Transportation

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

WHEREAS, From time to time changes to the TIP program are needed in order to accommodate changes in levels and timing of federal funding; and

WHEREAS, Supplementary Congressional appropriations for FY 80 have been recently passed in the form of additional Urban Mass Transportation Administration (UMTA) funds and increased obligational authority for Interstate Withdrawal funds; and

WHEREAS, In order to take advantage of these changes in funding levels and timing, Tri-Met has requested that the FY 80 annual element of the TIP program be adjusted; and

WHEREAS, Federal obligation of the supplementary appropriations must take place by September 30, 1980, or be lost; now, therefore,

BE IT RESOLVED,

1. That the Metro Council endorses the Fy80 program of projects recommended by Tri-Met as set forth in Exhibit "A." *6/10/80*
2. That the TIP program and its FY 80 Annual Element be amended to reflect this program of projects.
3. That the Metro Council finds the program of projects

to be in accordance with the region's continuing, cooperative and comprehensive planning process and hereby gives affirmative A-95 Review approval.

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

Presiding Officer

BP/gl
26B/81

EXHIBIT A

TRI-MET TRANSPORTATION IMPROVEMENT PROGRAM

Estimated Expenditures by Obligation Year

<u>Annual Element Year (FY 1980)</u>	<u>Total Funds</u>	<u>Federal</u>	<u>State</u>	<u>Tri-Met</u>	<u>Federal Source</u>
Funded					
1. Purchase of 49 Articulated Buses	10,147,425	8,117,939	1,014,743	1,041,743	UMTA Sec. 3
2. Purchase of 4 Articulated Buses	2,075,015	1,660,001	207,502	207,502	UMTA Sec. 5
3. Purchase of 4 Articulated Buses	2,075,015	1,660,011	207,502	207,502	UMTA Sec. 5
Revised Annual Element					
1. Purchase of 30 new Articulated Buses	7,184,000	5,747,200	718,400 ^a	718,400	UMTA Sec. 3
2. Purchase of Bus Radios and Transmission Facilities	2,130,800	1,704,640	213,080 ^a	213,080	UMTA Sec. 3
3. Purchase of Remote Computer Terminals and Software	800,000	640,000	80,000 ^a	80,000	UMTA Sec. 3
4. Purchase of 50 Passenger Counters	204,400	163,520	20,440 ^a	20,440	UMTA Sec. 3
5. Purchase of Operations and Marketing Support Vehicles	177,600	142,080	17,760 ^a	17,760	UMTA Sec. 3
6. Purchase of Marketing Communications and Information Facilities	263,000	210,400	26,300 ^a	26,300	UMTA Sec. 3
7. Purchase of Maintenance Shop Equipment	185,000	148,000	18,500 ^a	18,500	UMTA Sec. 3
8. Purchase and Installation of Powell Garage Emergency Power System	110,000	88,000	11,000 ^a	11,000	UMTA Sec. 3
9. Purchase and Installation of 100 Passenger Shelters	250,000	200,000	25,000 ^a	25,000	UMTA Sec. 3
Banfield LRT Project					
1. Real Estate Acquisition	14,005,882	11,905,000	-0-	2,100,882	UMTA E(4) Banfield
2. Professional Services Contracts	2,699,999	2,295,000	-0-	404,999	UMTA E(4) Banfield
3. Supporting Services	352,941	300,000	-0-	52,941	UMTA E(4) Banfield
Self-Service Fare Collection					
1. Self-Service Fare Collection	2,303,840	1,843,072	321,480 ^a	321,480	UMTA Sec. 3
2. Self-Service Fare Collection	382,500	382,500	-0-	-0-	UMTA Sec. 6

TOTAL:

^a probably cannot be supported by State funding in FY 81

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: Coordinating Committee
SUBJECT: Confirming the Appointment of the Legislative Liaison
Candidate

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Confirmation of Isaac H. Regenstreif, a candidate selected for the position of Legislative Liaison.
- B. POLICY IMPACT: The recommendation is consistent with the personnel rules, which require the Council to confirm the appointment of a Legislative Liaison.
- C. BUDGET IMPACT: The adopted Metro budget includes funds to support this position.

II. ANALYSIS:

- A. BACKGROUND: Article 2, Sec. 8 E of the Metro Personnel Rules requires confirmation by a majority of the Council of a candidate considered for the position of Legislative Liaison prior to appointment. The Coordinating Committee interviewed Mr. Regenstreif on August 18, 1980, and recommends that his appointment be confirmed.
- B. ALTERNATIVES CONSIDERED: None.
- C. CONCLUSION: Approve the appointment of Isaac H. Regenstreif.

BEFORE THE COUNCIL
OF THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF CONFIRMING) RESOLUTION NO. 80-177
THE APPOINTMENT OF THE LEGISLATIVE)
LIAISON CANDIDATE) Introduced by the Council
) Coordinating Committee

WHEREAS, The Personnel Rules adopted by the Council
require that the Council confirm the appointment of a candidate to
the position of Legislative Liaison; and

WHEREAS, A need exists for a first line of liaison with
the Legislature to accommodate Metro programs; now, therefore,

BE IT RESOLVED,

That the appointment of Issac H. Regenstreif is confirmed
by a majority of the Metro Council.

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

Presiding Officer

SW:gl
9334/92

DRAFT APPOINTMENT PROCEDURE

Following is an outline of the procedure which was used by the Metro Council in filling a previous Council vacancy:

1. The Council shall cause to be published a notice of the vacancy.
 - a. Notice will be published in at least one newspaper of general circulation and in at least one local newspaper in the Subdistrict.
 - b. Notice shall contain time and manner in which persons may apply, and name and phone number of official who may be contacted for additional information.
2. Application shall be on a form provided by Metro, available at Metro offices, 527 S.W. Hall Street, Portland.
3. Applications may be filed for a period of ten (10) days following publication of the notice.
4. To qualify for the appointment, applicants must:
 - a. Be an elector and resident of Metro Subdistrict 1;
 - b. Have resided within Subdistrict 1 for a continuous period of at least one year prior to the date of appointment;
 - c. ~~And~~ cannot be an elected official or candidate for office of any other public body.
5. The Executive Officer shall determine if applicants are legally qualified, based on appointment criteria, to fill the vacancy within four (4) days after receiving applications.
6. Council consideration for the appointment will not be limited to those who apply.
7. Council will interview applicants and make appointment.

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

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adopt Ordinance No. 80-100 for the purpose of establishing disposal charges to be collected at the St. Johns Landfill. The proposed rates will increase from \$7.80 per ton to \$9.73 per ton. The \$9.73 rate includes the Metro User Fee.
- B. POLICY IMPACT: Adoption of this ordinance will establish new disposal rates at the St. Johns Landfill, beginning October 1, 1980, concurrent with the Long Term Operational Contract. The new disposal rates reflect all cost associated with operating the St. Johns Landfill. The cost for expansion of St. Johns Landfill will be born by all waste generators within Metro, through an increase in Metro's User Fees.
- C. BUDGET IMPACT: Adoption of this ordinance will provide sufficient monies to operate the St. Johns Landfill and is consistent with adopted 1980-81 budget. The subsidy from the Solid Waste Operating Fund, previously provided during the June 1, to October 1, 1980 Interim Contract, will be repaid over a two year period. Sufficient revenue will be collected through increase in user fees to meet all debt service associated with the expansion of the site.

II. ANALYSIS:

- A. BACKGROUND: Earlier this year, Metro was presented the option to maintain and operate the St. Johns Landfill. A rate analysis performed at that time, indicated that if Metro expanded and operated the landfill the rate would be \$10.70 per ton.

As a result, Metro assumed operational control of the St. Johns Landfill June 1, 1980. In order to continue operating the landfill and to provide sufficient time to prepare any necessary specifications for obtaining a long term contractor, it was necessary to obtain the services of an Interim Contractor for the period June 1 to October 1, 1980. It is estimated that the cost of operating the landfill during the Interim period, will be \$1.1 million.

Based on rates charged at St. Johns, when Metro assumed control, an increase in rates was justified. However, the Metro Council decided to provide a subsidy until a long term contractor was selected, thereby eliminating the necessity of increasing rates twice in the four month period.

A long term contractor has been selected and will commence operation on October 1, 1980. Based on operating costs, contract obligations, administrative costs, Gatehouse operation and providing the necessary working capital and environmental reserve funds, an increase in disposal rates at the St. Johns Landfill is required.

Metro Solid Waste Management Plan recommends that the method of charging for solid waste disposal be accomplished by weight, instead of volume, thereby providing for disposal cost equity. As part of the expansion and improvement of St. Johns Landfill, scales are being installed and will be operational by November 1, 1980. The density factors the staff is currently using to develop a conversion factor from weight to volume has been questioned by the collection industry. The data base was generated at Rossman's Landfill where a certified scale system is available, rather than at St. Johns Landfill. Other issues have been raised such as charging by weight at St. Johns and not at other landfills, higher costs at St. Johns due in part from expansion of the site and acceptance of various types of material free of charge.

- B. ALTERNATIVES CONSIDERED: Effective Date: Two alternatives were considered regarding the effective date of the new rates; however, there are a number of variations of each.

The first alternative is to increase rates beginning October 1, 1980, when the long term contract goes into effect. While providing sufficient revenues to operate the site, the method of charging will remain one of volume, since the scales will not be operational until November 1, 1980. The change over to weight could occur at any time thereafter.

The second alternative is to continue subsidizing the operation until the scales are installed and until the collection industry agrees with Metro's conversion factors. The length of subsidy could last from one to six months, and for every month delay before increasing the rates, approximately 10 cents per ton must be added to the new rates. To continue to subsidize the operation could also have an adverse effect on other Solid Waste operating programs.

In addition to the issue of when the new rates should become effective, as discussed in alternatives one and two, another issue was considered: a) Initially adopt a long term rate sufficient to meet the cost of operating the landfill for the next five years (except for normal inflationary factors) or, b) to adopt new rates on a phased basis. The five year rate would be approximately \$12.00 per ton plus annual inflation increases. With the phased approach, the rate would be \$9.73 per ton for the first year, and will increase over the next four years.

Conversion to Weight: Conversion to weight will provide disposal equity at the St. Johns Landfill. Overloaded or highly compacted trucks do not currently pay their fair share for disposal, since they are charged on the rated capacity of the vehicle rather than on the actual amount of waste delivered. The Regional Services Committee concurs that the method of charging should be by weight; however, they prefer to have all general purpose landfills charging on the same basis. It was their conclusion that Metro should seek an agreement by January 1, 1981 with Clackamas County to convert Rossmans Landfill to weight. In addition, the Regional Services Committee directed that the conversion to weight, at the St. Johns Landfill, occur on April 1, 1981.

St. Johns Expansion Cost: The St. Johns is currently undergoing a 55 acre lateral expansion that will prolong the life of the site until 1986. Without expansion, the site will be at capacity in 1982. Since the Rossman Landfill in Oregon City and the Lavelle Landfill on 82nd will be a capacity within the next two years, the waste generated within the entire Metropolitan area will be deposited in the new expansion area. The cost of expansion can either be assessed totally against the user of St. Johns Landfill or assessed against the entire district. To spread the cost of expansion of St. Johns, an increase in Metro's User Fees must be adopted at all sites accepting waste generated within Metro.

Acceptance of Material: The Metro Code allows for inert material to be disposed free of charge if it will be used in the operation of the site. Since other types of non inert materials are used in the operation (ie, wood chips), the Regional Services Committee feels the no-charge policy should be extended.

- C. RATE IMPACT: By phasing in the rates, there will be a slight impact on the cost to residential users. Past studies indicate that 10% of the residential collection fee is attributed to the cost of disposal at the landfill. Using a \$5.00/month for a one can service fee, the rate would increase to \$5.25/month or by about 5%, as a result of the new landfill rates for the initial year.

Subsequently, for uncompacted waste the rates will increase slightly by approximately 7%. Therefore, for a drop box of 25 cubic yards, the cost to dispose at the St. Johns Landfill will increase from \$30.00 to \$32.00 for the first year.

For those who deliver waste to the landfill in cars, the rate will be \$3.65 per load up from the existing \$2.60 per load. Rates for pick-ups will increase from \$3.45 to \$4.50 per load.

In order to assess the cost of expansion of St. Johns, the Metro User Fee would be increased at all landfills in the amount of six cents per cubic yard of compacted waste (\$.06/yd³), four cents per cubic yard of uncompacted waste (\$.04/yd³) and ten cents (\$.10) per private vehicle. Adopting this concept will increase the average residential bill for weekly service on one can by approximately two cents (\$.02) per month.

- D. CONCLUSION: It is recommended that rates be adjusted, effective October 1, 1980, to reflect all operational cost associated with the operation of the St. Johns Landfill. The rates should reflect the "phased approach" which will necessitate adjustments next year. The new rates should be based on weight with conversion occurring on April 1, 1981, after receiving a commitment prior to January 1, 1981, that all general purpose landfills also convert to weight. Since the expansion of the St. Johns Landfill is for the benefit of the entire District, its cost should be paid through an increase in Metro's User Fees. The policy of accepting inert material used for the operation of the landfill without charge should be extended to include all material used for cover, road base, etc.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ESTABLISHING	)	ORDINANCE NO. 80-100
DISPOSAL CHARGES TO BE COLLECTED)	
AT THE ST. JOHNS LANDFILL;	)	Introduced by the
ESTABLISHING USER FEES; AND	)	Regional Services Committee
AMENDING SECTIONS 4.03.030 AND)	
4.06.030)	

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1:

The purpose of this ordinance is to establish new base disposal rates and charges for the St. Johns Landfill, as stated in Section 2 below, and to establish new user fees as stated in Section 5 below; and to amend Code Sections 4.03.030 and Section 4.06.030.

Section 2:

Code Section 4.06.010 Disposal Charges; St. Johns Landfill, is hereby amended to read:

A base disposal rate of \$8.40 per ton of solid waste delivered is established for disposal at the St. Johns Landfill. Said rate is in addition to user fees collected at the St. Johns Landfill pursuant to Code Section 4.03.020. 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>VEHICLE CATEGORY</u>	<u>BASE RATE</u>		<u>METRO FEE</u>		<u>TOTAL RATE</u>	
	<u>\$/TON</u>	<u>\$/CY</u>	<u>\$/TON</u>	<u>\$/CY</u>	<u>\$/TON</u>	<u>\$/CY</u>
COMMERCIAL						
Compacted	\$8.40	\$2.48	\$1.33	\$0.34	\$9.73	\$2.82
Uncompacted	8.40	1.05	1.33	0.20	9.73	1.25
<u>Special</u>						
Sewage Sludge	8.40	6.55	1.33	0.20	9.73	6.75

VEHICLE CATEGORY (cont)	BASE RATE		METRO FEE		TOTAL RATE	
	\$/TON	\$/CY	\$/TON	\$/CY	\$/TON	\$/CY
PRIVATE						
Cars ¹	\$3.15		\$0.45		\$3.60	
Station Wagons ¹	3.15		0.45		3.60	
Vans ²	4.05		0.45		4.50	
Pick-ups ²	4.05		0.45		4.50	
Trailers	4.05		0.45		4.50	
TIRES**						
Passenger (up to 10 ply)	\$0.55				\$0.55	
<u>Passenger Tire</u> (tire on rim)		1.25				1.25
Tire Tubes		0.55				0.55
Truck Tires (20" diameter to 48" diameter or greater than 10 ply)		1.75				1.75
Small Solids		1.75				1.75
<u>Truck Tire</u> (tire on rim)		7.00				7.00
Dual		7.00				7.00
Tractor		7.00				7.00
Grader		7.00				7.00
Duplex		7.00				7.00
Large Solids		7.00				7.00

Section 3:

Said rate shall be collected on the basis of cubic yardage delivered, commencing on October 1, 1980. The Metro Council intends that the rates stated in Section 2 above, shall be levied on a volume basis until April 1, 1981, after which time, the rates charged at the St. Johns Landfill shall be converted to a weight basis. Provided, however, that said change to a weight basis be contingent upon Metro reaching an agreement with Clackamas County

¹Based on minimum load of two cubic yards.

²For the first two and a half cubic yards, each additional cubic yard is \$1.76.

**Cost per tire listed

by January 1, 1981, for conversion of rates charged at Rossman's Landfill to a weight basis.

Section 4:

Section 4.06.030 of the Code of the Metropolitan Service District is amended to read as follows:

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

Section 5:

Code Section 4.03.020 User Fees is hereby amended to read:

(During Phase I of the Metro program,) The following user fees shall be collected and paid by the operators of solid waste disposal sites in accordance with Chapter 4.02 and 4.04 of the Metro Code:

- | | | |
|-----|---|---|
| (a) | Noncompacted solid waste | 20¢ per cubic yard delivered |
| (b) | Compacted solid waste | 34¢ per cubic yard delivered |
| (c) | All material delivered in private cars, station-wagons, vans, single and two-wheel trailers, trucks with rated capacities of less than one (1) ton will be computed at a rate of | 20¢ per cubic yard with a minimum charge of 45¢ per load. |
| (d) | User fees for solid waste delivered in units of less than a whole cubic yard shall be determined and collected on a basis proportional to the fractional yardage delivered. (For example, 4½ cubic yards of non-compacted solid waste would require a user fee of 72¢.) | |

Section 6:

Section 4.03.030, Exception, of the Code of the Metropolitan Service District is amended to read:

Inert material, including but not limited to earth, sand, stone, crushed stone, crushed concrete, broken asphaltic concrete and wood chips used at a landfill for cover, diking or road base, or other internal use and for which no dumping charge is made shall be exempt from the user fees.

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

Presiding Officer

Attest:

Clerk of the Council

MI:gl
9403/33

Underlined language is new, language in parenthesis is to be deleted.



8-28-80

MULTNOMAH COUNTY OREGON

DIVISION OF PLANNING AND DEVELOPMENT
2115 S.E. MORRISON
PORTLAND, OREGON 97214
(503) 248-3591

DONALD E. CLARK
COUNTY EXECUTIVE

Memo to: METRO Council
From: Duncan Brown, Associate Planner
Subject: Proposed Housing Goals and Objectives

August 28, 1980

The Multnomah County Division of Planning and Development has previously objected to the proposed METRO Housing Goals and Objectives on the basis that they were excessive, overly restrictive, potentially expensive, and unnecessary in light of existing data. After numerous meetings with planning staffs of METRO and other local jurisdictions, a reasonable compromise has been reached in which it is felt that local and private citizen interests can still be served while retaining regional control over clearly identified and quantified regional housing issues. This proposal is contained in the METRO August 27 memo from the Executive Officer entitled "Housing Goals and Objectives Amendments".

The chapter proposed within this memo titled "Scope of the Housing Problem" explains the role of METRO in addressing regional housing issues, and acknowledges those being addressed through the proposed goals and objectives are only a small part of the entire housing problem. It also states that citizen involvement will be used in formation of implementation measures. With these, we concur.

The proposed amendment requiring findings of need and cost impacts on METRO and local jurisdictions is also important, as it will necessitate definition and quantification of the perceived problem, as well as a "cost-benefit" comparison to aid in decision making. It also allows further input from local jurisdictions, who may have to bear those costs.

Finally, scheduled periodic review, as proposed, will allow METRO and local jurisdictions to review and discuss the success of the proposed housing goals and objectives on a regular basis, and to modify them as necessary.

While it is still felt that the proposed housing goals and objectives are beyond what is justifiable in light of the facts and assumptions used, it is felt that the proposed preamble provides safeguards sufficient to allow some flexibility within the planning process of local jurisdictions.

DB:im

AMENDMENT TO PROPOSED HOUSING GOALS AND
OBJECTIVES

8-28-80

Offered by Ernie Bonner

Implementation

The METRO Council considers the Housing Goals and Objectives as interim until actions to implement them have been formulated and adopted by the Council.

The Council requests that the Executive Director begin immediately to develop, for Council review, a recommended 5-year Action Program in Housing for METRO. This recommended Action Program should be:

1. based on the Interim Housing Goals and Objectives adopted by the Council;
2. consistent with METRO's limited staff and financial resources;
3. informed by, and attentive to, the widest practical citizen and community participation; and
4. completed by ~~September 1~~^{April 1}, 1981, for submission to the Council.

The Areawide Housing Opportunity Plan (AHOP) adopted by METRO Council on March 22, 1979, and made effective April 22, 1979, (Ordinance No. 79-68) should be an important element of the Recommended Action Plan in Housing.

Recommended market level housing standards and implementation strategies for the METRO area will be an element in the Recommended Action Plan in Housing.

Procedures to assure compliance of City and County comprehensive plans will be an element in the Recommended Action Plan in Housing. Compliance of City and County comprehensive plans with these Interim Housing Goals and Objectives, however, will not be required until:

1. Adoption by METRO of a requirement that objectives be incorporated directly into local comprehensive plans at "re-opening" (the "second generation plans"). Additionally, if performance standards are necessary to define consistency, one of the following actions must also be taken.
2. Adoption by METRO of market level housing implementation strategies (in addition to the already-adopted Areawide Housing Opportunity Plan)

with performance standards sufficient to define local plan consistency with METRO objectives.

3. Adoption by METRO of a Regional Capital Improvement Plan with performance standards sufficient to define local plan consistency with METRO objectives.
4. Adoption by METRO of performance standards concerning "excessive local requirements" sufficient to define local plan consistency with METRO objectives.

~~END~~
~~7/28/81~~

The METRO Council intends to review the Recommended 5-Year Action Program in Housing during the months of April, May and June and to adopt a final set of Housing Goals and Objectives and a 5-Year Action Program no later than September 1, 1981.



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

MEMORANDUM

Date: August 27, 1980
To: Metro Council
From: Executive Officer
Regarding: Housing Goals and Objectives Amendments

The following suggested amendments are intended as clarifications of points that have emerged in discussion with planning representatives of local governments and from final staff review.

Ordinance Revisions

1. Change Section 2 Adoption to read:

The goals and objectives contained in The document entitled "Metro Housing Goals and Objectives," August 28, 1980, attached hereto and incorporated herein, or on file at Metro offices, are is hereby adopted.

2. Add new Section 4 Periodic Review

(a) The Metro Housing Goals and Objectives shall be subject to regular review, and amendment where appropriate, every four years from the date of adoption.

Goals and Objectives Document Revisions

1. Insert chapter titled Scope of the Housing Problem after INTRODUCTION AND BACKGROUND and before Purpose.

Scope of the Housing Problem

The Metro Housing Goals and Objectives represent the product of over two years of research and debate by Metro staff, the Housing Policy Alternatives Committee, members of neighborhood organizations, regional planners, local policy makers, and interested citizens. They are intended to clarify for citizens of the Metro region the housing policy directions which Metro will pursue to address the problems which, nearly all of us agree, have come to dominate the housing picture during the last decades of this century.

Underlying the Goals and Objectives are "Facts and Assumptions" which document and bring into regional perspective six interdependent aspects of the housing problem. These Facts and Assumptions are linked to the Goals and Objectives under six chapter headings entitled "Land Supply," "Affordable Housing," "New Housing," "Existing Housing," "Assisted Housing," and "Fair Housing."

The Facts, therefore, are the findings which have led, along with the supporting Assumptions, to the substance and format of the Goals and Objectives. The Facts and Assumptions address nearly all of the issues usually raised in discussions of the current housing crisis.

Of greatest concern is the spiraling cost of housing and the likelihood that the end of inflationary trends are not in sight during the 1980's. For example, the last seven years have witnessed a decline (from 48 percent to 19 percent) in the number of households which can afford an average priced new house. The percentage of households able to purchase an average priced used house has dropped from 63 to 29 percent. These figures have an especially severe impact on first time home buyers. We are as a result witnessing a heightened interest in alternative home ownership opportunities such as commonwall construction units and mobile homes.

Clearly, these inflationary housing trends, the demand for quality shelter by the maturing "baby boom" generation, the need to reduce household expenditures for utilities, and the recent trend toward increasing numbers of households of smaller size all call for innovative responses by housing providers and public policy makers that will broaden affordable housing opportunities. Likewise, the post-World War II dispersal of employment opportunities throughout the metropolitan area demands that housing planning be coordinated within a regional transportation system and other public facilities in an effort to assist in reducing the costs associated with housing locations. The Metro Housing Goals and Objectives are a major step in this effort.

The majority of the Goals and Objectives address local government actions which, if modified, could help to relieve housing costs. Therefore, certain objectives address vague, excessive or discretionary practices by local governments which delay construction or force builders to use more expensive materials than would otherwise respond to market demand. Also mentioned is the problem of inadequately serviced land within the region's Urban Growth Boundary and the intention of Metro to aid local jurisdictions in opening this land to residential development through, for example, financial assistance for sewer construction.

However, Metro recognizes that government action alone, despite efforts to loosen restrictions and provide opportunity, is not the only or major factor in the current housing crisis. Efforts to reform private sector practices must also play a part in a comprehensive housing policy. Financial practices, speculative tendencies, discriminatory policies, for example, will be evaluated for their role in the mismatch between housing cost and household income and other conditions which prevent increasing numbers of citizens from obtaining suitable housing.

Envisioned during the implementation stage for these Goals and Objectives is a Regional Housing/Development Strategy, which will seek to modify both public and private causes of excessive housing costs while opening the market to wider options. This Strategy will be based on the comprehensive planning accomplishments of local jurisdictions, Metro's Housing Goals and Objectives, and other Metro policies which address transportation, economic development, and air and water quality. Metro's sources of financial assistance will be tapped in response to public directives. Full scale citizen involvement in the formation of policy alternatives open to the Metro region will provide an opportunity for regionwide debate on our housing future. Examining clearly defined alternatives will give housing providers and public policy makers the chance to set planning and development priorities and assure everyone that government is not needlessly adding to the housing problem.

2. Because jurisdictions will become eligible for "re-opening" on differing schedules it is appropriate that a specific date be established, after which the Housing Goals and Objectives would be the basis for Metro plan review. The staff understands that the Regional Planning Committee prefers that at least two years pass before local plans could be impacted by these Goals and Objectives. To make this preference clear in the document, paragraph 2, item #1, under Implementation should be amended to read as follows:

Adoption by Metro of a requirement that objectives be incorporated directly into local comprehensive plans at during the "re-opening" (the-"second generation-plans") of such plans, but not before August 28*, 1982. Additionally, if performance standards are necessary to define consistency, one of the following actions must also be taken.

*Scheduled month and day of Metro Council adoption of Housing Goals and Objectives

3. Add as a new paragraph at the end of the Implementation chapter the following statement:

Before the adoption of any new implementation strategy, Metro must prepare a finding of need which clearly defines the problem to be addressed by that particular strategy. In addition, there must be included within this strategy package an analysis of policy and cost impact on both Metro and local jurisdictions.

4. To make Goal 8, Objective b consistent with the wording of Goal 5, Objective a, the following rewording is recommended:

Goal 8,
Objective b: To ensure that support measures which will reduce housing costs and adverse effects on the production of new housing resulting from excessive local administrative procedures, fees, regulations and growth management strategies.

Other Friendly Suggestions

1. To improve the wording of the Goal statements and make them consistent with Objective statements, the following format is recommended:

GOAL 1, BUILDABLE LAND(:), IS TO:

ENSURE THAT

This change is essentially to omit the colons(:) and add the above underlined material to each Goal statement

2. Recognizing that plans, policies and programs create opportunities, not direct results, the following rewording is recommended:

Goal 14,
Objective a: To ensure that cities and counties adopt cost effective policies and programs that provide opportunities to improve sanitation, weatherization or energy conservation of deficient existing housing.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

AN ORDINANCE ADOPTING HOUSING) ORDINANCE NO. 80-98
GOALS AND OBJECTIVES AND PROVIDING)
FOR IMPLEMENTATION THEREOF.) Introduced by the Regional
) Planning Committee

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1. Authority and Purpose

This ordinance is adopted pursuant to ORS 268.380 (1) and (2) for the purpose of adopting and implementing regionwide land use planning goals and objectives related to housing.

Section 2. Adoption

The document entitled "Metro Housing Goals and Objectives," August 28, 1980, attached hereto and incorporated herein, or on file at Metro offices, is hereby adopted.

Section 3. Implementation

(a) The Metro Housing Goals and Objectives shall be implemented as provided in the Introduction section of the Goals and Objectives document referred to in Section 2 of this ordinance.

Section 4. Periodic Review

(a) The Metro Housing Goals and Objectives shall be subject to regular review, and amendment where appropriate, every four years from the date of adoption.

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

Presiding Officer

ATTEST:

Clerk of the Council

JS/gl/139B/33

FACTS AND ASSUMPTIONS SUPPLEMENT
To the Metro Housing Goals and Objectives

Introduction

The Facts and Assumptions contained in this document are the findings which underlie the Housing Goals and Objectives. The Facts are, for the most part, verifiable statistics which outline the basic problems addressed by the Goals and Objectives. The Assumptions are in turn founded on the Facts and give the reader an indication of the policy direction of the Housing Goals and Objectives.

The Assumptions, moreover, rest on other adopted regional, state and federal policies. Examples of previously adopted regional policies include the Metro UGB Findings, the Areawide Housing Opportunity Plan, and Metro's "208" population forecasts. The state policies underlying these Assumptions are the LCDC Statewide Planning Goals and Guidelines, especially Goal #10 (Housing). Examples of federal policies include the Department of Housing and Urban Development guidelines for assisted housing and federal civil rights laws.

LAND SUPPLY ASSUMPTIONS

1. Four factors are essential in estimating future land requirements for new urban-density housing.
 - a. Proportion of forecasted population anticipated to reside within the Urban Growth Boundary.
 - b. Proportion of new housing anticipated to be single family as compared to multiple family within the Urban Growth Boundary.
 - c. Anticipated average household size within the Urban Growth Boundary.
 - d. Anticipated density (units per land area occupied) of new housing developments within the Urban Growth Boundary.
2. Forecasts prepared by Metro in the "208" Areawide Waste Treatment Management Study indicate the Portland SMSA's population will reach 1,612,050 by the year 2000 (equivalent to a 1.53 percent annual compound growth rate). More recent population forecasts prepared by Metro in cooperation with the Portland State University (PSU) Center for Population Research and Census (Technical Memorandum #23) reach essentially the same conclusion in a forecast identified as "Series 2." The Series 2 forecast projects a year 2000 population of 1,589,200, which is sufficiently close to the earlier "208" projection to assume that the SMSA population will be approximately 1.6 million by the year 2000.
3. Population growth within Clackamas, Multnomah, and Washington Counties will occur primarily within the Metro Urban Growth Boundary up to the year 2000 and will reflect a shift in the urban-to-rural ratio from 93:7 to 95:5. Using "208" projections, of a forecasted 1,361,850 three-county year 2000 population, 1,265,410 will live within the Urban Growth Boundary (UGB) in the year 2000.
4. Of all new housing constructed by the year 2000, an unprecedented 50.8 percent is expected to be multiple family, based on Metro's Urban Growth Boundary Findings.
5. The housing mix ratio for the entire Metro Urban Growth Boundary area is expected to be 35 percent multiple family and 65 percent single family in the year 2000 based on Metro's Urban Growth Boundary Findings.
6. Households residing within the Urban Growth Boundary are expected to increase to 506,164 households by the year 2000, according to Metro's Urban Growth Boundary Findings. Household size is expected to be 2.5 persons per households in the year 2000.

7. Because single family units will continue to represent a substantial share of the new housing produced, increases in the density at which single family housing is constructed will have an important influence on how much new land will be required for housing.
8. Economical and orderly provision of public facilities and services is necessary to permit compact development of urban residential lands as called for in Statewide Goals #10, #11 and #14.
9. If adequate areas of residential land with appropriate density guidelines are not provided in relation to demand, the result will be increased land costs that will translate into higher housing prices or rents.
10. Metro and local governments have the responsibility to plan for short and long term supplies of residential land consistent with anticipated housing demands and needs, transportation accessibility and other support services, location of employment and consistent with statewide goals to achieve orderly growth of urban communities.
11. Land required to replace single family units lost to demolition is difficult to estimate, but it is likely to be negligible due to the fact that whenever single family sites are converted to multiple family use the net need for residential land is diminished.
12. While replacement of demolished multiple family units may require some new sites, the probable effect on total multiple family land requirements is small enough (less than 2.4 percent in 1977) to omit from estimates of land requirements.
13. The limited amount of land available for multiple family housing and single family housing on lots less than 7,000 square feet stems in part from the way cities and counties in the Metropolitan Service District have regulated land partitioning and land use.

LAND SUPPLY FACTS

Population and Land

1. According to Metro's Urban Growth Boundary Findings, in 1977, seven percent (66,419) of the three county population (968,200) was estimated to live outside of Metro Service District's Urban Growth Boundary in scattered locations not requiring urban type homesites or in small outlying cities.
2. According to the UGB Findings, the remaining 93 percent of the three county population inside Metro's Urban Growth Boundary (882,417 in 1977), occupied a total of about 61,767 acres of urban residential land for building sites as of 1977.

3. According to the UGB Findings, the Urban Growth Boundary population (882,417) of the three county area in 1977 lived in single family housing (including mobile homes) occupying about 56,839 net acres for building sites, or in multiple family housing occupying approximately 4,928 net acres for building sites.

Density

1. According to the UGB Findings the overall density of single family housing in 1977 within the Urban Growth Boundary area was 4.53 units per net acre (building sites exclusive of streets).
2. According to the UGB Findings the overall density of developed multiple family housing in 1977 within the Urban Growth Boundary area was 21.72 units per net acre.

Land Designations

1. Metro's 1977 Land Use Inventory indicates that within Metro's Urban Growth Boundary, 45,821.6 acres of "unconstrained" land (i.e., exclusive of floodplains and slopes over 25 percent), were planned and/or zoned for urban residential purposes (i.e., designated for site sizes below one acre and including 200.8 acres designated "planned unit development").
2. Metro's 1977 Land Use Inventory indicates that only 5.89 percent of the vacant, "unconstrained," urban land planned and/or zoned in 1977 for urban residential use was designated for multiple family units. The inventory also showed that only five cities in the Portland SMSA have zoning ordinances that provide for single family building sites less than 7,000 square feet. A summary of vacant residential land designations follows:

<u>Area Within Metro UGB*</u>	<u>Vacant "Unconstrained"** Acres Planned and/or Zoned Residential</u>			
	<u>SF</u>	<u>MF</u>	<u>PUD</u>	<u>Total</u>
Clackamas County	9,817.1	1,185.6	83.6	11,086.3
Multnomah County	9,301.9	668.4	79.2	10,049.5
Washington County	23,804.4	843.4	38.0	24,685.8
Three-County Area	42,923.4	2,697.4	200.8	45,821.6
	93.68%	5.89%	0.43%	100%

*Excluding outlying cities or other "urban" areas outside of the Metro Service District boundary.

**Excluding floodplains and slopes over 25 percent.

Demolition Replacement

1. No information is available to indicate what proportion of units built to replace demolitions, conversions or move-outs require new building sites.

AFFORDABLE HOUSING ASSUMPTIONS

1. Investment and income tax advantages motivate people to purchase single family housing for purposes other than shelter. This contributes to the increasing cost of housing.
2. If conventional single family housing prices continue to rise at a rate greater than income, more households will seek lower cost housing ownership alternatives (e.g., attached housing, condominiums or mobile homes).
3. If households seek lower cost ownership opportunities in attached housing types, there will be a corresponding increase in multiple family housing demand, including the conversion of renter-occupied apartments to owner-occupied condominiums.
4. Restrictions by local jurisdictions on the placement of mobile homes on single lots and in mobile home parks and subdivisions have limited the availability of mobile homes as an affordable housing alternative.
5. Even though home ownership will continue to have certain financial advantages (e.g., tax shelter, investment potential, etc.), the growing proportion of households with incomes below the home buying threshold indicates a continuing and increasing demand for rental units, both single family as well as multiple family.
6. Additional cost mandated on new housing has the effect of increasing the cost of existing housing.
7. Local government can encourage more affordable housing by eliminating approval procedures involving unnecessary delays and by avoiding standards that increase costs without clear public benefits.
8. The limited amount of land available for multiple family housing and single family housing on lots of less than 7,000 square feet stems, in a large part, from the way cities and counties in the Metro Service District have regulated land partitioning and land use.
9. Single room occupancy (SRO) rental units are the lowest priced housing in the region, and if lost, are essentially irreplaceable in the market at their original rent levels.

AFFORDABLE HOUSING FACTS

Income

1. According to the HUD Portland Area Office, during the period July, 1969-July, 1979, estimated median family income for the Portland SMSA rose from \$10,541 to \$18,200. While this is an increase of 73 percent, it is still not as great as the increase in the average price of new or used housing purchased during the period December 1972-March, 1979.

2. According to the HUD Portland Area Office, between 1972 and 1979 the percent of households which had sufficient income to purchase the average priced new home, considering income alone, and a 2.5 income-to-value ratio, decreased from approximately 48 percent to 19 percent. (See Figures 1 and 2).
3. According to the HUD Portland Area Office, between 1972 and 1979, the percent of households with sufficient income to purchase an average priced used home decreased from about 63 percent to 29 percent, considering income alone, and a 2.5 income-to-value ratio. (See Figures 1 and 2).
4. According to HUD Portland Area Office, as of July, 1979, only 47.5 percent of households have sufficient income to purchase a new "no frills" home (\$47,000), considering income alone, and a 2.5 income-to-value ratio. (See Figures 1 and 2).
5. According to the Mobile Home Dealers Association and Real Estate Trends, as of July, 1979, only 54 percent of households have sufficient income to purchase a manufactured home including a lot, considering income alone, and a 2.5 income-to-value ratio. (See Figure 2).
6. According to the 1970 U.S. Census, 41.03 percent of all renter occupied households in the Portland SMSA spent 25 percent or more of their income for gross rent. In 1975, according to the Annual Housing Survey, 45.05 percent of all renter households spent 25 percent or more of their income for gross rent.

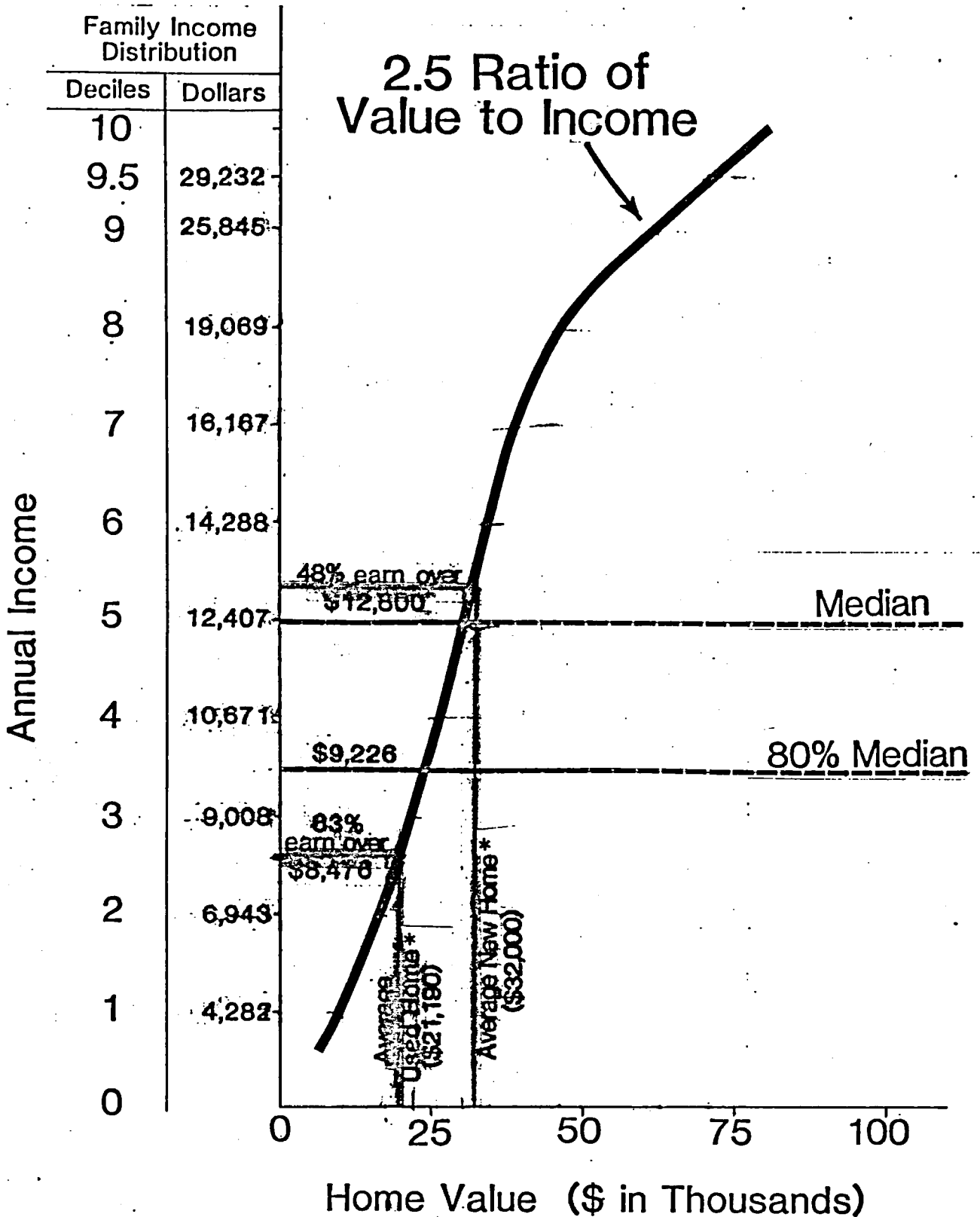
Ownership

1. According to the 1970 Census, owner occupied housing units comprised 65.0 percent of total housing. In 1975, the Annual Housing Survey, estimated home ownership to be 63.6 percent. In July, 1979, HUD estimated owner occupied housing units to comprise 65 percent of total housing.

Sales and Prices

1. According to Real Estate Trends, during the period December 1972-March, 1979, the price of used homes increased faster than the price of new homes. The average sales price of used homes is up 187 percent from \$21,190 to \$60,900 compared with a 130 percent increase in the average price of new homes (from \$32,000 to \$73,600).
2. According to Real Estate Trends, during the period 1972-1978, an annual average of 15,894 used homes and 9,158 new homes were sold in the Portland SMSA. The largest number of used homes sold occurred in 1978, (21,397) and the lowest in 1972, (10,251). The largest number of new homes sold occurred in 1977, (12,348) and the lowest in 1974, (6,122).

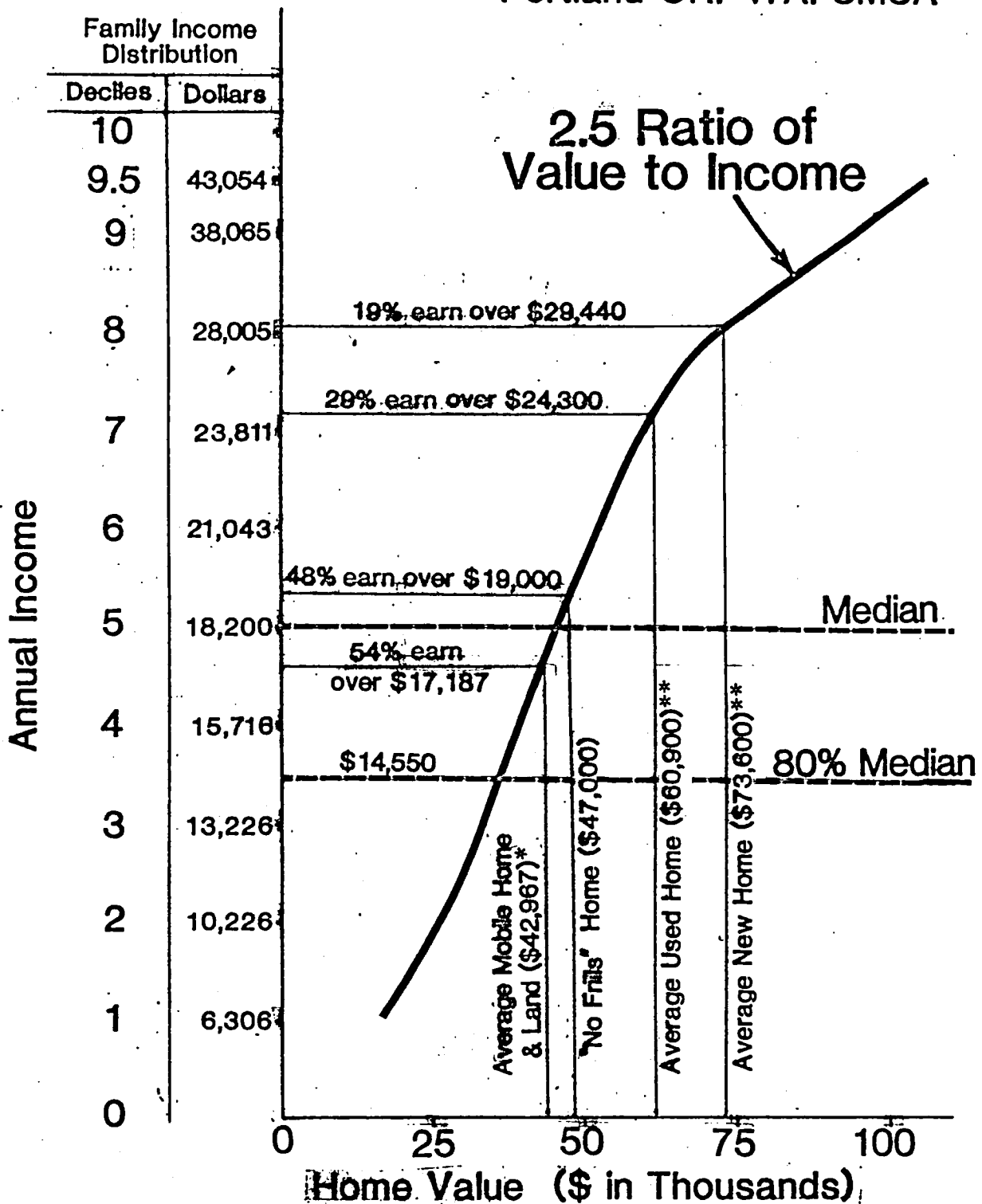
Figure 1
ABILITY TO PURCHASE A HOME 1972
 Portland OR.-WA. SMSA



* HOMES SOLD THROUGH MULTIPLE LISTING SYSTEM

SOURCES: REAL ESTATE TRENDS; MOBILE HOME DEALERS ASSOCIATION,
 HUD PORTLAND AREA OFFICE

Figure 2.
ABILITY TO PURCHASE A HOME 1979
 Portland OR.-WA. SMSA



* THE AVERAGE COST MOBILE HOME EXCLUSIVE OF LAND OR SPACE RENTAL WAS \$22,000 IN 1979
 ** HOMES SOLD THROUGH MULTIPLE LISTING SYSTEM
 SOURCES: REAL ESTATE TRENDS; MOBILE HOME DEALERS ASSOCIATION,
 AND PORTLAND AREA OFFICE

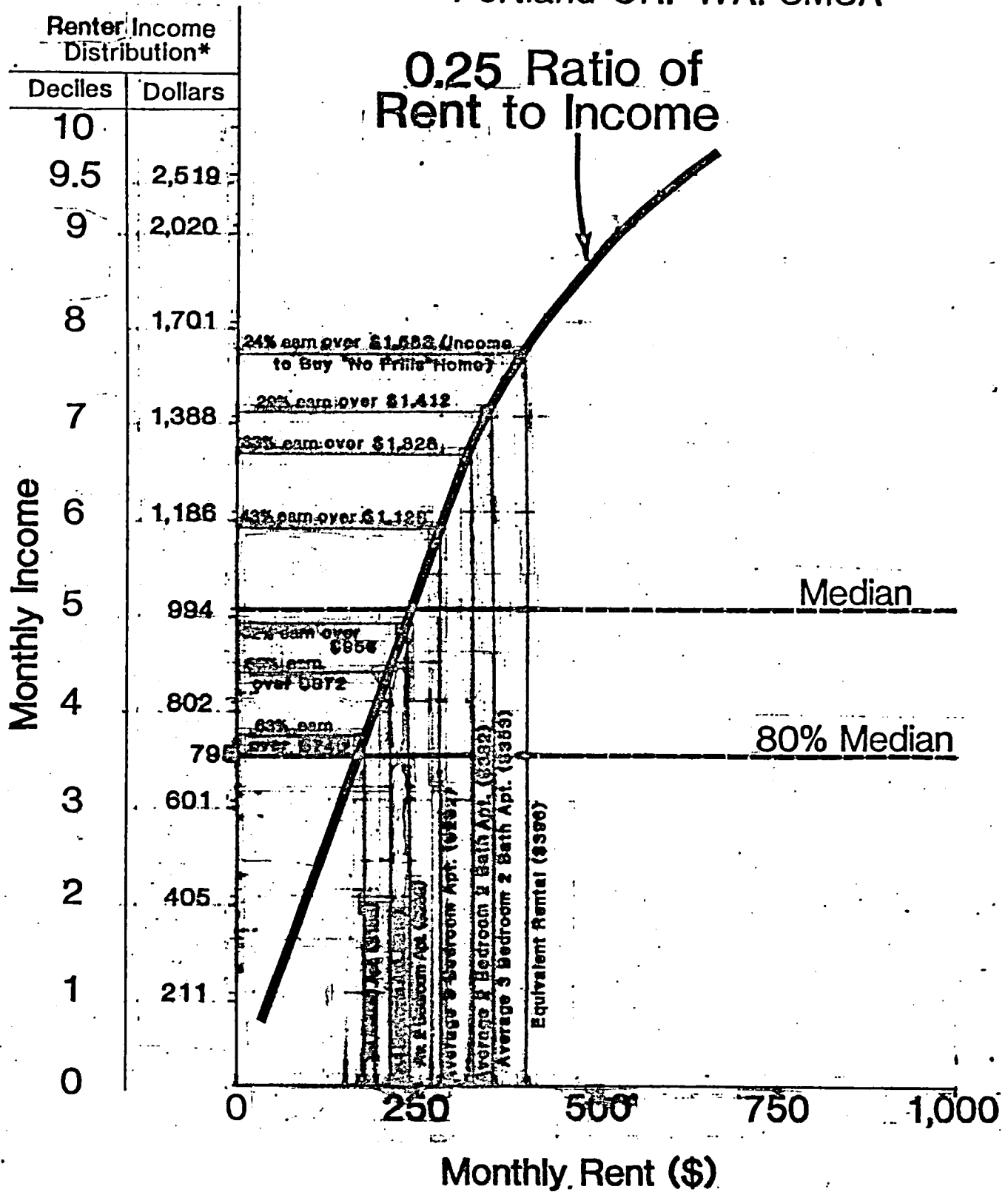
3. The cash outlay required to purchase an average priced new home (\$73,600 - March, 1979) with 80 percent financing, an 11½ percent interest rate and a 30 year mortgage was \$16,564 (including closing costs and excluding tax prorates and reserves). The monthly payments would be approximately \$724 including property taxes, assuming a property tax rate of \$25 per \$1,000 and a 20 percent rebate. (Source: Real Estate Trends and Equitable Savings and Loan)
4. The cash outlay required to purchase an average priced used home (\$60,900 - March, 1979), with 80 percent financing an 11½ percent interest rate and 30 year mortgage was \$13,735 (including closing costs and excluding tax prorates and reserves. The monthly payment would be approximately \$600 including property taxes, assuming a property tax rate of \$25 per \$1,000, and a 20 percent rebate. (Source: Real Estate Trends and Equitable Savings and Loan)
5. The cash outlay required to purchase an average priced new mobile home (\$22,000 - June, 1978) with 85 percent financing, a 14½ percent interest rate and 15 year mortgage is \$3,000. The monthly payment would be approximately \$255 excluding mobile home park rent or land payments. (Land must be owned before loan approved.) (Source: Oregon Mobile Home Dealers Association and Benjamin Franklin Saving & Loans Association)
6. The cash outlay required to purchase an average priced used mobile home would be 20 percent of the appraised value of the mobile home. Eighty percent would be financed at 15 percent interest rate and a term of 7-15 years depending upon the age and condition of the mobile home. Used mobile homes are usually financed and sited in a mobile home park. (Source: Oregon Mobile Home Dealers Association and Benjamin Franklin Saving & Loans Association)
7. The cash outlay required to purchase a mobile home under the State of Oregon's Veteran's Affairs Farm and Home Loan Program is 15 percent down payment of the appraised value for mobile home in mobile home parks and 5 percent down payment of the appraised value for a mobile home on owned land. Term of the loan is 20 years for a new double wide and 15 years for a new single wide. There is a loan restriction of \$58,000 on the first loan and \$50,000 on the second loan. (Source: State of Oregon - Veterans Affairs - Farm and Loan Division)
8. According to Real Estate Trends (September 30, 1979), during the period 1970 to 1979, the cost of improved lots paid by home owner or builder for a contract house (7,000 square feet with streets and services available) increased nearly 393 percent from an average of \$4,253 per lot in 1970 to \$20,967 in 1979. The price per acre paid by builders for land for subdivisions for speculative houses increased 372 percent between 1970 and 1979 from an average cost per acre of \$4,630 in 1970 to \$21,867 in 1979."

9. According to information provided by the Oregon Mobile Home Dealers Association, the average price of a new mobile home (exclusive of land sales or rent) purchased in Oregon increased 149 percent during the period 1972 - 1978 (from \$8,824 to \$22,000).
10. Based on information provided by the Oregon Mobile Home Dealers Association and land cost data in Real Estate Trends, the average price of a new mobile home (including land) purchased in Oregon increased 210 percent during the period 1972 - 1979 (from \$13,874 to \$42,967). The median monthly rent for a mobile home court space in the Portland SMSA, based on data provided by the Oregon Mobile Home Dealers Association to HUD, is \$110 for a single-wide and \$122 for a double-wide.

Rental Costs

1. According to the HUD Portland Area Office, the average monthly contract rent increased 46 percent (from \$150 to \$219) during the period 1973 to 1978 based on HUD's survey of conventional non-subsidized units. (Units surveyed are one to three stories in height and are generally less than eight years old).
2. Based on a July, 1979, rent survey from the Apartment Data Center, the average monthly contract for a studio apartment was: \$185; one bedroom - \$218; two bedroom - \$239; two bedroom, two bath - \$332; three bedroom - \$282; and three bedroom, two bath - \$353. The overall weighted monthly rent was \$237. (See Figure 3).
3. According to the Portland Development Commission, during 1979, the rent for a single room occupancy (SRO) unit ranged from \$65 to \$145 per month. The average monthly SRO rent was approximately \$85.

Figure 3
ABILITY TO RENT A HOME 1979
 Portland OR.-WA. SMSA



* INCLUDES ONE PERSON HOUSEHOLDS
 SOURCES: APARTMENT DATA CENTER RENT SURVEY;
 HUD PORTLAND AREA OFFICE

NEW HOUSING ASSUMPTIONS

1. Forecasts prepared by Metro in the "208" Areawide Waste Treatment Management Study indicate that the Portland SMSA's population will reach 1,612,050 by the year 2000, largely as a result of in-migration. This would be equivalent to a compounded growth rate of 1.53 percent per annum. More recent population forecasts prepared in cooperation with the PSU Center for Population Research and Census (published as Metro Technical Memorandum #23) reach essentially the same conclusion in a forecast identified as "Series 2." The Series 2 forecast projects a year 2000 population of 1,589,200, which is sufficiently close to the earlier "208" projection to assume that the SMSA population will be approximately 1.6 million by the year 2000.
2. Growth in the number of households, changes in household size, vacancy rates and loss of housing units are the main factors in estimating the requirements for new housing.
3. Approximately the same proportion (98 percent) of forecasted population will continue to live in households requiring housing units.
4. Overall household size may vary by jurisdiction but regionally it will hold at about 2.50 persons per occupied unit (up to year 2000). Households occupying single family housing will drop in size from 2.96 persons per unit (1975) to 2.86 persons (year 2000); households in multiple family (including all attached) dwellings will increase in size from 1.79 to approximately 2.00 persons per unit (year 2000).
5. An overall vacancy rate of 4.0 percent, a single family rate of 2.5 percent (including mobile homes), and a multiple family rate of 7.0 percent would provide a minimum vacancy margin to maintain balanced market conditions. Actual vacancy rates will fluctuate according to seasonal or other cyclical patterns. The assumed equilibrium rates are consistent with Portland General Electric (PGE) vacancy surveys which include units under construction. The Housing Vacancy Survey (published annually by the Federal Home Loan Bank of Seattle) is based on a postal survey which excludes units under construction or newly completed. Hence, postal survey results tend to indicate a lower vacancy rate than the PGE survey.
6. If adequate numbers of new housing units are not produced in relation to need and demand, the result will be tightened market conditions in which prices and rents go up and opportunities to improve one's housing situation diminish.
7. Where local governments have used vague and discretionary approval criteria and procedures governing development proposals the effect has been to deny or discourage housing to meet regional housing requirements, particularly in lower price ranges and rent levels.

8. The private sector will continue to be the principal source of supply for new housing.
9. Restrictions by local jurisdictions on the placement of mobile homes on single lots and in mobile home parks and subdivisions have limited the availability of mobile homes as a housing alternative.
10. Many households favor detached low density single family housing for reasons of privacy, but a majority no longer can afford such housing (see Affordable Housing Facts #1 through #4).
11. Where multiple family or other higher density housing is newly constructed, considerations such as minimizing noise or providing open space can help to create a residential environment with many of the qualities that make low density detached housing attractive.
12. While design review procedures sometimes used by local jurisdictions can help to accomplish environmental amenities in new residential developments, they can also result in higher costs or a restricted supply of needed housing because of extensive delays or standards that nullify the cost advantages of higher density housing.

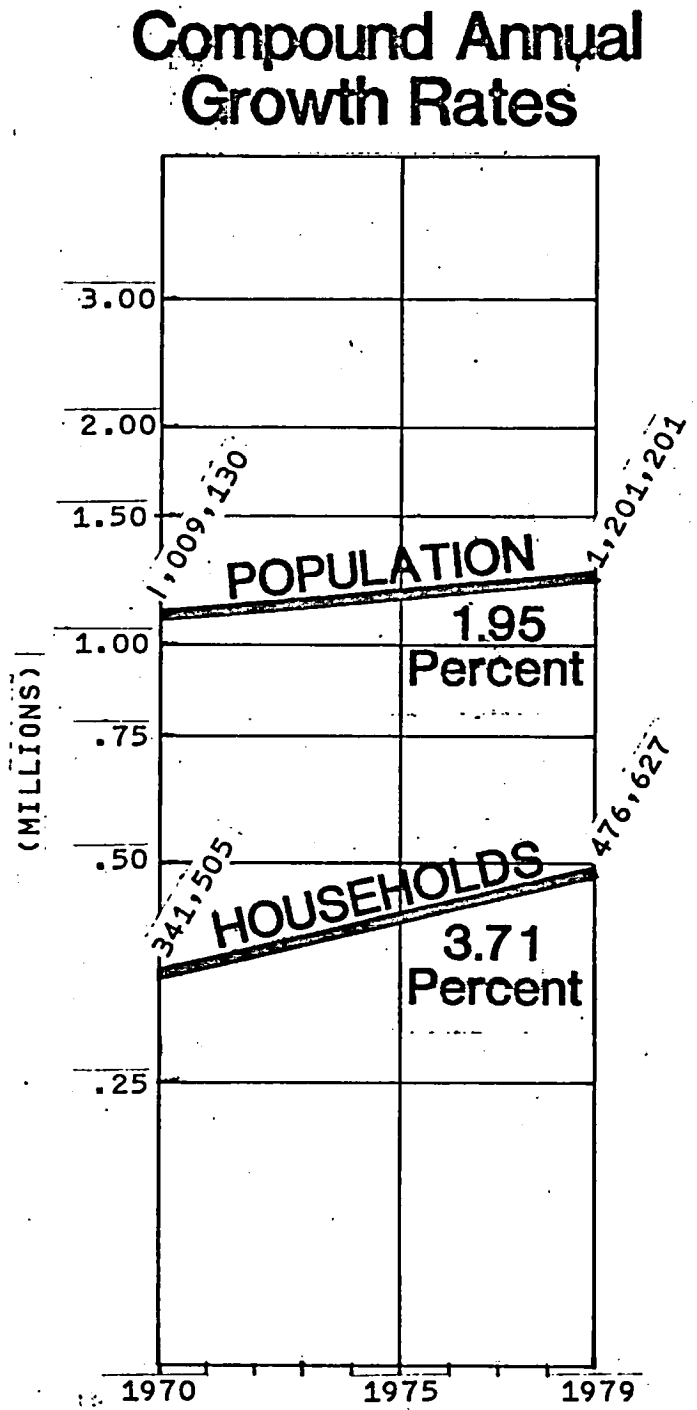
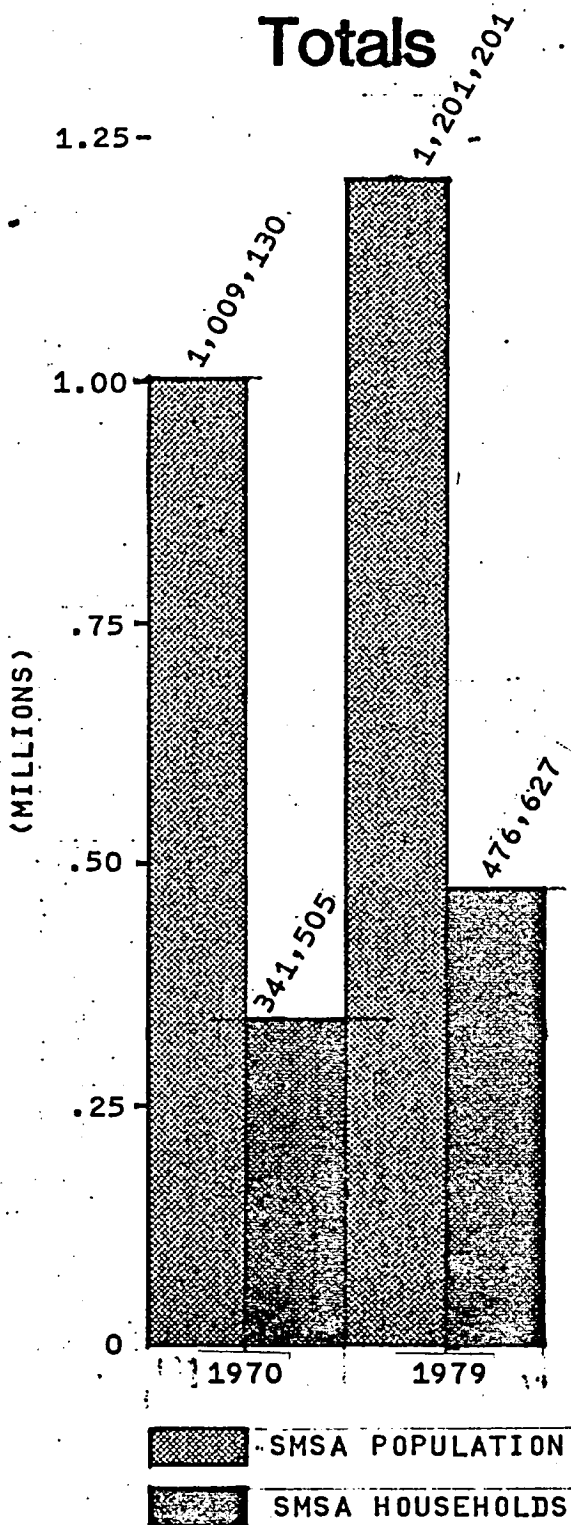
NEW HOUSING FACTS

Population

1. Estimates by the Center for Population Research and Census (CPRC), Portland State University, and Office of Financial Management (Forecasting and Support Division), State of Washington, indicate the population of the Portland, OR-WA Standard Metropolitan Statistical Area (SMSA) to have reached 1,201,201 between July and November, 1979.
2. Based on data available from CPRC and the Office of Financial Management, State of Washington, the SMSA population increased at a compound growth rate between 1970 and 1979 of 1.95 percent per annum (from 1,009,130 to 1,201,201). (See Figure 4).
3. According to estimates by the CPRC the population of the three county (Clackamas, Multnomah and Washington) area as of July 1, 1977 was 968,200, as of July 1, 1978, 984,000; and as of July 1, 1979, 1,011,700.
4. Metro's Urban Growth Boundary Findings (Revised November, 1978) estimated the population inside the Metro Urban Growth Boundary (UGB) to be 882,417 as of July 1, 1977.
5. The Office of Financial Management, State of Washington, estimated the population for Clark County as of November 1, 1979, to be 189,501.

6. The Regional Planning Council (Clark County) estimated the population of the area inside the Vancouver Urban Service Boundary to be 132,200 as of July 1, 1979. (See Map 3).

Figure 4
**COMPARISON OF POPULATION
 & HOUSEHOLDS**
 1970-1979



Households

1. Metro's Urban Growth Boundary Findings (revised November, 1978) conclude that about 98 percent of the Portland SMSA population in 1978 lived in households that require housing units, i.e., not in group quarters such as dormitories, boarding houses, rest homes, etc.
2. According to estimates by the HUD Portland Area Office between April, 1970, and July, 1979, the number of households in the Portland SMSA increased by 39.6 percent from 341,505 to 476,627. This equivalent to a compound growth rate of 3.71 percent per annum. (See Figure 4).
3. The HUD Portland Area Office estimated that the average size of households in the Portland SMSA decreased from 2.89 to 2.49 persons per household between April, 1970, and July, 1979.

Housing Units

1. As of April 1, 1979, there were an estimated 481,128 housing units in the Portland SMSA based on data available from the U.S. Census and Portland General Electric (PGE). Approximately 354,263 (73.6 percent) were single family units (including mobile homes units) and 126,865 (26.4 percent) multiple family units.
2. As of April 1, 1979, there were an estimated 417,558 housing units in the three-county (Clackamas, Multnomah, and Washington) area based on data available from the U.S. Census, PGE and the Regional Planning Council (Clark County). Approximately 303,743 (72.7 percent) were single family units (including mobile home units) and 113,815 (27.3 percent) multiple family units.
3. According to estimates by PGE, the Forest Grove Planning Department, Canby Public Works Department and the Public Utility District (PUD) of Clark County, as of December 31, 1979, there were 15,985 mobile homes in mobile home parks in the Portland SMSA.
4. According to estimates by PGE, the Forest Grove Planning Department and Canby Public Works Department, as of December 31, 1979, there were 13,190 mobile homes in mobile home parks in the three county area.
5. According to estimates by Clark County PUD, as of December 31, 1979, there were 2,795 mobile homes in mobile home parks in Clark County.
6. According to Metro's Urban Growth Boundary Findings (revised November, 1978), as of December 31, 1977, an estimated 364,291 housing units were inside the Metro Urban Growth Boundary. Of those 364,291 housing units, 257,246 (70.6 percent) units were single family and 107,045 (29.4 percent) multiple family.

7. Between April 1, 1970 and December 31, 1979, a total of 156,300 building permits were issued in the Portland SMSA according to Columbia Region Association of Governments, Building Permit Statistics By Census Tract, Annual Reports 1961-1975; Building Department of Clark County and Municipalities, 1972, 1973, 1976, 1977, and 1978, and the State of Oregon Housing Division Building Permit Reports. Of the 156,300 permits issued 96,673 (62 percent) were for single family units and 59,627 (38 percent) were for multiple family units. (See Figure 5).
8. Between April, 1970 and December 31, 1979, a total of 124,662 building permits were issued in the three-county (Clackamas, Multnomah, Washington) area according to State of Oregon Housing Division Building Permit Statistics. Of these permits 73,839 (59 percent) were for single family homes and 50,823 (41 percent) were for multiple family units. (See Figure 5).
9. Based on data available from PGE, between April 1, 1970 and December 31, 1979, an estimated 144,422 new housing units were constructed in the Portland SMSA -- 64 percent single family units (including mobile homes) and 36 percent multiple family units (including duplexes). Projections for 1980 indicate a continuing decrease in housing completions. (See Figure 6).
10. Based on data available from PGE between January 1, 1975 and December 31, 1979, an estimated 62,778 new housing units were constructed in the three county (Clackamas, Multnomah, Washington) area -- 66 percent single family units (including mobile homes) and 34 percent multiple family units (including duplexes). Projections for 1980 indicate a continuing decrease in housing completions. (See Figure 6).
11. Based on data available from CRAG Building Permit Statistics, Building Department of Clark County and Municipalities, and State of Oregon Housing Division, permits for new units in the Portland SMSA have averaged about 14,835 units each year since January, 1970. Permits peaked in 1977 at 19,861 units and have been as low as 9,181 units (in 1974). Recent figures indicate permits were issued for 19,365 units in 1978 and 14,835 units in 1979. (See Figure 5).
12. Based on data available from PGE, production of new units in the Portland SMSA have averaged about 14,500 units each year since January, 1970. Actual annual production peaked in 1972 at 20,552 units but has since gone as low as 9,859 units (in 1975). Recent figures indicate 18,838 units constructed in 1977 and 19,525 in 1978, and 13,567 units in 1979. (See Figure 6).

Production Costs

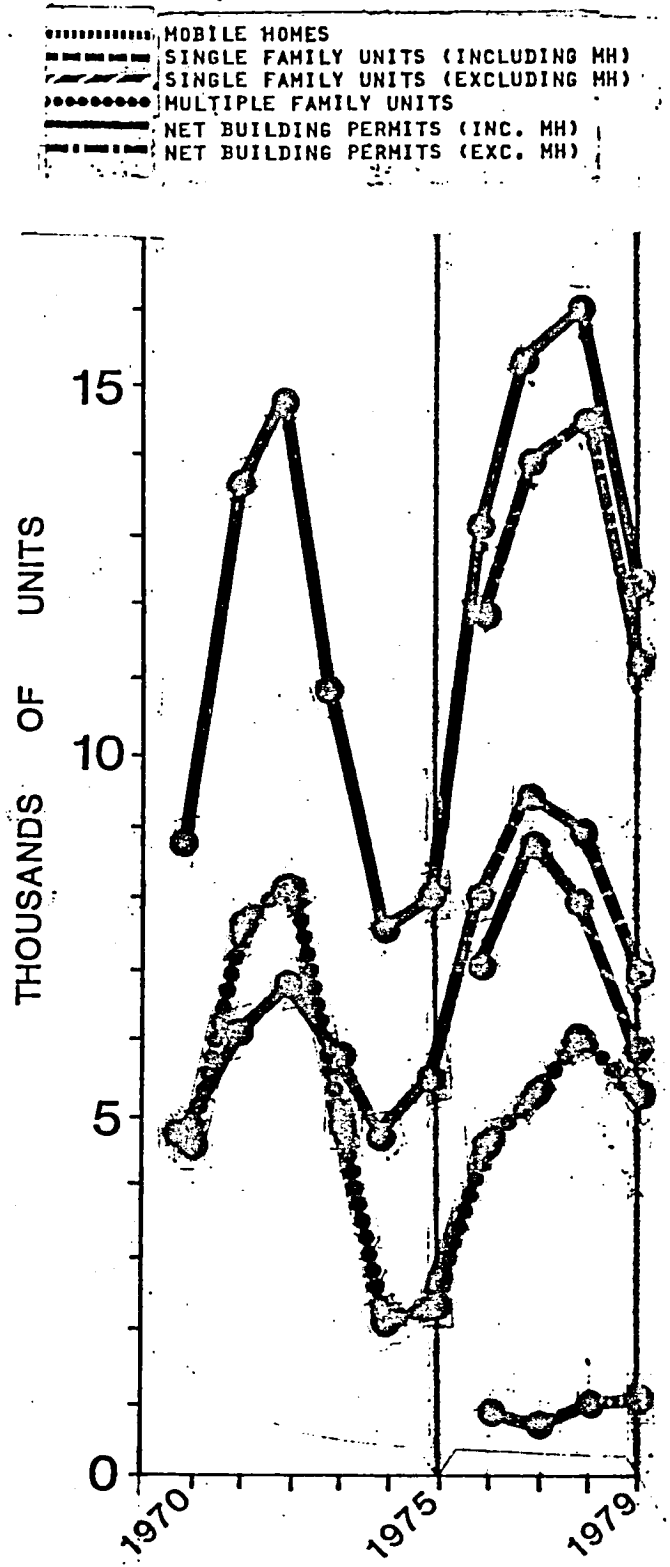
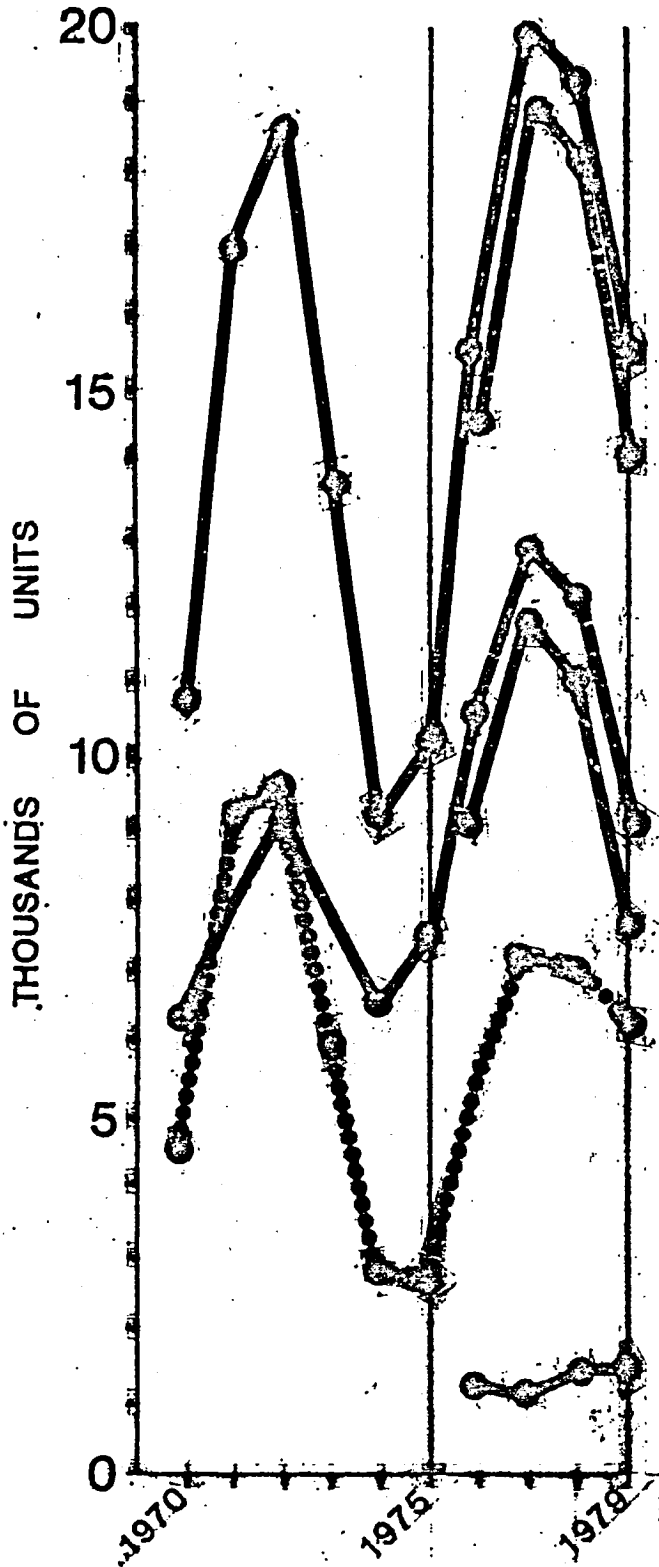
1. During the period 1970 to 1979, the cost of improved lots for contract houses (7,000 square feet with streets and services available) increased at a compound annual rate of 19.39 percent from an average of \$4,253 per lot in 1970 to \$20,967 in 1979. The cost per acre for land to subdivide for speculative home

Figure 5

BUILDING PERMITS BY TYPE 1970-1979

SMSA

3-County Area



●●●●●● MOBILE HOMES
 - - - - SINGLE FAMILY UNITS (INCLUDING MH)
 / / / / SINGLE FAMILY UNITS (EXCLUDING MH)
 ○○○○○○ MULTIPLE FAMILY UNITS
 ———— NET BUILDING PERMITS (INC. MH)
 - - - - NET BUILDING PERMITS (EXC. MH)

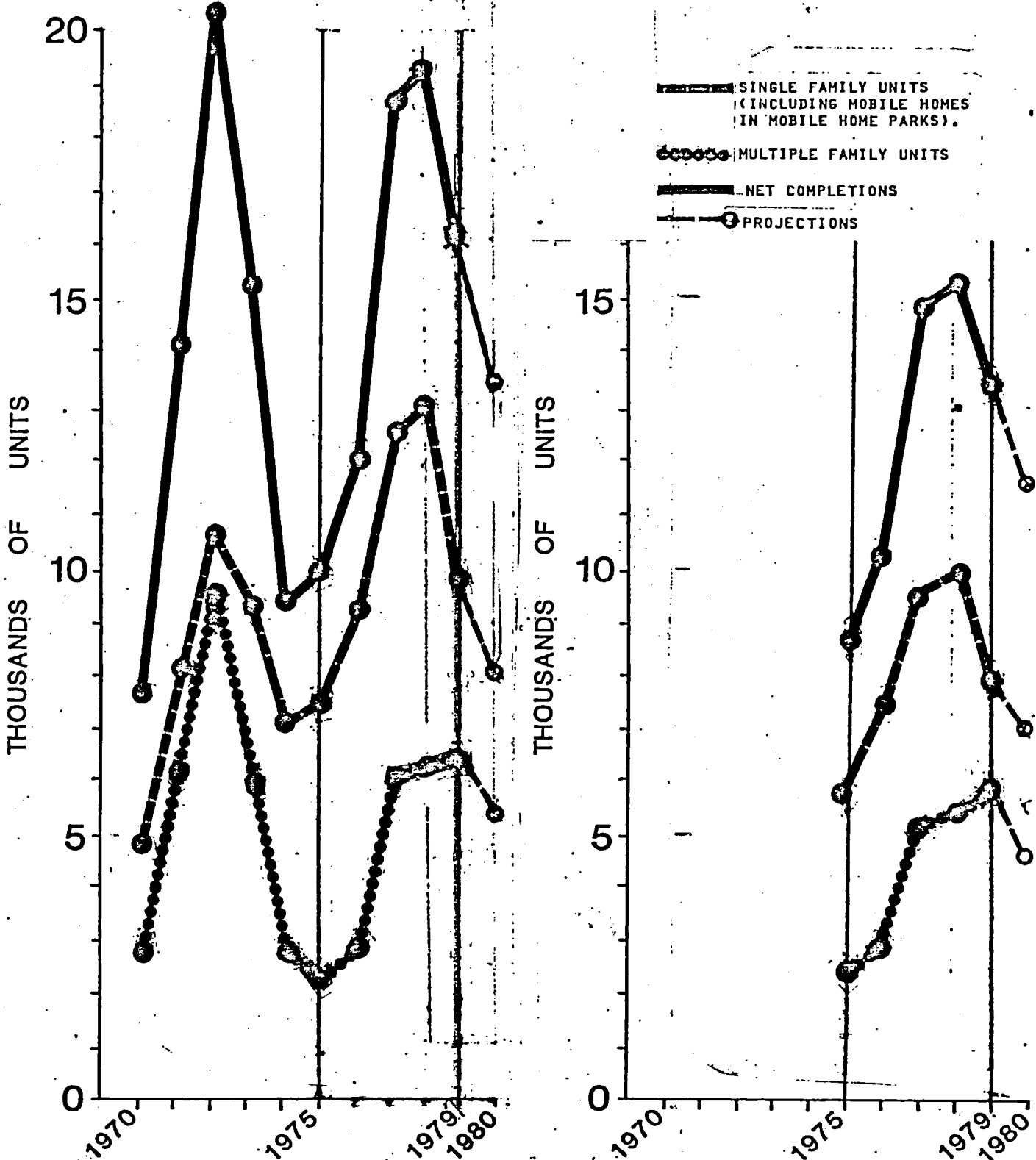
SOURCES: CLACKAMAS, MULTONOMAH & WASHINGTON COUNTIES; STATE OF OREGON HOUSING DIVISION BUILDING PERMIT REPORTS, 1970-1979. CLARK COUNTY; COLUMBIA REGION ASSOCIATION OF GOVERNMENTS, BUILDING PERMIT STATISTICS BY CENSUS TRACT ANNUAL REPORTS 1961-1975; and BUILDING DEPARTMENT OF CLARK COUNTY AND MUNICIPALITIES, 1972, 1973, 1976, 1977, & 1978.

Figure 6

HOUSING COMPLETIONS BY TYPE 1970-1979

SMSA

3-County Area



SOURCES: PORTLAND GENERAL ELECTRIC AND PUBLIC UTILITY DISTRICT OF CLARK COUNTY (CLARK COUNTY P.U.D.)

construction increased at a compound annual rate of 18.83 percent between 1970 and 1979 from an average cost per acre of \$4,630 in 1970 to \$21,867 in 1979. Unimproved land costs increased at a compound annual rate of 32.81 percent between 1973 and 1977 from an average cost per acre of \$4,500 in 1973 to \$14,000 in 1977. (Real Estate Trends, September 30, 1979)

2. All levels of government substantially affect the production and cost of new housing through the regulation of construction standards, subdivision design reviews, building codes, land use (zoning) approvals, and the provision of support facilities and services. A Home Builders Association survey of increased housing costs in one city in the region estimated, for example, that during the period 1972 to 1977 new government regulations added approximately \$5,500 to the cost of an average priced new home (exclusive of inflation).

Vacancy Rates

1. The Housing Vacancy Survey (published by the Federal Home Loan Bank of Seattle) for the Portland SMSA between 1976 and 1979 indicates that vacancies grew scarcer among apartments and mobile homes. In October, 1979, the postal vacancy rate for multiple family units was 2.4 percent, compared to 3.0 in November, 1978, 2.6 in November, 1977, and 3.7 in October, 1976. Mobile home vacancy rates were similar: October, 1979 - 1.4 percent; November, 1978 - 1.8 percent; November, 1977 - 1.3 percent; and October, 1976 - 2.4 percent. Single family vacancy trends were more stable: October, 1979 - 1.6 percent; November 1978 - 1.7 percent; November, 1977 - 1.4 percent; and October 1976 - 1.6 percent.
2. PGE vacancy surveys, covering approximately 75 percent of the Portland SMSA, indicate a recent trend toward higher vacancy rates seemingly contradicting the postal vacancy surveys. Since the PGE surveys, however, include units under construction and newly completed units, the trend toward higher vacancy rates probably is attributable to the relatively higher construction activity of 1977 and 1978. Vacancy data is summarized and compared below:

Portland SMSA Vacancy Surveys

Year	Over- all	Postal Survey October/November			PGE Survey (Average of 12 months)			
		SF	MF	Mobile Home	Over- all	SF	MF	Mobile Home
1979	1.6	1.3	2.4	1.4	4.4	3.6	7.3	4.4
1978	1.7	1.2	3.0	1.8	4.3	3.5	6.4	5.1
1977	1.4	1.0	2.6	1.3	4.3	3.5	6.4	6.1
1976	1.6	1.0	3.7	2.4	3.9	3.1	6.0	7.2

3. Vacancy rates of areas within the Portland SMSA exhibit substantial variations depending on local circumstances. Vacancy data by postal ZIP codes, summarized and compared below, illustrates this:

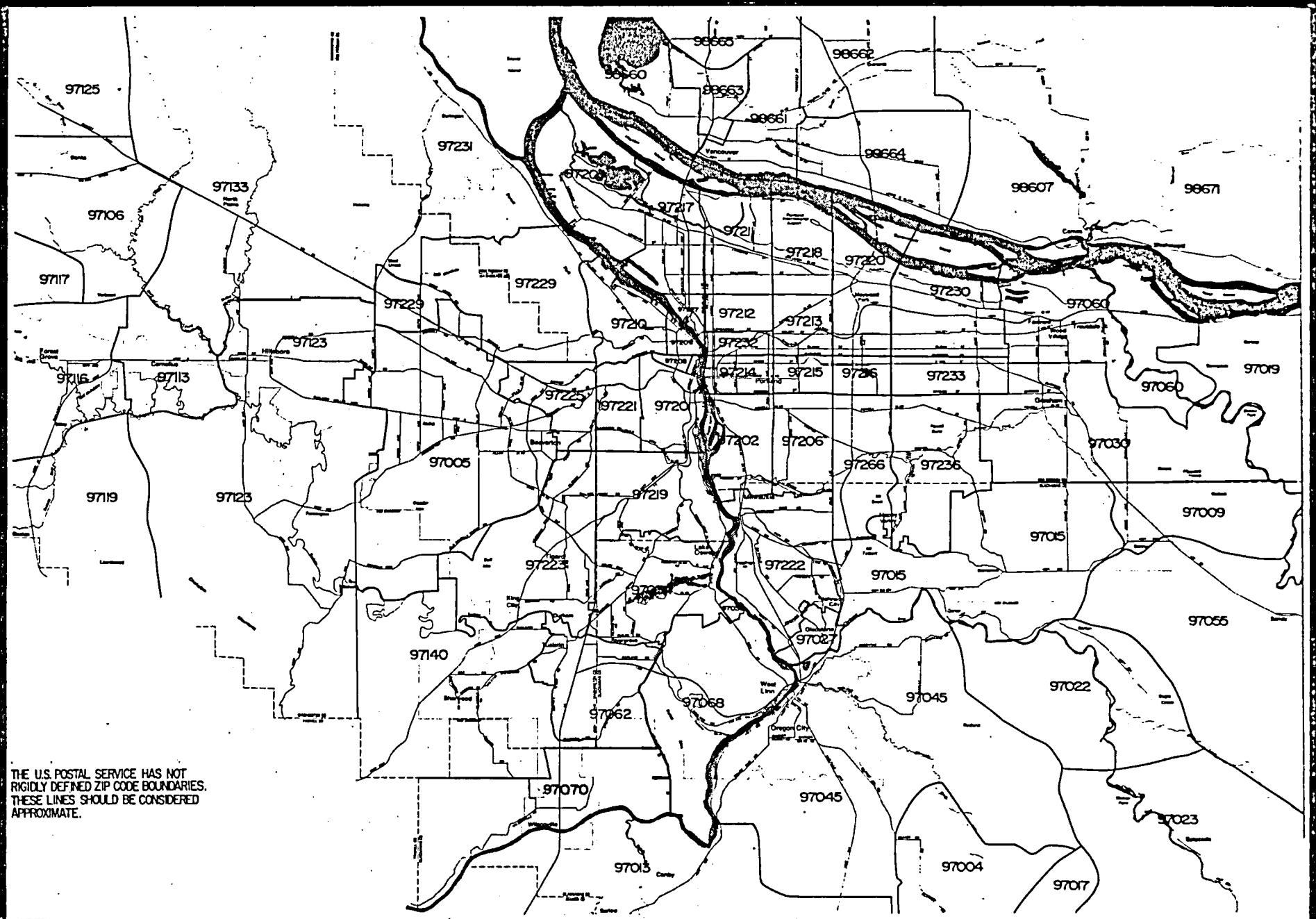
Portland SMSA Vacancy Surveys
By Postal ZIP Codes

<u>Portland Zip Codes</u>	<u>Postal Survey October, 1979</u>			<u>PGE Survey October, 1979</u>		
	<u>SF</u>	<u>MF</u>	<u>Mobile Home</u>	<u>SF</u>	<u>MF</u>	<u>Mobile Home</u>
97201	1.5	0.4	0.0	2.8	6.5	0.0
97202	1.2	3.2	0.0	1.4	6.7	3.7
97203	1.5	3.4	0.0	1.9	5.9	0.0
97204	0.0	0.0	0.0	0.0	1.0	0.0
97205	0.0	2.4	1.1	1.6	4.4	1.4
97206	2.0	2.2	1.0	2.0	4.2	4.5
97209	0.2	3.6	0.0	6.3	11.7	0.0
97210	1.4	1.7	0.0	1.8	7.5	0.0
97211	3.3	6.2	0.0	0.0	0.0	0.0
97212	1.9	1.4	0.0	0.0	0.0	0.0
97213	0.8	1.1	0.0	1.5	4.4	0.0
97214	1.8	2.4	0.0	1.8	4.9	0.0
97215	1.2	2.5	0.0	1.1	5.0	0.0
97217	1.6	4.7	0.0	1.5	6.4	2.8
97218	0.6	2.2	2.1	0.0	0.0	0.0
97219	1.0	3.6	0.0	3.4	6.3	0.0
97221	1.0	4.5	0.0	2.5	5.9	0.0
97227	2.3	0.5	0.0	1.0	2.6	0.0
97232	2.0	3.8	0.0	1.6	5.3	0.0

<u>Suburban Zip Code</u>	<u>Postal Survey October, 1979</u>			<u>PGE Survey October, 1979</u>		
	<u>SF</u>	<u>MF</u>	<u>Mobile Home</u>	<u>SF</u>	<u>MF</u>	<u>Mobile Home</u>

Multnomah County

97216	1.2	1.0	1.7	1.4	2.8	0.0
97220	1.4	4.5	0.0	0.0	5.9	0.0
97230	1.0	0.0	0.0	1.8	3.8	0.0
97231	0.7	0.0	0.0	6.6	3.4	7.0
97233	1.1	0.3	1.8	2.1	3.7	4.9
97236	0.9	3.1	0.6	2.2	4.3	2.0
97266	1.1	1.4	1.5	3.6	5.6	3.3
97030	0.9	2.4	1.1	4.0	4.4	1.4
97060	0.5	12.0	2.0	6.2	0.0	1.3



THE U.S. POSTAL SERVICE HAS NOT RIGIDLY DEFINED ZIP CODE BOUNDARIES. THESE LINES SHOULD BE CONSIDERED APPROXIMATE.



Draft Housing Goals & Objectives: July 1980

ZIP CODES

Map 4

Suburban Zip Code	Postal Survey October, 1979			PGE Survey October, 1979		
	SF	MF	Mobile Home	SF	MF	Mobile Home
<u>Clackamas County</u>						
97222	0.9	2.2	0.5	2.4	4.7	3.1
97013	0.5	0.4	1.1	3.4	0.0	2.6
97027	0.6	1.8	1.2	2.8	5.6	2.8
97034	1.5	2.2	0.0	3.7	11.5	3.4
97045	1.2	1.5	0.0	3.7	6.2	1.7
97068	0.9	7.9	14.3	6.4	11.1	0.0
<u>Washington County</u>						
97223	1.9	3.2	0.8	3.5	10.5	2.4
97225	0.8	2.2	0.0	1.3	7.0	0.0
97229	1.3	3.2	0.0	3.7	13.0	0.0
97005	1.1	1.6	1.1	4.0	8.9	2.3
97116	0.9	2.5	0.2	3.3	0.0	6.8
97123	1.0	2.0	2.2	3.9	5.6	4.4

Demolitions

1. In the 17-year period between 1961 and 1977, estimates based on permit applications indicate that 16,908 housing units were demolished, converted or moved out of the Portland SMSA. These demolitions, conversions or moves averaged 995 units per year. If only the last eight years (1970 to 1977) are considered, the average is 879 units per year. In the most recent three year period (1975-1977) for which data is available, the annual average demolitions, conversions or moves of units was 573.

Public Assistance

1. According to the Metro's Areawide Housing Opportunity Plan, of an estimated 472,691 Portland SMSA housing units (October, 1978), 3,164 units (0.7 percent) were publicly owned. Another 16,026 units received direct low-income public subsidy assistance and Community Development Block Grant (Rehabilitation) program assistance. Hence, only about 4.1 percent (19,190) of The Portland SMSA's households benefited directly from low income housing assistance. Metro's Areawide Housing Opportunity Plan data indicate that 39 percent (3,370 of 8,547 units) of public housing assistance is currently targeted for new construction.

EXISTING HOUSING ASSUMPTIONS

1. The existing Portland SMSA housing stock is generally well-maintained and represents a major resource.
2. Proportionately, the largest deficiencies in existing housing are related to weatherization, or energy conservation, and lack of public sewers.
3. Less than one-third of the housing stock appears old enough to have serious deficiencies resulting from obsolescence.
4. As the price of investment capital for new housing increases the price of existing housing will also increase.
5. Conservation of the existing housing stock through support and encouragement of good maintenance practices and minor repair is generally preferable to major rehabilitation programs.
6. Where major rehabilitation is more economical it is generally preferable to new construction.
7. Existing very low cost housing, such as single room occupancy housing, if destroyed can not be replaced at similar price or rent levels by new housing unless heavily subsidized.
8. Major rehabilitation tends to drive up prices of used housing and displaces lower or fixed income households (primarily renters), unless heavily subsidized.
9. Single room occupancy (SRO) rental units are the lowest priced housing in the region, and if lost, are essentially irreplaceable in the market at their original rent levels.

EXISTING HOUSING FACTS

Total Existing Units

1. Based on U.S. Census Bureau, building permit and PGE data, as of April 1, 1979, there were approximately 482,000 housing units in the Portland SMSA. An estimated 354,000 (73.6 percent) units were single family (including mobile home units) and 127,000 (26.4 percent) units were multiple family.

Price and Value

1. According to Real Estate Trends, during the period December, 1972 - March, 1979 the price of used homes increased faster than the price of new homes. The average sales prices of used homes is up 187 percent from \$21,900 to \$60,900 compared with a 130 percent increase in the average price of new homes (from \$32,000 to \$73,600).

Deficiencies

1. Based on the Census Bureau's Annual Housing Survey (1975), of 421,100 year-round Portland SMSA housing units estimated to exist in October, 1975, 31 percent were over 35 years old, 43 percent over 25 years old; and 30 percent relied on septic tanks, cess-pools, etc. for sewage disposal.
2. Based on the Census Bureau's Annual Housing Survey (1975), of 296,400 occupied single family and mobile homes estimated to exist in October, 1975 in the Portland (SMSA), 57 percent had no storm windows or protective window covers; 53 percent had no storm doors; 21 percent either had no attic or roof insulation or the occupants did not know.
3. Metro's AHOP estimates that, as of April 1, 1978, at least 44,148 housing units (10.4 percent of SMSA total occupied units) were "substandard" by definitions contained in the AHOP.
4. Metro's AHOP estimates that, as of April 1, 1978, 25,134 of the Portland SMSA's substandard housing units were located in Portland. Thus, about 56.9 percent of all SMSA substandard units were in Portland compared with only about 36.3 percent of the total SMSA occupied housing units.

Rehabilitation

1. Metro's AHOP estimated that, as of April 1, 1978, of the 44,148 substandard units about 38,851 units were considered suitable for rehabilitation.
2. The Census Bureau's Annual Housing Survey (1975) estimated that during the 12 months preceding October, 1975, about 64 percent of owner households had made repairs or alterations. Roughly 54 percent of all alterations or repairs reported cost more than \$100.
3. According to the Portland Development Commission during 1979, the average monthly rent or payment for rehabilitated units increased between 15 and 18 percent. Such increases, however, cannot be attributed entirely to rehabilitation, since other contributing factors exist such as location, taxes, utilities and general inflation of maintenance costs.
4. According to the Portland Development Commission, during 1979, the rent for a single room occupancy (SRO) unit ranged from \$65 to \$145 per month. The average SRO rented in 1979, at approximately \$85 per month, which if increased by 15 to 18 percent, would rent at between \$98 and \$100.

ASSISTED HOUSING ASSUMPTIONS

1. An income of 80 percent or less than the median family income is an acceptable guideline for defining "low and moderate income."
2. A renter household is considered in need if either: (1) its income is 80 percent (or less) of the SMSA median family income and paying more than 25 percent of its gross income for rent; or (2) overcrowded (over one person per room); or (3) living in housing lacking some or all plumbing.
3. An owner household is considered in need if either: (1) its income is 80 percent (or less) of the SMSA median family income and occupying housing which is valued at less than \$30,000 (the 1978 inflated equivalent of \$10,000 in 1970), and which is over 25 years old; or (2) overcrowded (over one person per room); or (3) living in housing lacking some or all plumbing.
4. Substandard renter units are those for which gross rents were less than \$150 (the 1978 inflated equivalent of \$80 in 1970). Substandard owner units are those valued at less than \$30,000 (the 1978 inflated equivalent of \$10,000 in 1970).
5. Eighty-eight percent of total substandard housing units are considered suitable for rehabilitation.
6. Not all households in the Portland SMSA with housing needs are eligible for housing assistance programs encompassed by Metro's Areawide Housing Opportunity Plan (AHOP).
7. An increasing percentage of households in the Portland SMSA are paying more than 25 percent of their income for housing.

ASSISTED HOUSING FACTS

Needy Households

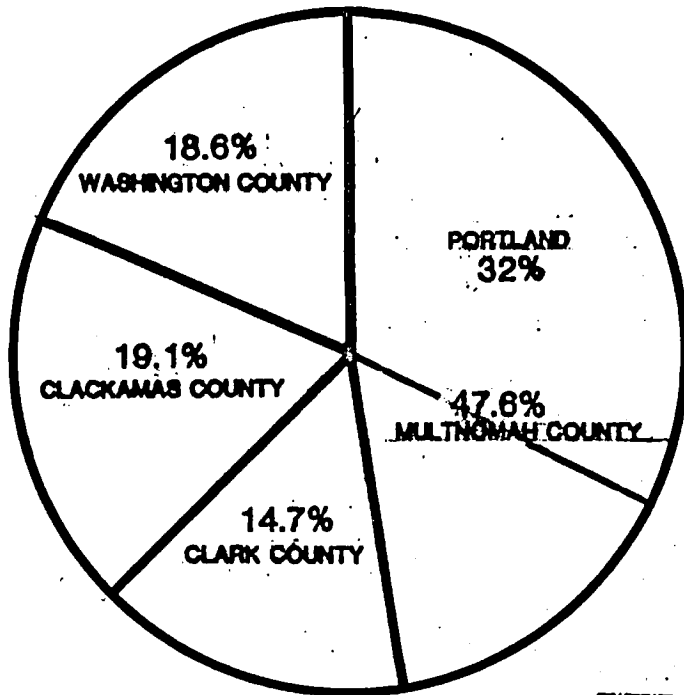
1. Metro's AHOP estimates that, as of April, 1978, 47,153 low and moderate income households in the SMSA were in need of some form of public housing assistance by reason of disproportionate costs, overcrowding or substandard conditions. This is equivalent to 26.0 percent of all low and moderate-income households (181,479) and 11.1 percent of households of all incomes (426,281) in the SMSA.
2. Metro's AHOP estimated that, as of April 1, 1978, the region's housing assistance needs were distributed in relation to total population as follows:

	1978 <u>Population</u>		1978 <u>Needy Households</u>	
Clackamas County	220,000	19.1%	4,569	9.7%
Clark County	169,900	14.7%	5,857	12.4%
Multnomah County	549,000	47.6%	31,480	66.8%
Washington County	<u>215,000</u>	<u>18.6%</u>	<u>5,247</u>	<u>11.1%</u>
SMSA Total	1,153,900	100.0%	47,153	100.0%

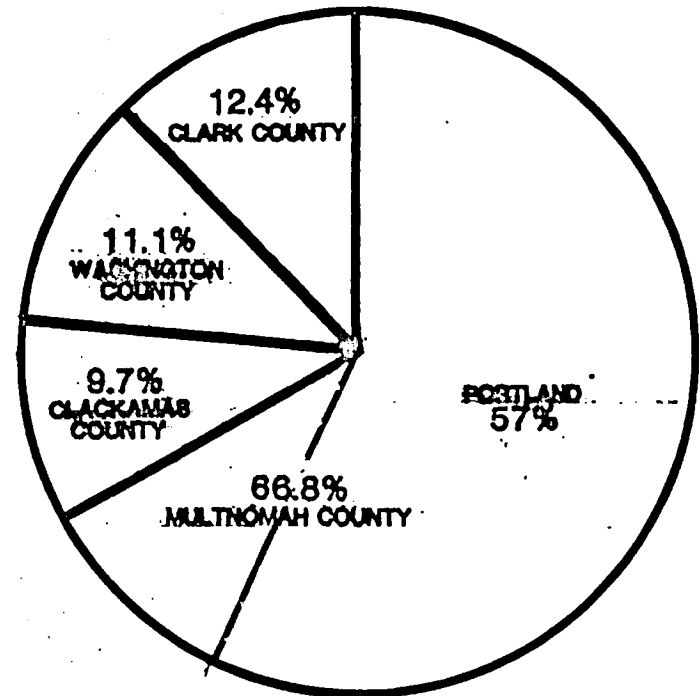
The City of Portland, with 32 percent of the SMSA population alone, accounts for 57 percent of the SMSA housing assistance needs. (See Figure 7)

3. Metro's AHOP estimates that, as of April 1, 1978, 11,328 owner households in the Portland SMSA had incomes 80 percent or less than the SMSA median family income and occupied housing valued at less than \$30,000 (the 1978 inflated equivalent of \$10,000 in 1970), and was over 25 years old, and/or overcrowded (over one person per room), and/or living in housing lacking some or all plumbing. This represents 4.24 percent of the total owner households
4. Metro's AHOP estimates that, as of April 1, 1978, 35,825 renter households in the Portland SMSA had incomes 80 percent or less than the SMSA median family income and were paying more than 25 percent of their gross income for rent, and/or were overcrowded (over one person per room), and/or were living in housing lacking some or all plumbing. This represents 22.5 percent of the total renter households.
5. According to the HUD Portland Area Office, as of September, 1979, estimates indicate that of about 33,900 households that are eligible for rent subsidies (under HUD's Section 8 Rent Subsidy Program), more than 19,500 (57.5 percent) cannot be assisted now due to insufficient funding for rent supplements. Approximately 15,900 (47 percent) of all eligible households are estimated to be elderly.
6. According to the HUD Portland Area Office, as of September, 1979, estimates of rent subsidy eligibility indicate that the highest proportion of eligibility exists in Multnomah County (19,700 or 58 percent), followed by Clark (5,100 or 15 percent), and Washington (4,700 or 14 percent), and Clackamas Counties (4,400 or 13 percent).

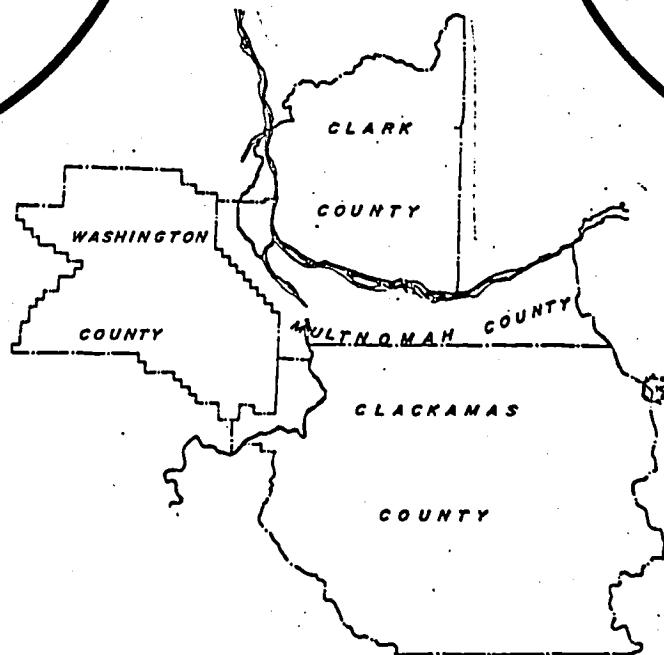
Figure 7 PERCENTAGES OF POPULATION & NEEDY HOUSEHOLDS 1978



Population



Needy Households



Proportionality of Need

1. Metro's AHOP estimated that as of April 1, 1978, about 76 percent of households needing housing assistance were renters (35,825 of 47,153). Elderly and/or handicapped made up 46 percent (22,122 of 47,153) of the households with assistance needs.
2. The U.S. Department of Housing and Urban Development (HUD) Portland Area Office estimates that of the 476,629 households in the Portland SMSA (July 1, 1979), 65 percent were owners and 35 percent were renters.

Income

1. The HUD Portland Area Office estimates that during the period July, 1969 to July, 1979, the median family income (families do not include one person households) rose from \$10,541 to \$18,200.
2. The HUD Portland Area Office estimates that, as of July 1, 1979, the median income of SMSA renter households (including one person households) was \$11,499.
3. The Census Bureau's Annual Housing Survey (1975) estimated the median income of SMSA owner households in 1975 to be \$15,300.
4. The Census Bureau's Annual Housing Survey (1975) estimated the median income of SMSA renter household in 1975 to be \$8,600.
5. Actual income eligibility for specific housing assistance programs will include income levels above the median, primarily to account for the needs of large families.

Disproportionate Costs

1. The 1970 U.S. Census did not record the number of owner households with monthly housing-related costs over 25 percent of income; but the Census Bureau's Annual Housing Survey (1975) estimated that about 20 percent (30,000 households) of all households purchasing a home with a mortgage or secured loan were paying over 25 percent of their incomes for housing (including payments for mortgage, taxes, insurance and utilities). The Survey also indicated that approximately 13 percent (9,700 households) of all households owning a home free and clear were paying in excess of 25 percent of their incomes for housing.
2. The Annual Housing Survey (1975) estimated that of 54,000 owner households (purchasing with a mortgage), with incomes below \$15,000, 24,400 (45 percent) were paying over 25 percent of their incomes for mortgage payments, taxes, insurance and utilities. Of 51,000 households owning their home free and clear with incomes below \$15,000, 9,700 (19 percent) were estimated to be paying over 25 percent for housing costs (taxes, insurance and utilities).

Assisted Housing

1. Metro's AHOP estimates that, as of October, 1978, 19,190 households received low-income housing assistance in the Portland SMSA. Hence, only about 4.1 percent of the SMSA's households received low-income public housing assistance.
2. According to the HUD Portland Area Office estimates from January, 1970 to September, 1979, 7,780 households received assistance from programs other than Section 8. This figure includes various programs such as Section 235; Multi-Family Rental Housing for Low - and Moderate - Income Families (Section 221 (d) (3); Direct Loans for Housing for the Elderly or Handicapped (Section 202); Low Rent Public Housing; and Rental and Cooperative Housing Assistance for Lower-Income Families (Section 236).
3. Metro's AHOP estimates that, as of October, 1978, of the SMSA's housing stock of 426,281 units, 3,164 are conventional public housing units (0.74 percent) and an additional 6,572 units (1.54 percent) receive rent subsidies (through HUD's section 8 or 23 Programs). Of the total 19,190 assisted units, 12,847 units (66.5 percent) were in Multnomah County, 2,242 (11.68 percent) in Clackamas County, 2,316 (12.07 percent) in Clark County, and 1,785 (9.30 percent) in Washington County.

FAIR HOUSING ASSUMPTIONS

1. Geographic concentration of minority and special need households is due to a combination of factors, including economics, discrimination and choice.
2. Proportionately, minority households are more apt to be ill-housed than non-minority households.
3. Where minority concentration is the result of choice, policies which eliminate choice by requiring dispersal of minority households should be considered discriminatory.
4. Metro's AHOP is intended to expand housing opportunities for low-income households outside of areas with undue concentrations of low-income households.
5. To the extent that special need groups and minorities are unable to secure adequate housing for economic reasons, the primary remedies are: jobs; sufficient incomes; low cost market housing; or housing assistance.
6. A wider geographic choice of housing for special need groups and minorities should improve their educational and job opportunities, thus helping to reduce the need for costly or controversial programs to deal with the social consequences of segregation.
7. An affirmative areawide commitment to fair housing opportunity for low and moderate income, minority, elderly, handicapped, large-family and female-headed households will strengthen the eligibility of Metro and local jurisdictions for a variety of housing and community development projects involving federal funding.
8. Active leadership by Metro should result in the reduction of land use and housing policies of local jurisdictions that adversely affect special need group and minority households.
9. The problems of the handicapped in finding housing are not limited to considerations of income alone, but also include architectural barriers, the cost of overcoming them in existing housing, locational factors and community acceptance of housing for the developmentally disabled.

FAIR HOUSING FACTS

Needy Households

1. Metro's AHOP estimates that, as of April, 1978, 47,153 low and moderate income households in the Portland SMSA were in need of some form of public housing assistance by reason of disproportionate costs, over-crowding or substandard condition. This is equivalent to 26.0 percent of all low and moderate-income households (181,479) and 11.1 percent of households of all incomes (426,281) in the SMSA.

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Washington County	<u>215,000</u>	<u>18.6%</u>	<u>5,247</u>	<u>11.1%</u>
SMSA Total	1,153,900	100.0%	47,153	100.0%

The City of Portland, with 32 percent of the SMSA population, alone accounts for 57 percent of the SMSA housing assistance needs.

3. Metro's AHOP estimates that, as of April 1, 1978, housing assistance needs were distributed among household types and tenure as follows:

	Total	Owner	Renter	Elderly/ Handi.	Family	Female Headed	Minority
Clack. Co. % of County	4,569 100	1,108 24.25	3,461 75.75	2,452 53.67	2,117 46.33	2,022 44.25	462 10.11
% of SMSA	9.69	9.78	9.66	11.08	8.46	9.68	7.08
Clark Co. % of County	5,856 100	1,805 30.82	4,051 69.18	2,557 43.66	3,299 56.34	2,534 43.27	285 4.87
% of SMSA	12.42	15.93	11.31	11.56	13.18	12.13	4.37
Mult. Co. % of County	31,480 100	7,772 24.69	23,708 75.31	15,216 48.34	16,264 51.66	13,913 44.20	5,309 16.86
% SMSA	66.76	68.61	66.18	68.78	64.98	66.62	81.35
Wash. Co. % of County	5,247 100	643 12.25	4,604 87.75	1,897 36.15	3,350 63.85	2,416 46.05	470 8.96
% of SMSA	11.13	5.68	12.85	8.58	13.38	11.57	7.20
SMSA % of SMSA	47,152 100	11,328 100	35,825 100	22,122 100	25,030 100	20,885 100	6,526 100
Portland % of City	26,901 100	5,748 21.37	21,153 78.63	12,637 46.98	14,264 53.02	12,019 44.68	4,778 17.76
% of SMSA	57.05	50.74	59.05	57.12	56.99	57.55	73.21

4. The 1970, U.S. Census recorded 89 percent of the Portland SMSA's elderly renter households and 68 percent of elderly homeowners with incomes under \$5,000 and living in housing with

some inadequacy (lacking plumbing and/or with more than 1.25 persons per room and/or built in 1939 or earlier and valued at less than \$10,000).

Special Needs

1. Metro's AHOP estimates that, as of April 1, 1978, housing assistance needs for female-headed households were as follows:

Clackamas County

Total Households	71,678
Female-Headed Households	4,860
Percent Female-Headed Households	6.78%
Female-Headed Needed Households	2,022
Percent Female-Headed Needy Households	41.60%

Clark County

Total Households	57,430
Female-Headed Households	4,681
Percent Female-Headed Households	8.15%
Female-Headed Needy Households	2,534
Percent Female-Headed Needy Households	54.13%

Multnomah County (including Portland)

Total Households	224,889
Female-Headed Households	26,111
Percent Female-Headed Households	11.61%
Female-Headed Needy Households	13,913
Percent Female-Headed Needy Households	53.28%

Washington County

Total Households	72,284
Female-Headed Households	4,894
Percent Female-Headed Households	6.77%
Female-Headed Needy Households	2,416
Percent Female-Headed Needy Households	49.37%

SMSA

Total Housholds	426,281
Female-Headed Households	40,546
Percent Female-Headed Households	9.51%
Female-Headed Needy Households	20,885
Percent Female-Headed Needy Households	51.51%

Portland

Total Households	154,724
Female-Headed Households	20,300
Percent Female-Heded Households	13.12%

Female-Headed Needy Households
Percent Female-Headed Needy Households

12,019
59.21%

2. The Census Bureau's Annual Housing Survey (1975) estimated that 13 percent (52,200) of the SMSA's households have five or more persons.
3. Metro's AHOP estimated (April, 1978) that 11 percent (5,206) of the households in need of housing assistance were large families (five or more persons).
4. According to the State of Oregon Vocational Rehabilitation Division it estimated that there were nearly 86,000 (9 percent of total population age 18-64) physically handicapped adults and 16,700 (two percent) developmentally disabled adults in the three-county area as of July, 1979.

Minorities

1. The 1970, U.S. Census recorded statistics for minority groups identified as: Black; (American) Indian; Spanish-American; Japanese; Chinese; Filipino; and Others. A total of nearly 53,000 persons or 5.25 percent of the SMSA population was recorded in these categories.
2. As of October, 1978, based on data from the State of Oregon's Employment Division, and the Indo-Chinese Cultural and Service Center, the population of minority groups are estimated to be 66,201 or 5.74 percent of the total SMSA population.
3. Between 1970 and 1978 the region's population increased by an annual compounded rate of 1.69 percent which is lower than the region's overall minority growth rate of 3.06 percent annually.
4. Based on data from the Indo-Chinese Cultural and Service Center, as of October, 1978, a significant change in the region's minority population has resulted from the arrival of an estimated 5,100 Vietnamese, Cambodian and Laotian refugees. Special housing problems have been encountered by these people due to relatively large family sizes, emphasis on extended family ties, language difficulties, the problem of finding adequate jobs and otherwise adjusting to a different culture.
5. According to the Indo-Chinese Cultural and Service Center, the total Metro Indo-Chinese population is anticipated to reach approximately 12,000 persons by the end of 1981.
6. According to estimates from the State of Oregon's Employment Division and the Indo-Chinese Cultural and Service Center, as of October, 1978, minority persons were distributed by counties and by group as follows:

	Total Minority Population	Black	Hispanic, American Indian or Alaskan Native	Asian or Pacific Islander
<u>Clackamas County</u>				
County Minority Population by Group	5,104	436	3,128	1,540
Percent of SMSA Minority Population in County	7.71%	1.60%	14.91%	8.58%
<u>Clark County</u>				
County Minority Population by Group	3,168	665	1,648	855
Percent of SMSA Minority Population in County	4.79%	2.44%	7.85%	4.76%
<u>Multnomah County</u>				
County Minority Population by Group	52,461	25,942	12,914	13,605
Percent of SMSA Minority Population in County	79.24%	95.15%	61.55%	75.77%
<u>Washington County</u>				
County Minority Population by Group	5,468	221	3,292	1,955
Percent of SMSA Minority Population in County	8.26%	0.81%	15.69%	10.89%
<u>SMSA Total</u>				
SMSA Minority Population, by Group	66,201	27,264	20,982	17,955
Percent of Total SMSA Minority Population by Group	100%	41.18%	31.70%	27.12%

Portland

City Minority Population by Group	38,105	17,716	9,846	10,543
Percent of SMSA Minority Population in City	57.56%	64.98%	46.93%	58.72%

6. Based on the above estimates, Portland's minority population, as of October, 1978, was about 10 percent of the City's total population (366,650).
7. The 1970 U.S. Census recorded that approximately 73 percent of Portland's Black population lived in ten of the City's 124 census tracts. These ten census tracts are contiguous and in the northeast section of Portland.
8. According to Metro's AHOP it was estimated, as of April 1, 1978, that of the region's minority households and minority needy households requiring housing assistance (by reason of disproportionate costs, overcrowding or substandard conditions) were distributed as follows:

	Total Minorities	Black	Hispanic, American Indian or Alaskan Native	Asian or Pacific Islander
<u>Clackamas County</u>				
All Households	71,678	-	-	-
Minority Households	1,385	97	848	440
Percent Minority Households	1.93%	-	-	-
Minority Households in Need	462	32	283	147
Percent Minority Households in Need	33.36%	32.99%	33.37%	33.41%
<u>Clark County</u>				
All Households	57,430	-	-	-
Minority Households	856	171	441	244
Percent Minority Households	1.49%	-	-	-
Minority Households in Need	285	57	147	81
Percent Minority Households in Need	33.29%	33.33%	33.33%	33.20%

Multnomah County

All Households	224,889	-	-	-
Minority Households	15,915	8,132	3,896	3,887
Percent Minority Households	7.08%	-	-	-
Minority Households in Need	5,309	2,713	1,299	1,297
Percent Minority in Need Households	33.36	33.36	33.34	33.37

Washington County

All Households	72,284	-	-	-
Minority Households	1,408	67	782	559
Percent Minority Households	1.95%	-	-	-
Minority Needy Households	470	22	261	187
Percent Minority Needy Households	33.38%	32.84%	33.38%	33.45%

SMSA

All Households	426,281	-	-	-
Minority Households	19,564	8,467	5,967	5,130
Percent Minority Households	4.59%	-	-	-
Minority Households in Need	6,526	2,824	1,990	1,712
Percent Minority In Need Households	33.36%	33.35%	33.35%	33.37%

Portland

All Households	154,724	-	-	-
Minority Households	11,535	5,553	2,970	3,012
Percent Minority Households	7.46%	-	-	-
Minority Households in Need	4,778	2,442	1,169	1,167
Percent Minority In Need Households	41.42%	43.98%	39.36%	38.75%

9. The Census Bureau's Annual Housing Survey (1975) indicated that home ownership is low for Black households (49 percent) compared with the overall population (64 percent). Nearly 70 percent of black households live in dwellings built before 1940. For all households, only 31 percent of the units occupied were built prior to 1940.

10. The 1970 U.S. Census recorded 99 percent of the SMSA's Black elderly renter households with incomes under \$5,000 and in housing with some inadequacy. Every household in this group resided in Multnomah County.

Fair Housing Laws

1. In Title VIII of the Civil Rights Act of 1968* (the Fair Housing Law), Congress declared a national policy of providing fair housing throughout the United States. This law makes discrimination based on race, color, religion, sex, or national origin illegal in connection with the sale or rental of most housing and any vacant land offered for residential construction or use.

*42USC ss 3601 as amended by 42USC ss 5308(b) Housing and Community Development Act of 1974

2. The State of Oregon (ORS 659.033) prohibits discrimination in selling, renting or leasing real property on the basis of race, color, sex, marital status, religion or national origin.

TC:ss:bk
7144/117



COUNTY OF CLACKAMAS
BOARD OF COMMISSIONERS
OREGON CITY, OREGON 97045

655-8581

ROBERT SCHUMACHER, Chairman
RALPH GROENER, Commissioner
STAN SKOKO, Commissioner

August 28, 1980

Marge Kafoury, Presiding Officer
Metropolitan Service District Council
527 S.W. Hall Street
Portland OR 97201

Dear Marge:

Metro and the Housing Policy Alternatives Committee are to be commended for the proposed "Metro Housing Goals and Objectives." Developing housing goals and objectives is a complex and controversial task. Metro has done a good job of balancing diverse interests, and the proposed goals and objectives provide a framework for public sector housing policies within the Metro area.

Clackamas County supports the changes made by the Metro Regional Planning Committee in Objectives c and d under Goal 4 and Objectives a and b under Goal 9. These changes substitute "standards and implementation strategies" for "an allocation of market level housing."

Clackamas County generally supports the proposed goals and objectives but does request that the following additions or changes be made:

Introduction and Background: page 1

Prior to adopting the Goals and Objectives, add a body of "Findings" which provide rationale for the goals and objectives. Additionally, it should be stated that the goals and objectives only deal with a portion of the problems identified in the findings and that additional work addressing the private sector's role in the overall housing problem will be undertaken.

Reason: The private sector is a major factor in both creating and solving housing problems. Goals and objectives which only address the local government's role will be only partially effective.

Goal 2: Objective b, page 6

Change to - "Metro will ensure that more efficient use of residential land is encouraged by provisions for increased density ... "

Reason: Ensuring more efficient use of residential land depends in part on the private sector. What happens when the market doesn't comply with this Metro policy? Law suits or additional

Kafoury
August 28, 1980
Page 2

regulations would result. Requiring that increased density and urban infill be accomplished, not merely allowed or encouraged, goes far beyond LCDC goal requirements.

Goal 4: Objective a, page 8

Substitute "encourage" for "ensure."

Reason: Same as the previous comment. In addition, "ensuring availability" may require METRO to freeze rents, prohibit condo conversion, regulate usury rates, and require moderate-income units in every new subdivision and apartment.

Goal 5: page 8

Delete "By Metro Cities and Counties." Substitute "encourage" for "assure" in the goal or if "assure" is retained, add the following as Objective b: "To ensure that homebuilders, financial institutions, and real estate groups have a least-cost approach to provision of housing."

Reason: Metro must not limit its approach on least-cost housing to regulating local governments. Clearly, the cost of housing is principally determined by what happens in the private sector.


Goal 9: page 10

Substitute "encourage" for "assure."

Reason: Metro can require that local governments provide for a diversified supply of new housing by type, density, tenure and location but Metro cannot ensure that such units will be built.

With the preceding changes, Clackamas County supports the adoption of Metro's Housing Goals and Objectives.

Sincerely,



ROBERT SCHUMACHER, Chairman
Clackamas County Board of Commissioners

RS:NS:rf



GORDON E. SHADBURNE · MULTNOMAH COUNTY COMMISSIONER

August 28, 1980

MEMORANDUM

TO: Members, MSD Council

FROM: Commissioner Gordon Shadburne, Multnomah County

RE: METRO's Housing Goals and Objectives

I wish to convey my support of the preamble proposed for METRO's Housing Goals and Objectives draft on your August 28 Second Reading agenda. The preamble, formulated by planners representing a number of jurisdictions, is an important step towards enhanced input from both citizens and affected governments. Moreover, the preamble calls for periodic review of the goals and implementation measures -- a crucial element, I feel, for a flexible housing workplan.

I still remain supportive of the marked-up text which expoused a somewhat "softer" role for METRO in the housing arena. Given the Regional Planning Committee's August 11 vote to reinsert the document's original language, however, (with amendments) a preamble and its safeguards becomes all the more important.

The preamble not only assures better citizen and jurisdictional input, but also requires that implementation steps be preceded by specific findings of need. This, along with other changes contained in the preamble, will make METRO's Housing Goals and Objectives a more reasonable, more responsive document.

Let me conclude by thanking the Council for inviting public testimony on this important topic through various community meetings. Your efforts are most appreciated.

GES:ba



WASHINGTON COUNTY

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

BOARD OF COMMISSIONERS

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

August 27, 1980

PLANNING DEPARTMENT
LARRY K. FRAZIER, AICP, APA, Director
(503) 648-8761

Mr. Jim Sitzman
Metropolitan Service District
527 SW Hall
Portland, OR 97201

RE: PROPOSED METRO HOUSING GOALS AND OBJECTIVES (REGIONAL PLANNING COMMITTEE
DRAFT, AUGUST 11, 1980)

Dear Jim:

Two questions come to mind regarding Metro's proposed Housing Goals and Objectives:

1. Since the Goals and Objectives will be adopted prior to adoption by the Board of County Commissioners of the revised Washington County Comprehensive Framework Plan, will the county be expected to directly incorporate them into its plan? This would appear to be the implication of the background report to the proposed Goals and Objectives (p. 3, Implementation Section).
2. Has the usage of the verb "ensure" in many of the draft objectives been carefully enough considered, especially when other works (e.g., "support" or "encourage") were chosen for other objectives? This is not a nit-picking question since it deals both with the intended strength of the objectives as well as their consistency.

Clarification on these two points would be appreciated. I hope to hear from you soon.

Sincerely,

A handwritten signature in cursive script, appearing to read "Larry", with a long horizontal line extending to the right.

Larry K. Frazier, AICP, APA
Director

LKF:LMS/mp

cc: Larry Svart
Art Schlack

MSD COUNCIL
ROLL CALL ROSTER

AGENDA ITEM

MEETING DATE

Roll Call

8-28-80 Reg. Council

	<u>AYE</u>	<u>NAY</u>
<u>DISTRICT 3</u> Craig Berkman	8:05 ✓	✓
<u>DISTRICT 4</u> Corky Kirkpatrick	✓	
<u>DISTRICT 5</u> Jack Deines	✓	
<u>DISTRICT 6</u> Jane Rhodes	✓	
<u>DISTRICT 7</u> Betty Schedeen	✓	
<u>DISTRICT 8</u> Ernie Bonner	✓	
<u>DISTRICT 9</u> Cindy Banzer		✓
<u>DISTRICT 10</u> Gene Peterson		✓
<u>DISTRICT 12</u> Mike Burton	✓	
<u>DISTRICT 1</u> XXXXXXXXXX		
<u>DISTRICT 2</u> Charles Williamson	✓	
<u>DISTRICT 11</u> Marge Kafoury	✓	
TOTAL		

MEETING TITLE REGULAR COUNCIL MEETING

DATE 8-28-80

NAME

AFFILIATION/ADDRESS

Duncan Brown

Multnomah County

ROBERT W. BLUNT, JR

LWV

Mark Greenfield

1000 Front

Phil Adamsak

Oregon Journal

S. Baker

W.H.I. Holbrook area

Ben Altman

city of Wilsonville

Beth Bleet

LWV. OBSERVER

Kew Becker

Citizen

Linda Macpherson

DLCD

Annie Russell

Member

Bruce Gittinger

Terrell Bruns and Associates

PROY PARTNERS

STEVEN AMES

McKay Rich

Member

PAUL BAY

TRI-MET

George A. Adulal

904 S.E. 69th Portland

MSD COUNCIL
ROLL CALL ROSTER

AGENDA ITEM

MEETING DATE

** 2A 5.4 p. 9 postponement*

8-28-80

AYE

~~NAI~~

DISTRICT 6

Jane Rhodes

DISTRICT 7

Betty Schedeen

DISTRICT 8

Ernie Bonner

DISTRICT 9

~~Cindy Banzer~~

DISTRICT 10

~~Gene Peterson~~

DISTRICT 12

Mike Burton

DISTRICT 1

DISTRICT 2

Charles Williamson

DISTRICT 3

Craig Berkman

DISTRICT 4

Corky Kirkpatrick

DISTRICT 5

Jack Deines

DISTRICT 11

Marge Kafoury

TOTAL

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MSD COUNCIL
ROLL CALL ROSTER

AGENDA ITEM

MEETING DATE

**2.9*

5.4

8-28-80

adoption of rule

	<u>AYE</u>	<u>NAY</u>
<u>DISTRICT 7</u> Betty Schedeen	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>DISTRICT 8</u> Ernie Bonner	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>DISTRICT 9</u> Cindy Banzer	<input type="checkbox"/>	<input type="checkbox"/>
<u>DISTRICT 10</u> Gene Peterson	<input type="checkbox"/>	<input type="checkbox"/>
<u>DISTRICT 12</u> Mike Burton	<i>ab.</i>	<input type="checkbox"/>
<u>DISTRICT 1</u> 	<input type="checkbox"/>	<input type="checkbox"/>
<u>DISTRICT 2</u> Charles Williamson	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>DISTRICT 3</u> Craig Berkman	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>DISTRICT 4</u> Corky Kirkpatrick	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>DISTRICT 5</u> Jack Deines	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>DISTRICT 6</u> Jane Rhodes	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>DISTRICT 11</u> Marge Kafoury	<input checked="" type="checkbox"/>	<input type="checkbox"/>
TOTAL	<input type="checkbox"/>	<input type="checkbox"/>

MSD COUNCIL
ROLL CALL ROSTER

AGENDA ITEM

MEETING DATE

*1 p. 5 5.3 *Substitution*
Amending 80-98 by pink sheet.

8-28-80

DISTRICT 5

Jack Deines

WMM

DISTRICT 6

Jane Rhodes

DISTRICT 7

Betty Schedeen

DISTRICT 8

Ernie Bonner

DISTRICT 9

Cindy Banzer

DISTRICT 10

Gene Peterson

DISTRICT 12

Mike Burton

DISTRICT 1

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DISTRICT 2

Charles Williamson

DISTRICT 3

Craig Berkman

DISTRICT 4

Corky Kirkpatrick

DISTRICT 11

Marge Kafoury

TOTAL

AYE

NAY
