



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

A G E N D A

REGULAR COUNCIL MEETING

Date: September 25, 1980

Day: Thursday

Time: 5:30 p.m.

Place: Council Chamber

CALL TO ORDER

SELECTION AND APPOINTMENT OF DISTRICT I COUNCILOR (5:30)

RECESS

RECONVENE (7:30)

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 July 10 and July 24, 1980
5. ORDINANCES
 - 5.1 PUBLIC HEARING on Ordinance No. 80-102, For the Purpose of Adopting and Implementing a Regional Waste Treatment Management Plan and Amending Chapter 3.04 of the Metro Code (First Reading) (7:35) ("208" Waste Water Plan)
 - 5.2 PUBLIC HEARING on Ordinance No. 80-103, For the Purpose of Regulating the Execution of Public Contracts (First Reading) (7:55)
 - 5.3 Reconsideration of or Amendment to Ordinance No. 80-98, An Ordinance Adopting Housing Goals and Objectives and Providing for the Implementation Thereof (8:15)

6. RESOLUTIONS

- 6.1 Resolution No. 80-180, For the Purpose of Recommending a Continuance of the City of Wood Village's Request for Acknowledgment of Compliance with the LCDC Goals (8:35)
- 6.2 Resolution No. 80-181, For the Purpose of Recommending a Continuance of the City of Gresham's Request for Acknowledgment of Compliance with the LCDC Goals (8:50)
- 6.3 Resolution No. 80-182, For the Purpose of Adopting a Five Year Operational Plan (9:05)
- 6.4 Resolution No. 80-183, For the Purpose of Establishing Hydrocarbon Reduction Targets for Oregon Portions of Portland/Vancouver SMSA (9:20)
- 6.5 Resolution No. 80-175, For the Purpose of Refining the Corridor Improvement Strategy in the McLoughlin Blvd. Corridor (9:35)
- 6.6 Resolution No. 80-184, For the Purpose of Reallocating Interstate Transfer Funds from the Highway 212 East Reserve and the I-505 City Reserve (9:50)
- 6.7 Resolution No. 80-185, For the Purpose of Authorizing Federal Funds for Projects Involved in the McLoughlin Blvd. Corridor Improvement Strategy (10:05)
- 6.8 Resolution No. 80-186, For the Purpose of Adopting the FY 1981-1984 Transportation Improvement Program and the FY 1981 Annual Element (10:20)
- 6.9 Resolution No. 80-187, For the Purpose of Establishing a Reporting Relationship Between Council Appointed Task Forces and Council Substantive Committees (10:35)

7. MOTIONS

- 7.1 Appointment of Members to Fill Vacancies on WRPAC (10:50)
- 7.2 Approval of agreement with Friends of the Washington Park Zoo (11:00)

8. OTHER BUSINESS

9. REPORTS

- 9.1 Executive Officer Report (11:10)
- 9.2 Committee Reports (11:20)

10. GENERAL DISCUSSION (11:35)

ADJOURN



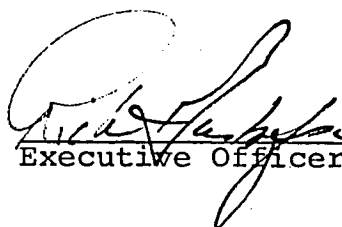
METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST., PORTLAND OR. 97201, 503/221-1646

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Date: September 25, 1980
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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.


Executive Officer

4.1 A-95 Review, directly related to Metro

Action Requested: Concur in staff findings

4.2 Minutes of Meetings of July 10 and July 24, 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> Supervised Pre-Trial Release Program, Test Design (#808-12)</p> <p><u>Applicant:</u> Multnomah County, Corrections Division</p> <p><u>Project Summary:</u> This is a research project intended to show that providing felony defendants with supervision, notification of court appearances and referrals to services can reduce missed court appearances and be economically feasible. Consistent with Criminal Justice Corrections Goal #3 to establish maximum efficiency and effectiveness in facility utilization and inmate services.</p> <p><u>Staff Recommendation:</u> Favorable Action</p>	\$250,000 (LEAA)	0	0	0	\$250,000
<p>2. <u>Project Title:</u> Criminal Justice Data Clearinghouse (#808-15)</p> <p><u>Applicant:</u> Oregon Law Enforcement Council (OLEC)</p> <p><u>Project Summary:</u> This grant will enable OLEC to expand current activities to assist local and state criminal justice agencies in using data for problem solving. OLEC will provide technical assistance in data processing, statistics and research methods to users. Consistent with Criminal Justice System-wide Goal #1, Long Range Planning and Goal # 3, Training.</p> <p><u>Staff Recommendation:</u> Favorable Action</p>	\$ 24,990 (LEAA)	0	0	0	\$ 24,990



METRO

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

MEMORANDUM

Date: September 25, 1980
To: Metro Council
From: Executive Officer
Regarding: A-95 Review Report

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

1. Project Title: CETA Title III, Section 303 (#807-7)
Applicant: Oregon Human Development Corporation/California Human Development Corporation
Project Summary: Preapplication for CETA Title III, Section 303 refunding for the State of Oregon. Programs will provide training, education, manpower and supportive services to eligible seasonal and migrant farm workers and their families. This is a noncompetitive grant modification to programs for which funds have already been allocated.
Federal Funds Requested: \$1,420,000 (Department of Labor, Office of Farmworker Programs)
Staff Response: Favorable Action
2. Project Title: Heliport Feasibility Study for Downtown Portland (#808-3)
Applicant: City of Portland
Project Summary: Feasibility and needs assessment study for a downtown public-use heliport. Project will investigate need, environmental impact and economic feasibility of locating a helicopter landing site for private and public use with parking for up to three helicopters.
Federal Funds Requested: \$27,000 (Department of Transportation, Federal Aviation Administration)
Staff Response: Favorable Action
3. Project Title: Country Squire Airpark, Sandy (#808-7)
Applicant: Bureau of Land Management for Private Owner
Project Summary: Preliminary assessment of request to lease or purchase 120 acres of public land for extension of an existing runway and installation of an instrument landing system. The land is located three miles south of Sandy and is managed for commercial production of timber and other resources. An Environmental Impact Study will be undertaken subsequent to preliminary approval.
Federal Funds Requested: N/A
Staff Response: Favorable Action

4. Project Title: Oak Grove Postal Facility (#808-8)
Applicant: U.S. Post Office
Project Summary: Environmental assessment for construction of a larger, more efficient post office in the Oak Grove area. Final study area includes an area bordered by SE Park Avenue on the north, SE Oatfield Road on the east, SE Naef Road on the south and SE River Road on the west.
Federal Funds Requested: N/A
Staff Response: Favorable Action
5. Project Title: CETA Programs (FY 1981), Clackamas County (#808-9)
Applicant: Clackamas County Employment and Training Agency
Project Summary: Funding for a variety of titles of the Comprehensive Employment and Training Act designed to provide employment and training to the unemployed and under-employed segment of the population in Clackamas County.
Federal Funds Requested: \$3,859,000 (Department of Labor, Employment and Training Administration)
Staff Response: Favorable Action

LZ:bb
301B/163.

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

July 10, 1980

Councilors in Attendance

Vice Presiding Officer Jack Deines
Coun. Betty Schedeen
Coun. Gene Peterson
Coun. Corky Kirkpatrick
Coun. Mike Burton
Coun. Jane Rhodes
Coun. Donna Stuhr
Coun. Cindy Banzer

In Attendance

Executive Officer Rick Gustafson

An adjourned meeting of the Council of the Metropolitan Service District was scheduled at 7:30 p.m. at Franklin High School, 5405 S.E. Woodward, Portland, Oregon, for the purpose of hearing public testimony on Ord. No. 80-92.

After declaration of a quorum, the meeting was called to order by Vice Presiding Officer Deines at 7:40 p.m.

Ordinance No. 80-92, For the Purpose of Levying, Apportioning and Specifying Collection of Assessments for Phase I of the Johnson Creek Basin Flood Control and Pollution Abatement Project Local Improvement District (First Reading)

It having been ascertained that it was the consensus of the Council to do so, the Clerk read Ordinance No. 80-92 for the first time by title only.

Vice Presiding Officer Deines described the background of the project and asked that speakers address only the subject of the assessment formula or specific assessments. He announced that no decision would be made at this meeting and that second reading was scheduled for July 24th.

Mr. John LaRiviere explained the assessment formula and presented the staff report.

The public hearing was opened.

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Ann Serrano, 7441 S.E. 122nd Ave., read an open letter from Oregon Fair Share announcing a citizens' meeting to discuss the L.I.D. and other alternatives for the Johnson Creek Project, to be held at 7:30 p.m. on July 22 at Douglas High School.

Tom Barnes, 14848 S.E. Caruthers Ct., reported that residents of his community were 98% in opposition to the project and commented that their drainage water flows north.

Dean Delavan, 9314 N. Kellogg, suggested that the hearing was being held to satisfy the letter of the law and that the public was being manipulated.

Ruth Matheny, 6305 S.E. Clatsop, reported that nine out of ten of her customers opposed the procedure being followed to fix the creek.

Marlene Brandt, 9903 S.E. 49th, Milwaukie, reported on a meeting between Fair Share, Mr. Gustafson and Coun. Rhodes, at which Fair Share suggested some alternatives to the L.I.D. such as taxing industrial and real estate speculators along the creek, getting local and other governments to share the cost, or applying for federal grants.

Dale Matheny, 6305 S.E. Clatsop, asked Council members to attend the citizens' meeting and suggested that the issue be brought to a vote of the people.

Caroline Oman, 15424 S.E. Stark, said she had a gravel pit beside her house with water standing in it and asked how she could be contributing to the problem.

Laurence E. Jensen, 3915 S.E. 104th, remarked that government gets its just powers from the consent of the governed and suggested that recalls would be in order.

Mr. Robert F. Shepperd, 12730 N.E. Rose Parkway, said his water table was below the level of the creek and reminded Council of his request to have a CPA present when remonstrances were counted.

Herb Wilton, 7800 S.E. Luther Rd., said that his property hadn't flooded in sixty years even though he lives on the creek.

Vernal Edwards, 8332 S.E. Gray St., said he was told when he bought his property twenty years ago that it had perfect drainage.

Chuck McClosky, 9608 S.E. 74th, commented that he was not against fixing the creek but objected to the way it was being done.

William B. Willmes, 5625 S.E. Drefs Hill, asked Council to reconsider their vote on the L.I.D. and objected to the property tax as being regressive and hard on senior citizens. He felt Phase I did not benefit all property owners equally.

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Ruth Davis, 14141 S.E. Market, objected to the notification process and called for a class action suit.

Jeanne E. Orcutt, 4201 N.W. 3rd, Gresham, objected to the method of assessment based on assessed valuation and total benefit, and felt that her property would not benefit from the project in any case.

Fred Fish, 7415 S.E. 89th Ave., asked what the duration of the project would be.

Rev. Clifford H. Goold, 9233 S.E. Cora, claimed that the project as planned would not solve the problem and would be a waste of money, and suggested that all three counties should be taxed.

Michael Delves, 3023 S.E. 112th Ave., objected to the assessment being based on the assessor's rolls, since not all property is assessed at the same time, and asked for clarification of some of the language and the process for petitioning for exclusion. He was referred to staff.

Don A. Stogsdill, 3898 S.E. Wake St., Milwaukie, commented that his property drains into a drywell and questioned the manner in which the district had been divided.

Everett R. Albert, 17963 S.E. Tibbetts, suggested that the people who live on the creek should be responsible for the project.

Jean Hood, 2134 S.E. 174th, asked if the remonstrances were available to the public and wanted to know how the assessment was figured.

Frank B. Adrian, 3105 S.E. 180th, asked how many Councilors live in the boundaries and how much money had been spent on research on Johnson Creek.

Marvin Watkins, 2340 S.E. 147th, protested because he would gain no benefit from the project and his property did not contribute to the runoff.

Paul Kittleson, 9162 S.E. Mason Hill Dr., felt that Council had gone through the motions of debate on the issue but not the spirit. He asked that the matter be submitted to a popular vote.

Donald H. Thom, 2317 S.E. 147th Ave., felt that Metro was violating Oregon law.

Dennis V. Fantz, 1828 N.E. 155th, felt that the properties assessed should be those that flooded and whose value would be increased by control of the flooding.

Harley Phelps, 9394 S.E. 42nd, felt that the proposal was taxation without representation.

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George J. McCurdy, 5425 S.E. Flavel Dr., spoke against the assessment, saying that his land did not drain into the creek.

George M. Uland, 3631 S.E. 160th, felt the project should be paid for by the Corps of Engineers.

Richard Dove, 15806 S.E. Kelly, asked how he would benefit from the project.

Macdale Fisher, 4229 S.E. 103rd, pointed out that people who live on the creek chose to do so, and suggested taxing the city planning commissions who allowed building in the floodplain.

Martin Halvorsen, 4023 S.E. 132nd, protested the assessment as an unfair tax and objected to the lack of publicity.

Donald Crawford, 5915 S.E. Nehalem, complained about inconsistencies in the notices and asked that people be allowed to vote on the issue.

Albert Stephens, 3811 S.E. 134th, asked what, if anything, could stop the project. Mr. Gustafson responded.

Walter Haynes, 4748 S.E. Arden, Milwaukie, felt their assessment was too high and suggested that the area adjacent to the creek be condemned and the state asked to pay for the project.

Mary E. Goodwin, 14964 S.E. Carthers Ct., pointed out that persons living on the creek voted against an opportunity to solve the problem years ago.

Rose Osborne, 10023 S.E. Pardee, said she had lived in the same house for sixty years and never had flooding till people were allowed to build. She felt the county was responsible.

Paul Blackburn, 3734 S.E. 130th, asked for an opportunity to vote on the project.

Letty Barrett, 4492 S.E. Logus Rd., Milwaukie, representing Fair Share, called attention to the votes of Council members and pointed out that of those voting in favor of the project, only Coun. Rhodes had constituents in the area. She complained that the process was undemocratic.

Ralph A. Vidito, 19026 S.E. Division, Gresham, suggested that there should be ways to pay for the project without taxation, such as re-directing funds allocated to Mt. Hood Freeway or the Port of Portland.

Debra C. Gardiner, 13740 S.E. Grant Ct., thought those living on the creek should pay for the project.

Harry Law-Hing, 6305 S.E. 94th Ave., thought notices should have been sent by certified mail and that more time should have been allowed for remonstrating.

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Gary Newkirk, 7908 S.E. 62nd Ave., believed that assessment on a straight millage rate was outside the authority of an L.I.D., since state statute requires assessment according to direct benefit received. He believed that cities and counties which allowed development along the creek should be required to support the project financially.

Don Graber, 12331 S.E. Anna Ct., Boring, said that people who have knowingly chosen to live in the flood plain should pay their own bill.

Mary Bonnito, 4639 S.E. 104th, asked who would be voting on the ordinance following the second reading. Coun. Deines responded.

Curtis G. Horner, 9311 S.E. Stanley Ave., Milwaukie, admitted that the creek was a problem but protested against the project.

Roy Johnson, 10307 S.E. Flavel Ct., commented that the railroad should help pay for the project since they contributed to the problem.

Mel Paulson, 12264 S.E. 36th Ave., Milwaukie, remarked that in his time as a member of the Milwaukie city council he has learned to listen to the people and urged the Council to do the same.

Frank Fleck, 7507 S.E. 105th, felt that developers should have to pay for the project.

Glenn W. Sjodin, 7358 S.E. 92nd, stated that the hearings had been illegal since not all notices were mailed out before the hearing, and asked for exact costs for the project.

Don Berke, 2255 S.E. 113th, felt that anyone not directly affected should not pay, and complained about the notification process.

Michael Tomasini, 340 N.W. Wallula, Gresham, complained about late notification and objected to paying for a project that benefited private property.

Doris West, Rt. 2 Boc 1121, Estacada, asked how many homes were directly affected by flooding and suggested that they be relocated to higher ground and the creek left alone.

Bill Lamorille, 3031 S.E. 141st, asked several questions about procedure, to which Mr. Gustafson responded. Mr. Lamorille then advocated a broader base as suggested by Mr. Dennehy.

Jeff Fish, 1450 S.W. Woodward Way, spoke against the project and asked about the procedure for exclusion. Mr. Gustafson responded.

Roma Sexton, 15888 S.E. Monner Rd., felt that the Council should listen to the majority of the people and cancel the project.

Mr. Michael Tomasini spoke further against the project.

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

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There being no further business, the meeting was adjourned.

Respectfully submitted,

Cynthia M. Wichmann

Cynthia M. Wichmann
Clerk of the Council

MINUTES OF THE COUNCIL
OF THE METROPOLITAN SERVICE DISTRICT

July 24, 1980

Councilors in Attendance

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

Others in Attendance

Phil Adamsak
Pam Hulse

In Attendance

Executive Officer Rick Gustafson

Staff in Attendance

Mr. Denton Kent
Mr. Andrew Jordan
Mr. Warren Iliff
Ms. Marilyn Holstrom
Mr. Tom O'Connor
Mr. Jim Sitzman
Mr. John LaRiviere
Ms. Karen Hiatt
Ms. Paula Godwin
Mr. Merle Irving
Ms. Jennifer Sims
Ms. Berta Delman
Mr. Charles Shell
Ms. Judy Bieberle
Ms. Cynthia Wichmann
Ms. Leigh Zimmermann
Mr. Bill Ockert

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CALL TO ORDER

After declaration of a quorum, the meeting was called to order by Presiding Officer Kafoury at 7:45 p.m. in the Council Chamber, 527 S.W. Hall Street, Portland, Oregon 97201.

1. INTRODUCTIONS

There were no introductions at this meeting.

2. WRITTEN COMMUNICATIONS TO COUNCIL

There were no written communications to Council at this meeting.

3. CITIZEN COMMUNICATIONS TO COUNCIL ON NON-AGENDA ITEMS

There were no citizen communications to Council on non-agenda items at this meeting.

5.2 Ordinance No. 80-92, For the Purpose of Levying, Apportioning and Specifying Collection of Assessments for Phase I of 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. 80-92 for the second time by title only.

Executive Officer Gustafson reported that recent conversations with representatives of Multnomah and Clackamas Counties made it apparent that it would be difficult to carry out an assessment for the L.I.D. this year, and that there was strong sentiment among local jurisdictions in support of a popular vote on the issue. After outlining various alternatives open to Metro, he suggested that Council consider delaying action on this ordinance, in the meantime supporting the referendum effort and awaiting the outcome of the November district-wide election before addressing the subject further. He pointed out that the referendum would cost Metro \$18,000 in election fees, while an effort to collect assessments without the aid of Clackamas County would cost an estimated \$120,000.

Coun. Burton expressed his belief that the preponderance of public testimony on the Johnson Creek project had been emotional and rhetorical, commenting that while it was judicious to heed the majority it would be flippant and premature to totally abandon the project at this point. He then outlined the advantages and disadvantages of various funding options. Reminding Council that there were other major issues to deal with, he encouraged that the ordinance be tabled.

Coun. Kirkpatrick remarked that there were substantial annual costs connected with the flooding and urged that disaster preparedness and funding be addressed in the next few years. She expressed dismay at

the action of Clackamas County in withdrawing their cooperation on the project. She commented that while Metro needed the sound base of support that a tax base would provide, it was also necessary to make decisions and stand by them, and suggested that Metro incur the necessary expense and proceed with the assessment as scheduled.

Coun. Bonner felt that fundamental information was lacking concerning the detailed plans for the project and its costs, and suggested that the assessment be cut in half and other sources be explored for the remaining funds. He expressed concern that specific progress be made towards developing a definite plan and definite costs without unnecessary delay.

Mr. Gustafson responded that the \$120,000 cost of proceeding with the assessment was not tied to the amount collected, and pointed out that it would still be necessary to wait until after the election before an assessment effort could be begun. He agreed with Coun. Bonner that, pending the election, momentum should be maintained toward defining the problem in more specific terms with regard to plan and cost. He recommended that local jurisdictions be approached for assistance in funding this effort.

There was discussion of the implications and effects of Clackamas County's action, and of the particulars involved in the referendum and election process.

Coun. Rhodes moved, seconded by Coun. Schedeen, that Ord. No. 80-92 be tabled. A vote was taken on the motion. Voting aye were Couns. Schedeen, Banzer, Peterson, Burton, Deines and Rhodes; voting no were Couns. Bonner, Williamson, Berkman, Kirkpatrick and Kafoury. The motion carried.

There was a brief recess.

4. CONSENT AGENDA

4.1 A-95 Review

Coun. Bonner moved, seconded by Coun. Williamson, that the A-95 Review items be removed from the Consent Agenda for separate consideration. A vote was taken on the motion. All Councilors present voting aye, the motion carried.

Coun. Bonner then discussed Item 4 of the A-95 Review, the Yamhill Market Project, expressing strong objection to approval of this request on the grounds that this was an inappropriate use of UDAG funds so long as there were other jurisdictions, such as Vancouver, Wn., which while equally needy were not eligible to apply for UDAG funds to support this type of project. He moved that a comment to that effect be inserted into the recommendation on the project. There was extensive discussion of Metro's role in the A-95 review process and the effects of various actions that could be taken. Coun. Bonner withdrew his motion.

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Mr. Denton Kent pointed out with regard to Item 2, Metro Economic Development Demonstration Program, that Clackamas County had submitted a negative comment on this application, and suggested that Council proceed with favorable action anyway. Following discussion, Coun. Burton moved, seconded by Coun. Williamson, that the A-95 review be approved as submitted. Coun. Bonner voted no; all other Councilors present voting aye, the motion carried.

4.2 Minutes of Meeting of June 5, 1980

Coun. Rhodes moved, seconded by Coun. Deines, that the minutes of the meeting of June 5, 1980, be approved as presented. A vote was taken on the motion. All Councilors present voting aye, the motion carried.

5. ORDINANCES

5.1 PUBLIC HEARING on Ordinance No. 80-99, Submitting Metropolitan Service District Tax Base (First Reading)

Coun. Deines moved, seconded by Coun. Berkman, that Ord. No. 80-99 be adopted.

It having been ascertained that it was the consensus of the Council to do so, the Clerk read Ordinance No. 80-99 for the first time by title only.

Mr. Gustafson presented the staff report, pointing out that the ordinance as written would appear verbatim in the voter's pamphlet. He asked for input from Council in preparing amendments and reminded them that final action must be taken by August 7 in order to meet the deadlines of the Secretary of State and the voter's pamphlet.

The public hearing was opened on this matter. There being no one present who wished to testify, the public hearing was closed.

Coun. Rhodes offered the option of including the Johnson Creek L.I.D. monies in the tax base, explaining that she was opposed to the idea but had agreed to submit it for consideration. She pointed out that such an action would require Metro to take on drainage management on a regional basis prematurely, and that it could jeopardize the tax base.

There was discussion of the alternative captions presented in the draft ordinance. Coun. Banzer moved, seconded by Coun. Berkman, that alternative #1 be selected and rewritten as follows: "Replaces Zoo/Metro levies; establishes tax base; reduces property taxes."

Mr. Gustafson suggested that there be further input on the caption before a final selection was made. Following discussion, Coun. Banzer withdrew her motion, commenting that "replace" and "reduce" were key words and should be retained in the caption.

Coun. Deines pointed out that in those captions which mentioned

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tax relief, homeowner tax relief should be specified.

Coun. Banzer pointed out that the first sentence of paragraph 5 of the Findings was incorrect. Coun. Berkman suggested that that paragraph be deleted.

In response to a question from Coun. Bonner, Mr. Gustafson summarized the process by which the figure of \$700,000 for Metro operations was selected and reminded Council that the dollar amounts in the ordinance represented the recommendation of the Finance Task Force.

6. RESOLUTIONS

6.1 Resolution No. 80-167, Authorizing Federal Aid Interstate Funds to Provide a Pavement Overlay on the Marquam Bridge and Approaches

Coun. Williamson explained the purpose of the resolution and moved, seconded by Coun. Burton, that Res. No. 80-167 be adopted.

Responding to questions from Council, Mr. Bill Ockert explained that the funds under discussion represented new money which could only be used for the proposed purpose.

A vote was taken on the motion. All Councilors present voting aye, the motion carried.

6.2 Resolution No. 80-168, Authorizing Federal Aid Interstate Funds to Add an Ice Detection System to the Fremont Bridge

Coun. Williamson moved, seconded by Coun. Burton, that Res. No. 80-168 be adopted. Following brief discussion, a vote was taken on the motion. All Councilors present voting aye, the motion carried.

6.3 Resolution No. 80-169, Authorizing City of Portland Federal Aid Urban System Funds for a Citywide Signal Systems Analysis Project

Coun. Williamson moved, seconded by Coun. Bonner, that Res. No. 80-169 be adopted, pointing out that signal coordination could speed up traffic, save energy, and reduce pollution.

Coun. Bonner discussed time lines for the project and outlined some of the options that would be examined. Following discussion, a vote was taken on the motion. All Councilors present voting aye, the motion carried.

6.4 Resolution No. 80-170, Authorizing Federal Funds for Replacement of the Fanno Creek Bridge on Scholls Highway

Coun. Williams explained the resolution and moved, seconded by Coun. Deines, that Res. No. 80-170 be adopted. A vote was taken

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on the motion. All Councilors present voting aye, the motion carried.

6.5 Resolution No. 80-171, For the Purpose of Changing the Designation of Registered Agent for Receipt of Legal Service

Coun. Deines explained that the purpose of the resolution was to reflect the change in Clerk of the Council and moved, seconded by Coun. Schedeen, that Res. No. 80-171 be adopted. A vote was taken on the motion. All Councilors present voting aye, the motion carried.

6.6 Resolution No. 80-172, For the Purpose of Approving Confirmation Procedure

Coun. Deines explained that recruiting for the legislative liaison position was underway, making it necessary to adopt a confirmation procedure at this time. He called attention to the amendment suggested by the Coordinating Committee and moved, seconded by Coun. Peterson, that Res. No. 80-172 be adopted as revised.

Coun. Banzer reported that the Coordinating Committee urged that Councilors participate in making comments or questioning candidates at the committee level rather than waiting until the candidate comes before the full Council.

A vote was taken on the motion. All Councilors present voting aye, the motion carried.

6.7 Resolution No. 80-173, For the Purpose of Establishing the Order of Business for Regular Council Meetings

Coun. Deines explained that this resolution would formalize the agenda formats that had evolved over the past several months, as provided for in Ord. No. 80-87, and moved, seconded by Coun. Rhodes, that Res. No. 80-173 be adopted.

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

7. REPORTS

7.1 Report from Executive Officer

Mr. Gustafson's report covered the following topics:

- 1) The Metro exhibit at Neighborfair was very successful.
- 2) Beaverton recycling center was being delayed by the design review committee and by disagreement over ownership of the land.
- 3) Metro has received an IPA grant for development of a personnel evaluation system.

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- 4) Interviews of the thirteen firms that applied for the resource recovery project were completed. Five of the firms would be asked to place formal bids, to be returned to Metro by Feb. 1.
- 5) Councilors were asked for input on the legislative liaison position, both as to desirable skills and capabilities and names of potential candidates.
- 6) The draft of potential areas of legislative concern was briefly discussed.
- 7) There was discussion of light rail funding.

7.2 Council Committee Reports

Coordinating Committee - Coun. Deines discussed the Coopers & Lybrand Report to Management for FY 1980, remarking on the significant progress that had been made during the past year. He suggested that a letter of commendation, which he read to Council, be sent to Michelle Wilder and the accounting staff.

Coun. Rhodes moved, seconded by Coun. Deines, that the letter be approved as read. Coun. Bonner moved approval by acclamation. The motion so carried.

Regional Services Committee - Coun. Rhodes reported on the tour of the St. Johns Landfill and discussed the improvements which had taken place since the new contract was awarded.

Coun. Berkman left the meeting.

Regional Planning Committee - There was no report from the Regional Planning Committee.

Coun. Burton moved, seconded by Coun. Peterson, that the following persons be appointed to the Water Resources Policy Advisory Committee: David J. Abraham, Oliver J. Domreis, Gary Krahmer, Fred Whitfield, Bill Bach, Susan Bailey, Steven C. Brutsher, Irv Jones, Robert Gilbert, Neal R. Thompson, George Phoenix, W.E. Cameron, William E. Bullard, Jr., David Clark, Thomas G. Giese, Mike Robinson, James A. Sullivan, and Beth Blunt. A vote was taken on the motion. All Councilors present voting aye, the motion carried.

7.3 A-95 Review Report

It was noted that this report was printed in the agenda. There were no comments on the report.

8. GENERAL DISCUSSION

8.1 Release of Draft Five Year Operational Plan

Coun. Rhodes moved, seconded by Coun. Deines, that the draft five

Metro Council
Minutes of July 24, 1980

year operational plan be released for public comment.

Coun. Peterson moved, seconded by Coun. Schedeen, that the first sentence of the mission statement be changed as follows, prior to release for public comment: "Based on a direct responsibility to the citizens of the region, Metro will preserve and enhance the quality of life through 1) efficient and effective use of regional resources; and 2) policy leadership on issues affecting the future, growth, and development and protection of this interdependent metropolitan region."; and that the words "and protection" be inserted following the word "development" under A of the mission statement. A vote was taken on the motion. Coun. Deines voted no; all other Councilors present voting aye, the motion carried.

There was extensive discussion of whether the five year operational plan should be adopted by ordinance or resolution.

A vote was taken on the motion to release the plan for public comment. All Councilors present voting aye, the motion carried.

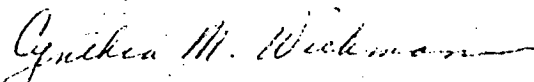
Coun. Bonner asked for some discussion about keeping the Johnson Creek project moving in some way.

Coun. Deines left the meeting.

Mr. Gustafson announced that he was making an administrative decision to terminate all charges against the Johnson Creek project and suggested that the Council spend some time deciding whether to commit funds. There was discussion of various activities that could be pursued with regard to Johnson Creek.

There being no further business, the meeting was adjourned.

Respectfully submitted,



Cynthia M. 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: Metro Council
FROM: Executive Officer
SUBJECT: Revision and Adoption of "208" Regional Waste Treatment Management Plan

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adoption of Ordinance No. 80-102, For The Purpose of Adopting and Implementing the Regional Waste Treatment Management Plan; and amending Chapter 3.04 of the Metro Code.
- B. POLICY IMPACT: Annual recertification of the "208" plan is required to maintain Metro's designation as Areawide Waste Treatment Planning Agency and eligibility for "208" Water Quality Planning Grants.

In addition to "208" grants, annual certification of the "208" plan is required to maintain the eligibility of local jurisdictions for "201" Sewerage Works Construction Grants. There are 15 local jurisdiction projects on the Draft FY 81 Priority List.

Metro, as the successor agency to CRAG, was designated by the Governor as the Section 208 Areawide Waste Treatment Management Planning Agency for the Portland metropolitan region. As such, Metro is required to review and update the "208" plan annually and submit it to the Department of Environmental Quality (DEQ) for recertification by the Governor. The existing "208" plan adopted by CRAG Rule No. 78-4 as the Waste Treatment Management Component of the Public Facilities and Service Element of the Regional Plan was never formally adopted by Metro. This plan, however, has been used by Metro in reviewing comprehensive plans of local jurisdictions and as the basis for awarding Section 201 Sewerage Works Construction Grants within the region.

- C. BUDGET IMPACT: Adoption of Ordinance No. 80-102 has no impact on the Metro budget. Failure to adopt this Ordinance could jeopardize Metro's eligibility for "208" funding. FY 1981 "208" grants total \$143,623.

II. ANALYSIS:

- A. BACKGROUND: In 1975 CRAG was designated by the Governor as the Areawide Waste Treatment Management Planning Agency for Washington, Multnomah and portions of Clackamas Counties pursuant to Section 208 of the Federal Water Pollution Control Act Amendments (PL92-500). As the "208"

agency CRAG initiated a \$1.8 million, 2-year study to develop a plan to meet the federal goals of fishable, swimable waters by 1983. The plan which resulted, as well as the 14 support documents, was adopted by the CRAG Board in June, 1978.

In January, 1979, CRAG was merged with the Metropolitan Service District to form Metro. The "208" designation was transferred by the Governor to the new agency and the planning area was reduced to conform to the new Metro boundary. Areas outside this boundary came under the jurisdiction of the DEQ. Since 1979 Metro has continued to administer the "208" plan and has utilized it as a tool in developing the Urban Growth Boundary and in reviewing local comprehensive plans. Metro, however, has never formally adopted the "208" plan.

One requirement of the "208" planning process is that the plans be kept up to date and recertified annually by the Governor. (Prior to this year there has not been a process for recertification.) The schedule for recertification is as follows:

- | | |
|------------|---|
| October 1 | Planning Agency submits implementation report and plan revisions to DEQ for review. |
| November 1 | DEQ submits plans to Governor's office with recommendations. |
| December 1 | Governor recertifies plans to the Environmental Protection Agency (EPA). |

The plan revisions recommended by staff at this time are minimal. The proposed changes are indicated along with the original text adopted by CRAG; the significant changes are as follows:

- . Redrafting Rule No. 78-4 as an Ordinance.
- . Changing all reference to CRAG and MSD to Metro.
- . Revising maps and charts to eliminate areas outside the Metro boundary.
- . Revising the Intent and Policies (Article 1, section 1) to reflect Metro's responsibilities to adopt functional plans in specific areas as opposed to CRAG responsibility to develop a regional framework plan.

Metro is in the process of revising regional population estimates and undertaking the development of a regional Capital Improvement Plan to support urban growth policies. Upon completion of these two projects a more substantial revision of the "208" plan will be considered.

- B. ALTERNATIVES CONSIDERED: Staff considered drafting a Metro ordinance which would adopt the existing CRAG "208" plan and make the appropriate revisions. It was felt that this would result in a confusing document. Since the CRAG plan has never been adopted by Metro, staff has revised it directly.

The proposed plan revisions were reviewed by the Water Resources Policy Alternatives Committee (WRPAC) on September 10, 1980. With minor changes, the WRPAC approved the "208" plan revisions and unanimously recommended Council adoption of Ordinance No. 80-102.

C. CONCLUSION:

1. Annual revision of the "208" plan is a responsibility of Metro as the designated Areawide Waste Treatment Management Planning Agency.
2. Recertification of the plan is required to maintain eligibility for both Section 208 and Section 201 grants.
3. The amount of revision at this time is minimal pending completion of ongoing Metro planning related to population and regional capital improvement programs.
4. Metro, pursuant to ORS 268.390 (1)(b) and 268.390 (2) is mandated to prepare and adopt a functional plan to control metropolitan area impacts on water quality.
5. It is appropriate for Metro to adopt the CRAG "208" plan as a functional plan for Regional Waste Treatment Management.

JL/gl
116B/92
9/25/80

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING AND	)	ORDINANCE NO. 80-102
IMPLEMENTING THE REGIONAL WASTE)	
TREATMENT MANAGEMENT PLAN; AND	)	Introduced by the Regional
AMENDING CHAPTER 3.04 OF THE	)	Planning Committee
METRO CODE.)	

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1. Section 3.04.01 of the Metro Code is hereby
amended to read as follows:

~~"SECTION 1.~~ 3.04.01 AUTHORITY AND PURPOSE

"(A) ~~These rules are~~ This chapter is adopted pursuant to
~~ORC 197.735 (4) 268.390 (1) (b) and 197.755 (2) 268.390 (2)~~ for the
purpose of adopting and implementing the Regional Waste
Treatment Management Component of the Public Facilities and
Services Element of the CRAG Regional Plan, hereinafter
referred to as the "Waste Treatment Component Regional Plan."
The ~~Waste Treatment Component Regional Plan~~ shall include the
Regional Waste Treatment Management Component Plan Text,
Treatment System Service Area Map and Collection System Service
Area Map.

"(B) These rules shall become effective forty-five (45)
days after the date of adoption. As a result of Metro's
continuing "208" Water Quality Program, the Council hereby
designates water quality and waste treatment management as an
activity having significant impact upon the orderly and
responsible development of the region."

Section 2. Section 3.04.02 of the Metro Code is hereby
amended to read as follows:

~~"SECTION 2.~~ 3.04.02. ADOPTION

~~"That document entitled the Public Facilities and Services
Element, Part 1, The Regional Waste Treatment Management
Component Plan, of the CRAG Regional Plan, dated July October,
1978 80, a copy copies of which is, are on file at CRAG Metro
offices, is adopted and shall be implemented as required in
these rules this chapter, and the Rules for Implementation of
the CRAG Regional Plan."~~

Section 3. Section 3.04.03 of the Metro Code is hereby amended to read as follows:

~~"SECTION 3-~~ 3.04.03 CONFORMITY TO THE PUBLIC FACILITIES ELEMENT.

"(A) ~~Members~~ Management agencies shall not take any land use related action or any action related to development or ~~providing provision~~ of public facilities or services which are not in conformance with the ~~Waste Treatment Component or these Rules~~ Regional Plan.

"(B) For purposes of this chapter 'management agencies' shall mean all cities, counties and special districts involved with the treatment of liquid wastes within the Metro jurisdiction."

Section 4. Section 3.04.04 of the Metro Code is hereby amended to read as follows:

~~"SECTION 4.~~ 3.04.04 REVIEW OF VIOLATIONS OF THE ~~WASTE-TREATMENT MANAGEMENT COMPONENT-REGIONAL PLAN~~

"(A) Any ~~member~~ management agency, interested person or group may petition the ~~Board of Directors Council~~ for review of any action, referred to in ~~Section 3- 3.04.03 of these Rules,~~ this chapter, by any ~~member~~ management agency within ~~sixty thirty (60-30)~~ days after the date of such action.

"(B) Petitions filed pursuant to this section must allege and show that the subject action is of substantial regional significance and that the action violates the ~~Waste Treatment Component~~ Regional Plan.

"(C) Upon receipt of a petition for review, the ~~Board of Directors Council~~ shall decide, without hearing, whether the petition alleges a violation of the ~~Waste Treatment Component Regional Plan~~ and whether such violation is of substantial regional significance and, if so, shall accept the petition for review. The ~~Board Council~~ shall reach a decision about whether to accept the petition within ~~sixty thirty (60-30)~~ days of the filing of such petition. If the ~~Board Council~~ decides not to accept the petition, it shall notify the petitioner in writing of the reasons for rejecting said petition. If the Council decides to accept the petition, it shall schedule a hearing to be held within thirty (30) days of its decision. A hearing on the petition shall be conducted in accordance with applicable procedural rules.

~~"(D) The decision on whether to accept a petition filed under this section may be by vote or by poll of the Board of Directors. Acceptance shall require either a simple majority~~

~~of the Board with each Director having one vote or a majority of the weighted votes of the Board.~~

~~"(E) Upon receipt by CRAC of any petition filed pursuant to this section, each member shall be notified of the petition and of the essential elements of the petition. Such notice will be sent within ten (10) days of filing."~~

Section 5. Section 3.04.05 of the Metro Code is amended to read as follows:

~~"SECTION 5. 3.04.05 CHANGE OF WASTE TREATMENT MANAGEMENT COMPONENT~~ REGIONAL PLAN AMENDMENTS

"(A) Revisions in the ~~Waste Treatment Component~~ Regional Plan shall be in accordance with procedural rules adopted by the ~~General Assembly Council~~ pertaining to review and amendment of the ~~Regional Plan functional plans~~.

"(B) Mistakes discovered in the ~~Waste Treatment Component Text or Maps~~ Regional Plan may be corrected administratively without petition, notice or hearing. Such corrections may be made by order of the ~~Board~~ Council upon determination of the existence of a mistake and of the nature of the correction to be made."

Section 6. Section 3.04.06 of the Metro Code is hereby amended to read as follows:

~~"SECTION 6. 3.04.06 STUDY AREAS~~

"(A) Treatment System Study Areas.

"(1) Certain areas are designated on the Treatment System Service Area Map as "Treatment System Study Areas." Such designations are temporary and indicate areas requiring designation of that land to which each ~~member and special district~~ management agency intends to provide wastewater treatment services, as identified in an acceptable Facilities Plan.

"(2) Wastewater treatment facilities within Treatment System Study Areas shall be allowed only if:

"(a) Required to alleviate a public health hazard or water pollution problem in an area officially designated by the appropriate state agency;

"(b) Needed for parks or recreation lands which are consistent with the protection of natural resources or for housing necessary for the conduct of resource-related activities; or

"(c) Facilities have received state approval of a Step 1 Facilities Plan, as defined by the U. S. Environmental Protection Agency regulations (Section 201, PL 92-500), prior to the effective date of ~~these Rules~~ this chapter.

"(3) Facilities planning for a designated Treatment System Study Area shall include investigation of the regional alternative recommended in the support documents accepted by the ~~Waste Treatment Management Component Regional Plan~~. Such investigations shall be conducted in accordance with Article V, Section 1, (A) (2) (a) (iv) of the ~~Waste Treatment Component Text Regional Plan Text~~.

"(4) No federal or state grants or loans for design or construction of any major expansion or modification of treatment facilities shall be made available to or used by agencies serving designated Treatment System Study Areas until such time as a state approved Facilities Plan has been completed.

"(5) Upon completion of a Facilities Plan and acknowledgment by ~~CRA~~ Metro of compliance with the Regional ~~Comprehensive Plan~~, a Treatment System Study Area shall become a designated Treatment System Service Area and shall be eligible to apply for Step 2 and Step 3 construction grants. The Treatment System Service Area shall be incorporated by amendment ~~to~~ into the ~~Waste Treatment Management Component Regional Plan~~ and all appropriate support documents pursuant to Section ~~9-3.04.09~~ of ~~these Rules~~ this chapter.

"(B) Collection System Study Areas.

"(1) Certain areas are designated on the Collection System Service Area Map as 'Collection System Study Areas.' Such designations are temporary and exist only until such time as each member and special district designates that land to which it intends to provide sewage collection services ~~pursuant to Section 8(d) of the Rules for Adoption of the Land Use Framework Element~~. At the time of designation, Collection System Study Areas shall become designated Collection System Service Areas. The ~~Waste Treatment Management Component Regional Plan~~ and the appropriate support documents shall be amended to incorporate the Collection System Service Area pursuant to Section ~~9-3.04.09~~ of ~~these Rules~~ this chapter.

"(2) Designation as a Collection System Study Area shall not be construed to interfere with any grants or loans for facility planning, design or construction."

Section 9. Section 3.04.09 of the Metro Code is hereby amended to read as follows:

~~"SECTION 9.~~ 3.04.09 CONTINUING PLANNING PROCESS

"(A) For the purpose of implementing Article V, Section 1 (A) (2) (b) (i) of the ~~Waste Treatment Management Component~~ Regional Plan, the continuing planning process shall follow, but not be limited to, the procedure shown below.

"(1) Evaluation of new information with respect to its impact on the ~~Waste Treatment Management Component~~ Regional Plan. Component Regional Plan changes shall be based upon:

"(a) Changes in custody, maintenance and/or distribution of any portion of the Waste Treatment Component;

"(b) Changes in population forecasts and/or wasteload projections;

"(c) Changes in state goals or regional goals or objectives;

"(d) Changes in existing treatment requirements;

"(e) Implementation of new technology or completion of additional study efforts; development of more energy-efficient wastewater treatment facilities; or

"(f) Other circumstances which because of the impact on water quality are deemed to effect the Waste Treatment Component.

"(2) ~~CRAG Board of Directors~~ Metro Council review and release of ~~Component~~ Regional Plan changes for public comment.

"(3) Adequate public review and comment on the ~~Component~~ change.

"(4) Adoption of ~~Component~~ Regional Plan change by ~~CRAG Board of Directors~~ Metro Council.

"(5) Submittal of change to DEQ for approval and state certification.

"(6) EPA approval of change.

"(B) For the purpose of amending support documents referenced in Article I, Section 3(F) of the ~~Waste Treatment Management Component~~ Regional Plan, the process shall be as shown below:

"(1) Any proposed change to the support documents shall be presented to the ~~CRAC Board of Directors~~ Metro Council with the following information:

- (a) Reasons for proposed action;
- (b) Basis of data;
- (c) Method of obtaining data;
- (d) Period in which the data was obtained;
- (e) Source of the data;
- (f) Alternatives considered; and
- (g) Advantages and disadvantages of the proposed action.

"(2) Following approval by the ~~CRAC Board of Directors~~ Metro Council, amendments to the support documents shall be attached to appropriate documents with the following information:

- (a) Approved change and replacement text for the document;
- (b) Specific location of change within the document;
- (c) Reasons for the change; and
- (d) Date of Board Council action approving the change."

Section 10. Section 3.04.10 of the Metro Code is amended to read as follows:

~~"SECTION 10.~~ 3.04.10 APPLICATION OF RULES ORDINANCE

~~"These rules~~ This chapter shall apply to all portions of Clackamas, Washington and Multnomah County Counties within the jurisdiction of Metro."

Section 11. Section 3.04.11 of the Metro Code is hereby amended to read as follows:

~~"SECTION 11.~~ 3.04.11 SEVERABILITY

"(A) The sections ~~hereinabove of this chapter~~ shall be severable, and any action or judgment by any state agency or court of competent jurisdiction invalidating any section of ~~these rules this chapter~~ shall not affect the validity of any other section.

"(B) The sections of the ~~document adopted by these rules~~ Regional Plan shall also be severable and shall be subject to the provisions of subsection (A) of this section.

"(C) For purposes of this section, the maps included in the ~~Waste Treatment Component of the Public Facilities and~~

~~Services Element Regional Plan~~ shall be considered as severable sections, and any section or portion of the maps which may be invalidated as in subsection (A) above shall not affect the validity of any other section or portion of the maps."

Section 12. FINDINGS

This Ordinance incorporates the findings attached as Appendix A.

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

Presiding Officer

ATTEST:

Clerk of the Council

AJ/JL/gl
205B/92

APPENDIX A

FINDINGS

(1) In 1975 CRAG was designated as the Areawide Waste Treatment Management Planning Agency for the Portland metropolitan area pursuant to Section 208 of the Federal Water Pollution Control Act Amendments (PL 92-500).

(2) CRAG conducted a \$1.8 million, two-year study to develop a "208" plan which resulted in a plan with 14 support documents which was adopted by CRAG Rule No. 78-4 dated June 22, 1978.

(3) Annual recertification of the "208" plan is required to maintain Metro's designation as Areawide Waste Treatment Planning Agency and eligibility for "208" grants.

(4) Annual recertification of the "208" plan is required to maintain the eligibility of local jurisdictions for "201" Sewerage Works Construction Grants.

(5) In order for the plan to be recertified, it must be submitted to DEQ for review and submission to the Governor by November 1, 1980. The Governor must then recertify the plan to the Environmental Protection Agency by December 1, 1980.

(6) In order that the recertification deadlines may be met, the Council finds that major revisions in the "208" plan are neither needed nor desirable at this time. The plan should be revised to reflect the assumption by Metro of CRAG's "208" responsibilities in January 1979. The revisions are needed to ensure that the plan accurately reflects the different operating procedures and statutory

authorities of Metro.

(7) Metro is in the process of making revised regional population estimates and undertaking the development of a regional capital improvement plan to support urban growth policies. Upon completion of these two projects a more substantive revision of the "208" plan will be appropriate.

(8) Metro, pursuant to ORS 268.390, is required to prepare and adopt a functional plan to control metropolitan area impacts on water quality.

(9) The CRAG "208" plan as revised herein is consistent with the Statewide Land Use Planning Goals as is indicated by the following paragraphs.

GOAL #1 CITIZEN PARTICIPATION. The Water Resources Policy Alternatives Committee was formed to advise Metro staff and Council on technical and policy matters related to water resources management. That Committee is made up of members as follows:

3	Citizens At-Large
3	Environmental Organizations
1	Water Recreation Organization
1	Construction Industry Member
1	Home Builders Association Member
1	Water Recreation Industry Member
1	Clackamas County (staff)
1	Multnomah County (staff)
1	Washington County (staff)
1	City of Portland (staff)
1	Port of Portland (staff)
1	Cities in Washington County
1	Cities in Multnomah County
1	Cities in Clackamas County
1	Sanitary Districts
1	Soil and Water Conservation Districts
1	Water Districts
1	Clark County Regional Planning Council
1	Portland General Electric
1	Oregon Department of Environmental Quality
1	Oregon Department of Water Resources
1	Oregon Department of Fish and Wildlife

1 U. S. Army Corps of Engineers
1 U. S. Environmental Protection Agency

The Water Resources Policy Alternatives Committee has regular monthly meetings and through its "208" subcommittee provides for substantial public input in all phases of the "208" planning process. All member jurisdictions of Metro were advised by mail of the proposed revisions, and the schedule of public review of the proposed revisions.

Goal #1 has been complied with by the substantial public involvement mechanism provided by the Water Resources Policy Alternatives Committee, and the opportunities for public comment before the Committee and the Council on September 10, September 25 and October 2.

GOAL #2 LAND USE PLANNING. The CRAG "208" plan was the product of a \$1.8 million two-year study which dealt extensively with the issues and problems of water quality in the region. The action taken by this ordinance carries that plan forward without substantive change. The present action is taken for two purposes: (1) to achieve the federally mandated "recertification" so that federal planning and facilities grants may continue, and (2) to reflect the succession of Metro to CRAG's "208" planning responsibilities and the differences between the enabling statutes of CRAG and Metro.

A more complete application of Goal #2 factors is not appropriate until the revised regional population estimates and the regional capital improvements plan are available for a substantive reevaluation of the 1978 plan.

This plan revision has been coordinated with citizens and

affected governments directly by mail and through the Water Resources Policy Alternatives Committee.

GOALS #3 and #4 AGRICULTURAL LANDS and FOREST LANDS.

This action is not inconsistent with Goals #3 and #4. Efficient provision of sewerage services within the Urban Growth Boundary (UGB) is essential to reduce premature pressures to develop rural agricultural and forest land.

GOAL #5 OPEN SPACES, SCENIC AND HISTORIC AREAS, AND NATURAL RESOURCES. The 1978 plan was adopted in part to protect waterways and fish and wildlife habitats from the dangers that may result from improper sewerage treatment. The present action carries forward the effort begun by that plan without substantive change.

GOAL #6 AIR, LAND AND WATER RESOURCES QUALITY. The central purpose of the 1978 plan carried forward by this action is the maintenance and improvement of water quality. The federal goal under which "208" plans are adopted calls for "fishable and swimable waters by 1983." During preparation of the 1978 CRAG plan the carrying capacity of water resources and the threat to water quality posed by expected sewerage effluent loading was directly addressed and incorporated into the plan provisions. There is no sufficient information to propose substantive changes in that plan in this action for recertification.

GOAL #8 RECREATIONAL NEEDS. The plan is consistent with Goal #8 in that achievement of federal water quality goals will increase the availability of water related recreational opportunities.

GOAL #9 ECONOMY OF THE STATE. Recertification of the "208" plan is required for continued "208" planning funds and "201"

construction funds. The continued receipt of those funds is essential to the achievement of water quality goals and the ability to service expected urban development.

GOAL #10 HOUSING. One of the key limiting factors in housing construction is the ability to collect and treat sewerage effluent. The continued planning and development of sewerage facilities will be possible if the plan is recertified.

GOAL #11 PUBLIC FACILITIES AND SERVICES. The 1978 plan was adopted to establish a framework whereby local jurisdictions, Metro and the State could plan and construct facilities for the collection and treatment of wastes. Federal statute requires the creation of such a framework so that the provision of federal funds for planning and construction of waste collection and disposal systems will be coordinated and in compliance with federal clean water mandates. This is consistent with the Goal #11 dictate "to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development." The present action to achieve recertification carries that effort forward without substantive change.

GOAL #14 URBANIZATION. Efficient provision of urban services is essential if the planned urbanization of land within the UGB is to occur in a timely manner. Planning and construction of sewerage treatment facilities will be hampered if the "208" plan is not recertified. Since the information required for a detailed substantive update is not available, the existing plan should be recertified with only the minor changes proposed so that the sewerage facilities needed to achieve Goal #14 urbanization goals will not be delayed.

REGIONAL WASTE TREATMENT MANAGEMENT PLAN

DRAFT



METRO
OCTOBER 1980

REGIONAL WASTE TREATMENT MANAGEMENT PLAN

Text

~~PUBLIC FACILITIES AND SERVICES ELEMENT~~

~~PART I.~~ REGIONAL WASTE TREATMENT MANAGEMENT COMPONENT PLAN

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~~PUBLIC FACILITIES AND SERVICES ELEMENT~~

~~PART I: REGIONAL WASTE TREATMENT MANAGEMENT COMPONENT PLAN~~

TEXT

ARTICLE I. INTENT AND POLICIES

SECTION 1. INTENT: The Regional Waste Treatment Management Component Plan is a portion of the ~~Public Facilities and Services Element of the Regional Plan pursuant to Regional Objective II, "Planning Processes", and to Section 3 of the Rules Adopting and Implementing the Columbia Region Association of Governments' (CRAG) Goals and Objectives.~~ This document is intended to:

(A) Address and implement portions of ~~the following Regional Objectives:~~ ORS 268.390 Planning for Activities and areas with Metropolitan impact; Review of local plans; urban growth boundary.
A district council shall:

(1) Define and apply a planning procedure which identifies and designates areas and activities having significant impact upon the orderly and responsible development of the Metropolitan area, including, but not limited to, impact on:

. . . (b) Water quality . . .

(2) Prepare and adopt functional plans for those areas designated under Subsection (1) of this section to control metropolitan area impact on air and water quality.

. . .

~~(1) Objective II, Section 1b (Plan Documents).~~

~~(2) Objective III, Section 1a (Maintain Quality).~~

- ~~(3) Objective III, Section 1b (Future Discharges).~~
- ~~(4) Objective IV, Section 2b (Capital Improvement Programs).~~
- ~~(5) Objective IX, Section 1a (Support of Development).~~
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- ~~(7) Objective IX, Section 1c (Public Services).~~
- ~~(8) Objective IX, Section 2a (Local Cooperation).~~
- ~~(9) Objective IX, Section 2b (Facilities Inventory).~~
- ~~(10) Objective IX, Section 2c (Capital Improvement Programs).~~
- ~~(11) Objective IX, Section 2d (Fiscal Capacity).~~
- ~~(12) Objective IX, Section 2e (Facilities in Natural Resource Classifications).~~

(B) Address portions of State Planning Goals #6 (Air, Water and Land Quality) and #11 (Public Facilities and Services).

(C) Establish a structure within which staging of regional wastewater management facilities for a minimum of twenty (20) years can be accomplished by local jurisdictions in conformance with the Regional Plan State Planning Goals.

(D) Provide a means for coordination ~~of Part I~~ of this Element Plan with regional and local jurisdiction plans.

(E) Establish a priority setting structure for water quality needs within the ~~CRAG~~ Metro region.

(F) Establish an interim structure for wastewater management services until implementation of the ~~Growth Management~~ Housing/Development Strategy is complete, at which time appropriate changes will be made in this Plan, if necessary. Changes may

include, but not be limited to, boundary delineations for management agencies.

SECTION 2. ASSUMPTIONS: ~~Part I of the Public Facilities and Services Element~~ The Regional Waste Treatment Management Plan is based upon the following assumptions:

(A) Publicly owned wastewater management facilities will serve only those geographical areas as deemed appropriate in the adopted Land Use Framework Element and Urban Growth Boundary Policies.

(B) All wastewater facilities will be designed and operated in conformance with regional, state and federal water quality standards and regulations, and with due consideration for the groundwater resources of the area.

(C) Identification of a local jurisdiction's responsibility to provide wastewater management facilities in a geographical area will not be construed as a requirement to provide immediate public services.

(D) Any land use related action or any action related to development or provision of a public facility or service may be reviewed by the ~~CRAG Board of Directors~~ Metro Council for consistency with this Element of the Regional Plan. The ~~Board of Directors~~ Metro Council will accept for review only actions which are of regional significance or which concern areas or activities of significant regional impact.

(E) The control of waste and process discharges from privately owned industrial wastewater facilities not discharging to a public sewer is the responsibility of the State of Oregon.

(F) Because the need for wastewater treatment facilities is

based on population, employment and waste load projections which cannot be estimated with certainty, use of such projections must be limited to a best effort evaluation. To ensure that these projections are sufficiently reliable, a monitoring process will be established to regularly compare the projected values with both actual values and new projections as they are produced by ~~CRAG~~ Metro studies. The projections are subject to revision to achieve consistency with actual conditions and new adopted projections in accordance with the Rules, Section 9, Continuing Planning Process.

SECTION 3. POLICIES AND PROCEDURES: The Regional Waste Treatment Management ~~Component Plan, Part I of the Public Facilities and Services Element~~, includes the following policies and procedures:

(A) An annual Capital Improvement Program for the ~~Oregon~~ portion of the CRAG region Metropolitan Service District shall be compiled for use by ~~member~~ local jurisdictions in planning and coordination of local wastewater treatment facilities.

(B) ~~Part I of the Public Facilities and Services Element~~ The Regional Waste Treatment Management Plan will be reviewed and updated annually and submitted to the Governor for certification no later than the ~~30th of June each year~~ 1st of October each year.

(C) Projects receiving review under A-95 OMB circular shall be given positive comment only if in conformance with this ~~Element Plan~~.

(D) Treatment plants shall be programmed for modification only when one or more of the following conditions will exist:

- (1) Dry weather flow exceeds plant capacity;
- (2) Life of plant is reached;
- (3) Wet weather flow exceeds plant capacity and I/I study

results indicate wet weather flow should be treated;

- (4) Organic loadings reach critical stage in plant operation as determined by the Oregon Department of Environmental Quality;
- (5) Facility Plan underway at the time of adoption of Part I of this Element;
- (6) ~~CRAG Board of Directors~~ Metro Council determines modification to be necessary.
- (7) Effluent flows result in an adverse effect on groundwater resources; or
- (8) New treatment standards are adopted.

(E) Operating agencies, so designated by Part I of this ~~Element Plan~~ shall conduct or provide such services as are mutually agreed upon with all management agencies which provide services to the same geographical area.

(F) The Regional Waste Treatment Management ~~Component of the Public Facilities and Services Element Plan~~ is based on a large body of information, including technical data, observations, findings, analysis and conclusions, which is documented in the following reports:

- (1) Volume 1--Proposed Plan.
- (2) Volume 2--Planning Process.
- (3) Technical Supplement 1--Planning Constraints.
- (4) Technical Supplement 2--Water Quality Aspects of Combined Sewer Overflows, Portland, Oregon.
- (5) Technical Supplement 3--Water Quality Aspects of Urban Stormwater Runoff, Portland, Oregon. (In

summary form at the time of this Component's adoption.)

- (6) Technical Supplement 4--Analysis of Urban Stormwater Quality from Seven Basins Near Portland, Oregon. (In summary form at time of this Component's adoption.)
- (7) Technical Supplement 5--Oxygen Demands in the Willamette.
- (8) Technical Supplement 6--Improved Water Quality in the Tualatin River, Oregon, Summer 1976.
- (9) Technical Supplement 7--Characterization of Sewage Waste for Land Disposal Near Portland, Oregon.
- (10) Technical Supplement 8--Sludge Management Study.
- (11) Technical Supplement 9--Sewage Treatment Through Land Application of Effluents in the Tualatin River Basin and Supplemental Report, Land Application of Sewage Effluents Clackamas and Multnomah Counties.*
Portland-Vancouver Metropolitan Area Water Resources Study, U. S. Army Corps of Engineers, 1979. .
- (12) Technical Supplement 10--Institutional, Financial and Regulatory Aspects.
- (13) Technical Supplement 11--Public Involvement.
- (14) Technical Supplement 12--Continuing Planning Process.
- (15) Technical Supplement 13--Storm Water Management Design Manual.

This support documentation shall be used as a standard of

comparison by any person or organization proposing any facilities plan or action related to the provision of public facilities and services.

(G) ~~CRAG~~ Metro shall review state approved facilities plans for compliance with the Regional ~~Comprehensive~~ Plan. Upon acknowledgment of compliance, the approved facilities plan shall be incorporated by amendment to ~~this Component~~ The Regional Plan and all appropriate support documents pursuant to Section 9 of the ~~Rules for Implementation of the Waste Treatment Management Component of the Public Facilities and Services Element~~ Adoption and Implementation Ordinance.

ARTICLE II. BOUNDARY AND ALIGNMENT INTERPRETATION

SECTION 1. Boundaries and alignments appearing on maps contained in the Regional Waste Treatment Management Component Plan are of two types with respect to the level of specificity. They are:

(A) Type 1. Boundaries and alignments fully specified along identified geographic features such as rivers and roads or other described or legal limits such as section lines and district boundaries. Such boundaries and alignments appear on the Waste Treatment Management Maps as solid lines. Unless otherwise specified, where a Type 1 line is located along a geographic feature such as a road or river, the line shall be the center of that feature.

(B) Type 2. Boundaries and alignments not fully specified and not following identified geographic features. Such lines will be specified by local jurisdiction plans. Such lines appear on the Waste Treatment Management Maps as broken lines.

ARTICLE III. DEFINITIONS

Terms used in this text employ the same definitions as those contained in the CRAG Goals and Objectives unless otherwise defined herewithin:

(A) Collection System. A network of sewer pipes for the purpose of collecting wastewater from individual sources.

(B) Combined Sewer. A sewer which carries both sewage and stormwater runoff.

(C) Effluent. The liquid that comes out of a treatment plant after completion of the treatment process.

(D) Facilities Plan. Any site-specific plan for wastewater treatment facilities. Said Plan shall be equivalent to those prepared in accordance with Section 201 of PL 92-500.

(E) Interceptor. A major sewerage pipeline with the purpose of transporting waste from a collection system to the treatment facility, also a transmission line.

(F) Land Application. The discharge of wastewater or effluent onto the ground for treatment or reuse, including irrigation by sprinkler and other methods.

(G) Pollution. Such contamination or other alteration of the physical, chemical or biological properties of any waters of the state, including change in temperature, taste, color, turbidity, silt or odor of the waters, or such radioactive or other substance into any waters of the state which either by itself or in connection with any other substance present, will or can reasonably be expected to create a public nuisance or render such waters harmful, detrimental or injurious to public health, safety or welfare, or to

domestic, commercial, industrial, agricultural, recreational or other legitimate beneficial uses or to livestock, wildlife, fish or other aquatic life or the habitat thereof.

(H) Sanitary Sewers. Sanitary sewers are pipes that carry only domestic or sanitary sewers.

(I) Sewage. Refuse liquid or waste normally carried off by combined or sanitary sewers.

(J) Sewers. A system of pipes that collect and deliver wastewater to treatment plants or receiving streams.

(K) Sludge. The solid matter that settles to the bottom, floats, or becomes suspended in sedimentation tanks of a wastewater treatment facility.

(L) Step 2 Construction Grant. Money for preparation of construction drawings and specifications of major wastewater treatment facilities pursuant to PL 92-500, Section 201.

(M) Step 3 Construction Grant. Money for fabrication and building of major wastewater treatment facilities pursuant to PL 92-500, Section 201.

(N) Treatment Plant. Any devices and/or systems used in storage, treatment, recycling and/or reclamation of municipal sewage or industrial wastewater.

(O) Wastewater. The flow of used water (see "Sewage").

(P) Wastewater Treatment Facility. Any treatment plants, intercepting sewers, outfall sewers, pumping, power and other equipment and their appurtenances; any works, including land that will be an integral part of the treatment process or is used for ultimate disposal of residues resulting from such treatment; or, any

other method or system for preventing, abating, reducing, storing, treating, separating or disposing of municipal waste, including stormwater runoff, or industrial waste, waste in combined stormwater and sanitary sewer systems.

ARTICLE IV. AREAS OF RESPONSIBILITY

SECTION 1. TREATMENT SYSTEM SERVICE AREAS

(A) General. Geographical areas provided service by sewage treatment plants within the ~~CRAG~~ Metro region are designated on the Treatment System Service Area Map, incorporated by reference herein.

(B) Policies. All planning and/or provision of service by each treatment plant must be consistent with the Treatment System Service Area Map.

SECTION 2. COLLECTION SYSTEM SERVICE AREAS

(A) General. Geographical areas provided service by wastewater collection facilities of local agencies within the ~~CRAG~~ Metro region are designated on the Collection System Service Area Map, and incorporated ;by reference herein.

(B) Policies. All local sewage collection planning and/or provision of service must be consistent with the Collection System Service Area Map.

ARTICLE V. IMPLEMENTING AGENCIES

SECTION 1. MANAGEMENT AGENCIES

(A) Designated management agencies shall include the following:

(1) Operating agency, with the following authorities or responsibilities:

(a) Coordination with ~~CRAG~~ Metro during formulation, review and update of the ~~Public Facilities and~~

~~Services Element,~~ Regional Waste Treatment
Management Plan;

- (b) Conducting facilities planning consistent with the terms and conditions of this ~~Component Plan;~~
 - (c) Constructing, operating and maintaining waste treatment facilities as provided in this ~~Component Plan,~~ including its capital improvement program;
 - (d) Entering into any necessary cooperative arrangements for sewage treatment or sludge management to implement this ~~Component Plan;~~
 - (e) Financing capital expenditures for waste treatment;
 - (f) Developing and implementing a system of just and equitable rates and charges pursuant to federal and state law;
 - (g) Implementing recommended systems development charges or connection fee policies, if any; and
 - (h) Enacting, enforcing, or administering regulations or ordinances to implement non-structural controls.
- (2) Planning agency: For the purposes of this section, planning shall be defined to include regional planning and comprehensive land use planning. Agencies and their intended planning functions are as follows:
- (a) Local Management Agencies: Local management

agencies, as defined in Article V, shall have responsibility for waste treatment management planning within the ~~CRAG-Metro~~ region as follows:

- (i) Coordination with ~~CRAG-Metro~~ to ensure that facilities planning and management activities conform to ~~this Element~~ The Waste Treatment Management Plan;
- (ii) Coordination with ~~CRAG-Metro~~ and DEQ in the grant application, capital improvement programming, project prioritization and continuing planning process;
- (iii) Preparation of master plans, capital improvement programs and project priorities lists; and
- (iv) Participation in a planning consortium to conduct 201 Step 1 facility planning for plant expansions within a designated Treatment System Study Area. Agencies affected by a proposed regional alternative shall form a consortium, deliberate and designate a lead agency to undertake an investigation of the regional alternative in light of any proposed non-regional plant expansion. Any such agency shall notify ~~CRAG-Metro~~ of its intent to form a consortium. If, after 90 days of such notification a consortium has not been

formed and a lead agency has not been designated, ~~CRAG~~ Metro shall assume the lead agency role, or designate a lead agency. If, by mutual agreement of the affected local jurisdictions and ~~CRAG~~ Metro, an extension of time is necessary, the 90-day time limit may be extended.

~~(b) Columbia Region Association of Governments
(CRAG):~~

(b) Metropolitan Service District (Metro): ~~CRAG~~ Metro shall be designated as the planning agency for areawide waste treatment management planning, within its boundaries* with responsibility for:

- (i) Operating the continuing planning process or the process by which the Regional Waste Treatment Management ~~Component~~ Plan will be kept responsive to changing information, technology and economic conditions;
- (ii) Maintaining coordination between:
 - (aa) All appropriate state agencies, including DEQ, on matters such as discharge permits, water quality standards and grant evaluation

*The Department of Environmental Quality shall assume responsibility for those portions of the "208" Study Area outside the boundaries of the Metropolitan Service District.

procedures; and the Water Resources Department, on matters such as contemplated needs and uses of water for pollution abatement;

(bb) All ~~CRAG member~~ Metro Region Governmental jurisdictions on matters such as review of local agency grant applications and local agency plans for conformance to the Waste Treatment Management Component:

(iii) Designation of management agencies as required;

(iv) Carrying out or contracting for studies to identify water quality problems and recommended means of control;

(v) Receiving grants and other revenues for planning purposes; and

(vi) ~~CRAG Metro~~ shall be responsible for comprehensive land use planning including waste treatment management planning under ORS 197.

(vii) Metro shall have responsibility for developing and implementing plans for processing, treatment and disposal of solid waste within MSD boundaries.

(c) Department of Environmental Quality (DEQ) shall have responsibility for waste treatment

management planning within the ~~CRAG~~ Metro region in the following areas:

(i) Coordination with ~~CRAG~~ Metro to ensure that this Element The Regional Waste Treatment Management Plan is in conformance with the Statewide (303e) Plan.

(ii) Coordination with ~~CRAG~~ Metro and local agencies to set grant and capital improvement priorities and administer grant programs.

(iii) Determination of statewide standards and regulations applicable to the ~~CRAG~~ Metro region.

(iv) Other areas as prescribed by state law.

~~(d) Metropolitan Service District (MSD); MSD shall have responsibility for developing and implementing plans for processing, treatment and disposal of solid waste within MSD boundaries.~~

~~(e)~~ (d) Water Resources Department (WRD); WRD shall have responsibility for determination of statewide water resources policies applicable to the ~~CRAG~~ METRO region.

(3) Regulatory agency: For the purposes of this section, regulation shall mean to identify problems and to develop and enforce consistent solutions to those problems. Agencies and their regulatory responsibilities for ~~the Public Facilities and~~

~~Services Element~~ Regional Waste Treatment Management Plan are as follows:

- (a) Local Agencies: Regulation of waste treatment management through the enforcement of building code provisions, construction practices, sewer use regulations, zoning ordinances, land use plans, pretreatment requirement (where appropriate), grant and loan conditions (where appropriate), and all other local regulations affecting water quality.
- (b) ~~Columbia Region Association of Governments~~
~~(CRAG)~~ Metropolitan Service District (Metro):
~~CRAG Metro~~ shall perform the following regulatory functions in the area of waste treatment management:
 - (i) Develop, enforce and implement the ~~Public Facilities and Services Element~~ Regional Waste Treatment Management Plan by means of:
 - (aa) Review and coordination of grants and loans for waste treatment facilities.
 - (bb) Conduct or contract for studies on non-point source controls and septic tank maintenance with recommended improvements being incorporated in the Plan.
 - (cc) Coordination with local and state agencies.

(ii) Ensure conformance of local wastewater planning to ~~Part I of the Public Facilities and Services Element~~ The Regional Waste Treatment Management Plan:

(iii) Regulation of all solid waste disposal and other functions as may be assumed by the Metro Council within Metro Region.

(c) Department of Environmental Quality (DEQ):
Regulatory functions of DEQ for waste treatment management in the ~~CRAG~~ Metro region are as follows:

(i) Develop and monitor water quality standards consistent with state and federal regulations.

(ii) Control of the location, construction, modification and operation of discharging facilities through the discharge permit process and through administration of the State's water quality laws.

(iii) Review and approval of grants and loans for waste treatment facilities.

(iv) Other functions as provided by state law.

~~(d) Metropolitan Service District (MSD): Regulation of all solid waste disposal within MSD boundaries and other functions as may be assumed by the MSD Board of Directors.~~

- (e) (d) Department of Agriculture (DA): The application of pesticides is within the regulatory powers of the DA pursuant to/ ORS 634.
- (f) (e) Department of Forestry (DF): The DF shall be responsible for the enforcement of the Forest Practices Act, ORS 527.
- (g) (f) Portland Metropolitan Area Local Government Boundary Commission (LGBC) or its successor organization: The LGBC is responsible for regulating sewer extension policies outside local jurisdictional boundaries within the CRAG Metro region and for formation of new governmental entities.
- (h) (g) Water Resources Department (WRD): WRD shall control the quantity of water available for all beneficial uses including pollution abatement through administration of the state's water resources law (ORS Ch. 536 and 537).

(B) Designated management agencies and their classifications are listed below. Some designations are subject to resolution of Study Areas.

MANAGEMENT AGENCY CLASSIFICATIONS

<u>Management Agency</u>	<u>Operating*</u>	<u>Planning</u>	<u>Regulatory</u>
Banks	C	X	X
Barlow	T,C	X	X
Beaverton	C	X	X
Canby	T,C	X	X
Cornelius	C	X	X
Durham	C	X	X
Estacada	T,C	X	X
Fairview	C	X	X
Forest Grove	C	X	X
Gaston	C	X	X
Gladstone	C	X	X
Gresham	T,C	X	X
Happy Valley	T,C	X	X
Hillsboro	T,C	X	X
Johnson City	C	X	X
King City	C	X	X
Lake Oswego	T,C	X	X
Maywood Park	T,C	X	X
Milwaukie	C	X	X
Melalla	T,C	X	X
North Plains	C	X	X
Oregon City	T,C	X	X
Portland	T,C	X	X
Rivergrove	C	X	X
Sandy	T,C	X	X
Sherwood	C	X	X
Tigard	C	X	X
Troutdale	T,C	X	X
Tualatin	C	X	X
West Linn	T,C	X	X
Wilsonville	T,C	X	X
Wood Village	C	X	X
Clackamas County	T,C	X	X
Multnomah County	T,C	X	X
Washington County	T,C	X	X
Ara Vista County S.D..	C	X	X
Central Multnomah			
County S.D.. #3 (Inverness)	T,C	X	X
Clackamas County S.D. #1	T,C	X	X
Columbia Wilcox CSD	C	X	X
Dunthorpe-Riverdale			
County S.D.	C	X	X
Government Camp			
Sanitary District	T,C	X	X
Highlands County S.D..	C	X	X
West Hills S.D. #2	C	X	X
Oak Lodge Sanitary			
District	T,C	X	X
Sylvan Heights CSD	C	X	X

Tualatin Heights CSD	C	X	X
Unified Sewerage Agency	T,C	X	X
CRAG	NA	X	X
MSD Metro	Solid Waste	X	X
	Facilities Only		
State DEQ	NA	X	X
State Water Resources			
Department	NA	X	X
Department of			
Agriculture	NA	NA	X
Department of			
Forestry	NA	NA	X
Portland Metropolitan			
Area Local Government			
Boundary Commission	NA	NA	X

*T = Treatment System Operation
 C = Collection System Operation
 NA = Not Applicable

SECTION 2. NON-DESIGNATED AGENCIES: Agencies not designated as management agencies are not eligible for federal water pollution control grants except as may be provided elsewhere in this Component Plan.

REGIONAL WASTE TREATMENT MANAGEMENT PLAN

Maps

REGIONAL WASTE TREATMENT MANAGEMENT PLAN

Amendments
to Support Documents

ADOPTED AMENDMENTS TO SUPPORT DOCUMENTS

On the following pages are a number of revisions and amendments to Volume I, Proposed Plan. ~~These revisions and amendments were adopted by the CRAG Board at their June 22, 1978 meeting.~~

The revisions and amendments are published exactly as adopted, including the amendment or revision date. Text deleted is crossed out with hyphens. Text added is underlined. These notations will be carried forward in any further publications of the Support Documents (but not in the Text, Maps or Rules of the ~~Component~~ Regional Plan).

Page numbers shown on the following sheets are from Volume I, Proposed Plan.

Amendment No. 1: (General Amendment) Adopted _____

In any Support Document referenced herein the use of MSD, CRAG and Member Jurisdictions shall be interpreted as follows:

- CRAG read as Metro
- MSD read as Metro
- Member Jurisdiction read as Management Agency

Amendment No. 2: (Pg. 1-4) Adopted _____

The methodologies used to derive these projections are presented in Technical Supplement 1, as follows:

- Appendix A. Population Projection Methodology
- Appendix B. Point Source Waste Flow Projection Methodology
- Appendix C. Sludge Volume Projection Methodology

Other elements of ~~CRAG's~~ Metro's Regional Transportation Plan will involve projecting population and employment. It is intended that the Regional Waste Treatment Management ~~Component~~ Plan be reviewed against these new projections as they are developed. The Regional Waste Treatment Management ~~Component~~ Plan is subject to amendment to achieve consistency with new adopted projections. ~~Amended 6-22-78~~

Amendment No. 3: (Pg. 2-11) Adopted _____

Net energy consumption for the proposed plan is exceeded by only one of the eight alternatives considered. The reason for such high energy consumption is the assumption of continued use of heat treatment at Gresham for processing sludge into a form suitable for land application. Future 201 facilities planning for the Gresham

treatment plant may result in abandoning heat treatment in favor of digestion. Such a change would significantly lower the net energy consumption of the proposed plan.

The proposed plan faces a potentially major problem: achieving cooperation and agreement among the Inverness (Multnomah County), Troutdale and Gresham sewerage agencies. Specifically, a difficulty may arise initially regarding abandoning the Inverness and Troutdale plants, and subsequently, regarding management and financing of the regionalized wastewater treatment facilities. A possible interim step to meet treatment needs would be the construction of the pump station and force main from Troutdale to Gresham to handle Troutdale's expected overflow. After this, financial details can be settled, the regional plant at Gresham can be built, and the Troutdale plant can be abandoned.

Interim expansions of the Troutdale and Gresham plants of 1.6 MGD and 6 MGD respectively as well as the interim expansion to the Inverness Plant planned by Multnomah County are recommended to insure continuity of sewerage service in those communities until more detailed engineering studies of the regional treatment alternative can be performed.

Amendment No. 4: (Pg. 2-17)

Adopted:

Interceptor System (Reference to Figure 2-12 changed to 2-14)

Figure 2-~~12~~¹⁴ shows the existing collection system and interceptors proposed for Hillsboro-East and -West and a proposed force main from North Plains.

Hillsboro's existing collection system is quite old in central areas of the City. Average wet weather flows frequently exceed twice the average dry weather flow. Figure 2-~~12~~¹⁴ shows how the northern area in the Urban Growth Boundary in the Hillsboro-West service area will be served by interceptor extensions previously planned by the City, and by additional extensions proposed in this study. For purposes of computing present worth costs, all new interceptors will be built in 1980.

The Hillsboro-East service area's existing interceptor system is also shown in figure 2-~~12~~¹⁴. No additional interceptors are needed to collect flows to the year 2000. Repair or replacement of some existing interceptors may be needed, particularly to control infiltration/inflow that should be considered in facilities planning for the City.

North Plains is not sewered at present. Figure 2-~~12~~¹⁴ shows how the North Plains area will be served by an interceptor system.

~~Amended 6-22-78~~

Amendment No. 5: (PG. 2-19A + 2-19B) Adopted

LAND TREATMENT

In land application, the effluent from treatment plants represents a potential resource, rather than a waste to be disposed of. While the sludge is generally incinerated, used in landfill or as fertilizer, the effluent stream is conventionally discharged to a nearby stream such as the Tualatin River. The remaining nutrients, solids, oxygen demanding toxic and pathogenic constituents in the effluent add to the pollution of the stream from natural sources from overland runoff and agricultural chemicals. Conditions are aggravated during the summer because of high water temperatures and low stream flow due to irrigation water withdrawals and a low stream recharge from groundwater, rather than from snow melt.

Elimination of all pollutant discharges into the nation's waters is a goal established by federal law. Technical alternatives to attain this goal are either advanced waste treatment facilities or land application of effluent. Advanced treatment normally requires large amounts of chemicals and energy and generates substantial amounts of chemical waste sludge which requires ultimate disposal.

Health and aesthetic considerations in regard to crop production, potential groundwater contamination and pathogens are major concerns in land application. However, intensive research over the past few years indicates that proper land application techniques, site selection and monitoring can prevent adverse effects. Most heavy metals are removed by absorption or precipitation in insoluble form within the first few feet of the soil. Removal efficiencies for nitrogen and coliform bacteria, after effluent passage through approximately five feet of soil are generally adequate to meet public health criteria for drinking water. Indications are that the quality of land renovated wastewater is nearly the same regardless of whether raw, primary or secondary effluence is applied.

The following summarizes the conclusions of this study in regard to land treatment technology and its application in Tualatin basin:

- Land application keeps nutrients and pollutants out of the rivers and assists in the goal of zero pollutant discharge.
- Land application makes sewage treatment more reliable since effluents of widely varying quality are purified to high degree.
- Irrigation of farm crops appears to be the most suitable land application method in the Tualatin basin and probably in other areas of the CRAG Metro region.
- Nutrients and water of the effluent would be recycled into plant tissue and produce higher crop yields.
- Effluent should be collected only during the irrigation season, which coincides approximately with the low stream flow period, in order to reduce the necessary storage capacity.

- Public health concerns are related to potential transmission of pathogens to animal and man, to potential pollution of groundwater and to the quality of crops.
- Proper techniques can prevent health hazards. Public perceptions in regard to sewage effluent could be an essential factor.
- Irrigation on agency-owned land would simplify operations. However, irrigation on private farm land would require less capital expenditure, the land would remain on the county tax roll and opposition to government competition with private farming would be avoided. Irrigation on private farms appears to be the better plan.
- Revenue from the sale of effluent could reduce the cost of the system. There appears to be a good demand for supplemental irrigation water.
- Most farm land in the Tualatin basin could be made irrigable for wastewater application by building tile underdrains.
- Regulatory restrictions in regard to the type of crops raised with effluent irrigation could impede the acceptance of land application by private farmers.
- Energy use for pumping can be considerable. The possibility of gravity flow must be investigated case-by-case. However, the use of energy and other natural resources is probably less for land application than for alternative tertiary treatment.
- Forest irrigation and rapid infiltration ponds appear to be viable alternatives to crop irrigation in Multnomah and Clackamas Counties. The size of treatment plants in these counties, the type of solid and vegetable cover require that these alternatives be examined.

Recommendations: Actual detailed alternatives for the land application of effluents was initially done only for the treatment plants discharging into the Tualatin River in Washington County. This is where DEQ felt that the water quality problems were the most critical. However, based on the ~~new~~ completed 303e basin plan and results of the preliminary investigations in other areas of the ~~CRA~~ Metro region, land treatment in Clackamas and Multnomah Counties ~~will be~~ has been studied and the results incorporated into this plan as a ~~portion of the continuing planning process~~ an addition to Technical Supplement 9.

~~The following initial recommendations can be made:~~

As a result of this study the following Recommendations can be made:

1. Sewage effluent should be applied to land only during the growing season (May to October). Large storage capacities would be required to store effluent generated during the winter months when land application is not feasible.
2. For the land application system to work to the treatment agency's advantage, the agency should purchase the land.
3. Except in the Damascus/Boring and Happy Valley areas, spray irrigation should be the method of land application. Although overland flow application is technically feasible for these areas, institutional and regulatory constraints make land application infeasible. Other methods of wastewater treatment should be investigated for the Damascus/Boring and Happy Valley study areas, since it appears that DEQ discharge regulations will not be relaxed in the future and will become more restrictive. Alternatives which still remain for these communities include advanced (tertiary) waste treatment facility construction or connection to a nearby sewerage system.
4. Application rates for effluent application should be set to dispose of effluent at the maximum rate which the crops will tolerate without losses, and, preferably, to optimize crop yields at the same time.
5. Alternative plans for land application of wastewater effluents should employ features recommended in (1) through (4) above, and should be evaluated against alternative plans for advanced waste treatment in the Multnomah and Clackamas Counties expanded study area.
6. The Oregon State Department of Environmental Quality should examine and revise the guidelines on pre-treatment for sewage utilized in land application throughout the state.
7. The use of lagoons followed by dry weather (summer) land application and wet weather (winter) river discharge should be utilized in the smaller outlying communities. This would comply with DEQ's effluent limitations on many of the area's smaller streams and rivers, especially in Multnomah and Clackamas Counties.
8. Portions of the Sandy and Estacada land application sites are showing signs of imminent subdivision, although currently in agricultural use. This potential conflict in land use should be reviewed by Metro.

Amendment No. 6: (Pg 2-22)

Adopted _____

Sludge Handling

(Deleted third sentence of first paragraph)

At both Wilsonville and Canby, aerobic sludge digestion facilities will be expanded as part of the independent wastewater treatment facilities expansions. Digested sludge will be trucked and applied to farmers' fields. ~~The two jurisdictions should share the costs of sludge trucking equipment.~~ Operation and maintenance costs of trucking equipment and costs associated with the management and monitoring the land application operation could ~~also be shared.~~ Sludge storage is available at the existing Canby humus ponds while storage at Wilsonville could be provided by reworking the existing drying beds into a lagoon.

Total capital expenditures for Wilsonville sludge handling are estimated to be \$238,000. The 5-year capital outlay for sludge handling at Wilsonville will be \$208,000. Capital expenditures for sludge handling at Canby total \$165,000, while the 5-year capital outlay will be \$30,000.

Advantages, Potential Problems and Variations

Independent operation of the treatment facilities and financing and operation of the proposed new facilities is the lowest-total-cost method for wastewater management in this region. It involves the simplest institutional form for management and financing, requiring virtually no change from the existing institutional arrangement.

Independent wastewater treatment at two plants has, for this region, a higher environmental compatibility than regionalization of treatment facilities at either of the treatment plants. Pipelines between the two communities will be needed for regionalization and will cause some disturbance to wildlife. Also, the proposed plan requires less energy in its operation than do alternative plans proposing greater regionalization.

This plan assumes that Barlow will be eventually served by Canby. Facilities planning should evaluate this assumption and possible alternative sewage disposal systems, such as septic tanks, for Barlow.

Staged development of treatment facilities may be to the advantage of either municipality and should be considered. Both communities should from time to time consider the economics of selling effluent for irrigation of local farms. This might offer some savings in the cost of operations and would lead to an improvement in Willamette River water quality, however small.

Revised 6-22-78

<u>Total Runoff</u>	1 Average Overflow 1954 to 1959	2 Storm of 8/25/56	Ratio 2/1
Total Overflows (ft ³)	694,000	4,061,000	5.85
Antecedent Dry Days ^a	2.45	76.9	31.26
Storm Duration (hr)	5.2	8.0	1.53
Sus-S (lb)	2,646	84,002	31.75
Set-S (lb)	2,278	74,067	32.51
BOD ₅ (lb)	670	14,357	21.42
N (lb)	34	412	12.11
P (lb)	24	234	9.75
Coliforms ^b (MPN/100 ml)	0.575 x 10 ⁶	1.238 x 10 ⁶	2.15

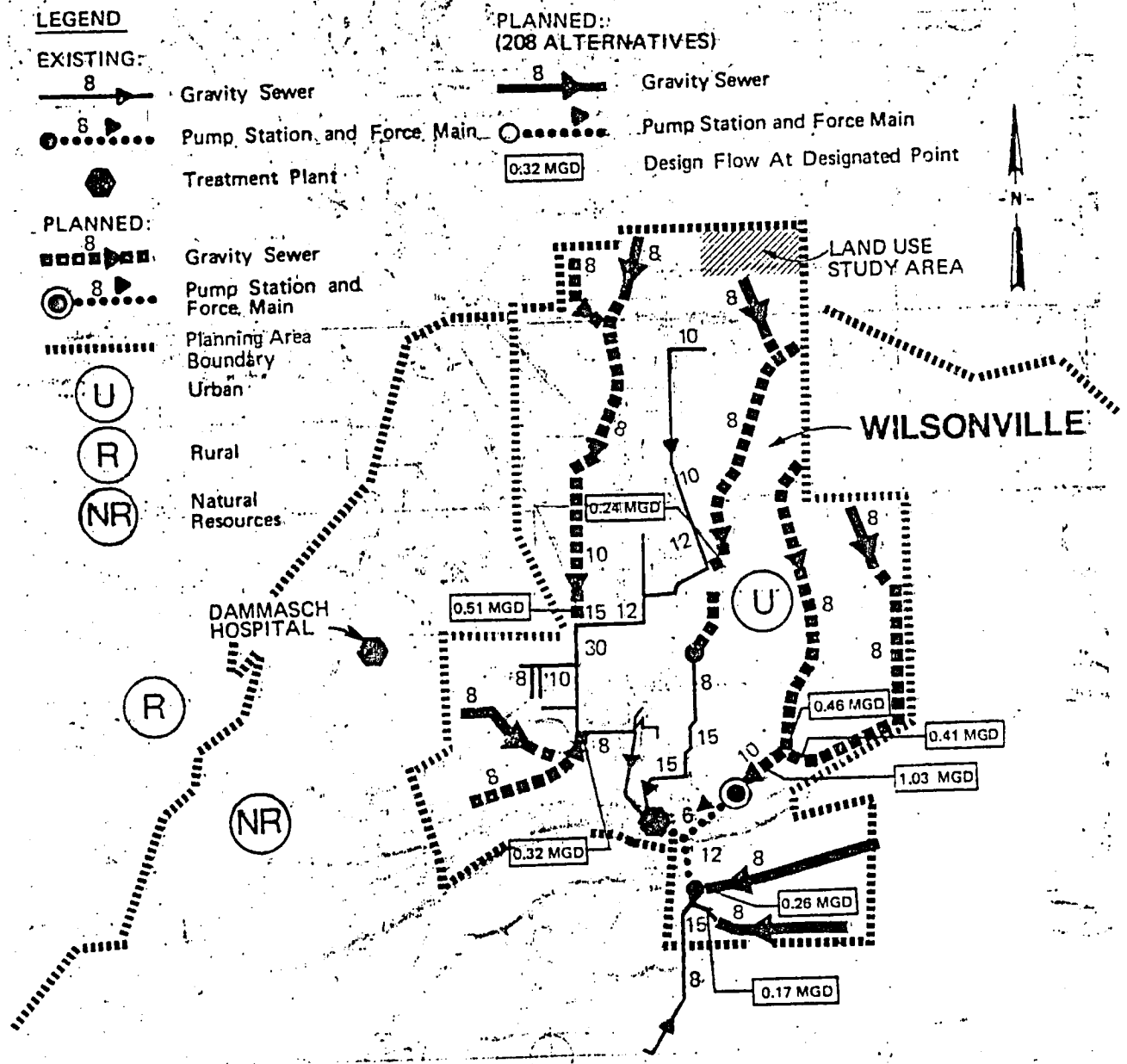
RECOMMENDATIONS

A complete plan for abatement of combined sewer overflows cannot begin until regulating bodies determine the effect of pollution from this source on receiving waters and issue standards of treatment or load limits. Recognizing that combined sewer overflows are a significant source of pollutants, however, and in light of DEQ's interim policy that pollution of nonpoint sources should not be allowed to increase, the following initial recommendations can be made:

- DEQ should remove the requirement to limit diversions to divert 3 times average dry weather (ADW) flow for individual basins in favor of a general standard for the whole system. This would allow the flexibility to capture and treat more flow from basins with higher pollutant loads (i.e., industrial and commercial areas) while diverting more than ADW flow from cleaner basins.
- ~~Development that would add to flows in sewerage subject to overflow should not be allowed until a plan for reduction of overflows is adopted. (Revised 6-22-78)~~

^aDays of pollutant build-up not washed off by preceding storms.

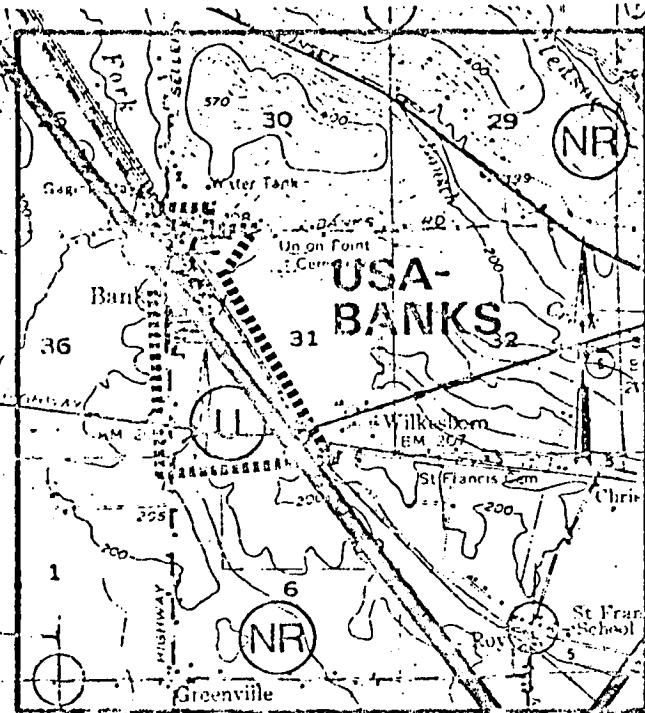
^bAverage concentration for duration of the storm.



Note: Incorrect mapping of gravity sewers on this map to be corrected upon receipt of information from City of Wilsonville. This mapping error shall not impair provision of sewerage service in any way.

**FIGURE 2-17
WILSONVILLE
PROPOSED PLAN**

DELETE



LEGEND

EXISTING:

- 8" --- Gravity Sewer
- 8" --- Pump Station and Force Main
- Treatment Plant

PLANNED:

- 8" --- Gravity Sewer
- 8" --- Pump Station and Force Main
- Planning Area Boundary

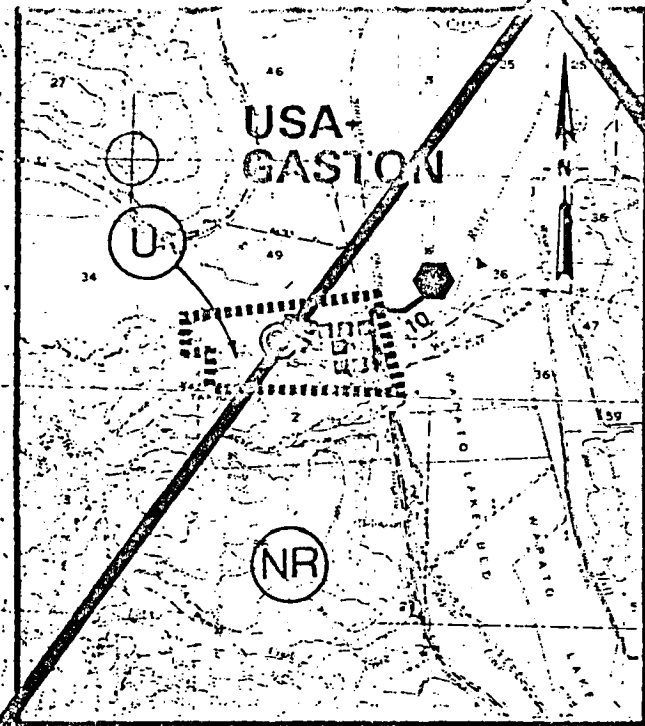
URBAN/RESOURCES

U

Urban

NR

Natural Resources



NOTE: Portion of Gaston planning area in Yamhill County not shown to be amended upon approval of facilities plan.

FIGURE 2-12
USA-BANKS AND USA-GASTON
COLLECTION SYSTEM

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: Council Coordinating Committee
SUBJECT: Regulating the Execution of Public Contracts

I. RECOMMENDATION

- A. ACTION REQUESTED: Adopt Ordinance No. 80-103, for the purpose of allocating responsibility for contract execution and approval.
- B. POLICY IMPACT: Would provide Council oversight and approval of major contracts. Affected contracts would be listed as consent agenda items.
- C. BUDGET IMPACT: None.

II. ANALYSIS

- A. BACKGROUND: The Executive Officer is allowed to enter into contracts on behalf of Metro. Past practice has been that contract approvals and executions have been by the Executive Officer as long as funds for each contract were in the budget. Contracts with significant policy impact have been routinely brought to the Council for approval.

In anticipation of several crucial contracts of substantial value, it has been suggested that a formal allocation of contract approval authority be codified.

- B. ALTERNATIVES CONSIDERED: The proposed ordinance would require Council approval of each non-personal services contract over \$50,000 in price. Though the \$50,000 level is admittedly arbitrary, the Coordinating Committee believes said level to be a reasonably accurate cutoff point between contracts of a routine nature and those of policy magnitude. The alternative considered by the Committee was a \$100,000 limit which had been recommended by staff.
- C. CONCLUSION: Recommend adoption of Ordinance No. 80-103 to provide Council control over contracts of policy importance.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF REGULATING	)	ORDINANCE NO. 80-103
THE EXECUTION OF PUBLIC CONTRACTS)	
	)	Introduced by the Council
	)	Coordinating Committee

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1. Purpose

It is the purpose of this ordinance to allocate responsibility for the execution of contracts to which Metro is a party.

Section 2. Personal Services Contracts

The Executive Officer shall have authority to enter into and execute personal services contracts, as defined by State law, within the limits of the approved annual budget.

Section 3. Other Contracts

The Executive Officer shall have the authority to enter into and execute contracts for construction, materials and services, and contracts other than for personal services within the limits of the approved annual budget; provided however, that all contracts covered by this section which provide for monetary payments or reimbursements by Metro in excess of \$50,000 each during any one fiscal year must be approved by a majority vote of the Council prior to execution or acceptance of bids.

Section 4. Contracts Subject to Appropriation

Contracts extending into a fiscal year beyond the fiscal year in which execution occurs shall expressly provide that continuation of such contracts into subsequent fiscal years is subject to budget

appropriation therefor.

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

Presiding Officer

ATTEST:

Clerk of the Council

AJ/gl
256/135

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

AN ORDINANCE AMENDING HOUSING
GOALS AND OBJECTIVES

) ORDINANCE NO. 80-104
)
) Introduced by
) Councilor ~~Cindy Banzer~~
JACK DEINES

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1. Goal #22 (Fair Housing) of the Metro Housing Goals
and Objectives, as adopted on September 4, 1980, by Ordinance No.
80-98, is hereby amended to read as follows:

"Goal #22, ACCESS TO HOUSING

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

Section 2. Goal #22, Objective b., as adopted on September 4,
1980, by Ordinance No. 80-98, is hereby amended to read as follows:

"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."

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

Presiding Officer

ATTEST:

Clerk of the Council

HB:AJ:gl
340B/92

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

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

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adoption of the attached Resolution No. 80-180 recommending that LCDC grant a continuance of the city of Wood Village's request for compliance. The Council should act on this item at its September 25 meeting in order to ensure that its recommendation is considered by DLCD (see background).
- B. POLICY IMPACT: This Metro acknowledgment recommendation was 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: Wood Village submitted its plan to LCDC for acknowledgment in June, 1980. LCDC's hearing on the City's request for acknowledgment is scheduled for October 30-31, 1980.

Metro conducted a final review of Wood Village's plan in December, 1979, and identified a number of deficiencies (see Exhibit "B"). Most of the deficiencies have been corrected through subsequent amendments to the plan.

Wood Village is a relatively small city with a population of about 2,400 people. The City is largely developed with only 49 acres of vacant residential land, the majority of which is committed. It is bordered by Fairview on the west and Troutdale on the east and, therefore, has limited capabilities for expanding its City limits.

Most of the deficiencies identified in Metro's Acknowledgment Review of Wood Village's plan can be corrected with a minimum amount of work.

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 the Wood Village 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 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 Council will receive and act upon the RPC recommendation, receive any additional testimony and adopt a final recommendation on acknowledgment requests for compliance with Statewide Planning Goals. 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).
- C. CONCLUSION: Metro's recommendation for a continuance will support local planning efforts while protecting regional interests.

MB:ss
99B/135
9/25/80

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF RECOMMENDING A	)	RESOLUTION NO. 80-180
CONTINUANCE OF THE CITY OF)	
WOOD VILLAGE'S REQUEST FOR	)	Introduced by the Regional
ACKNOWLEDGMENT OF COMPLIANCE WITH	)	Planning Committee
THE LCDC GOALS)	

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

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

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

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

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

WHEREAS, Metro finds that Wood Village's Comprehensive Plan does not comply with the LCDC Goals #2, #7 and #10; now, therefore,

BE IT RESOLVED,

1. That the Metro Council recommends to LCDC that Wood Village's request for compliance acknowledgment be continued to correct deficiencies under Goals #2, #7 and #10, as identified in Exhibit "A."

2. That the Executive Officer forward copies of this Resolution and Staff Report attached hereto as Exhibits "A" and "B" to LCDC, city of Wood Village and to the appropriate agencies.

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

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

Presiding Officer

MB:ss
102B/135

WOOD VILLAGE ACKNOWLEDMENT REVIEWINTRODUCTION

Wood Village is located in the eastern urban area of Multnomah County between the cities of Fairview and Troutdale. Wood Village was incorporated in 1951. The City is expected to grow to a population of 3,000 to 3,500 people by the year 2000. There are only 49 vacant buildable residential acres within the city limits.

The Wood Village plan sets out policy and land use designations for land within the city limits and is submitted as a "complementary" plan.

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

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

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

Metro recommends Wood Village's request for acknowledgment be continued to correct deficiencies of regional concern identified under Goals #2, #7 and #10.

General Requirements

All general requirements have been satisfied. The following "opening language" is minimally adequate for compliance with regional requirements. The plan and subdivision ordinance, however, lack a process for amendment. This deficiency is discussed under Goal #2 of this review.

"Regional or statewide planning agencies may on occasion find it necessary to require changes in local comprehensive plans so as to adjust for the cumulative effect once these plans become

acknowledged. Wood Village will cooperate with the appropriate agencies in reviewing any requested changes to its plan as the need arises." (p. 4)

Wood Village's 1978 population was 2,410. The City projects an ultimate population of approximately 3,000 to 3,500 people by the year 2000, which is generally consistent with Metro's "208" projection.

Conclusion: The City satisfies the general requirements.

Goal #1 Citizen Involvement

The Planning Commission serves as the Committee for Citizen Involvement. The Citizen Involvement Program was approved in June, 1976. The City concludes that although only a limited number of citizens have been involved in the planning process, ample opportunity for involvement has been provided.

No Goal #1 violation complaints have been received by Metro regarding the City's Citizen Involvement Program.

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

Goal #2 Land Use Planning

The plan is organized on a goal-by-goal format. Each subject area contains a goal, policies and a background discussion section. As noted under the "General Requirements" of this review, the Wood Village Comprehensive Plan and Subdivision Ordinance do not contain a provision whereby amendments can be made. The Zoning Ordinance (No. 8-1972) may be amended as per Section 8.30.

Goal #2 requires that a process be established by which the plan and implementing measures may be reviewed and, as needed, revised on a periodic cycle. The Wood Village plan lacks this provision.

As submitted to LCDC and Metro, the Wood Village Comprehensive Plan package included Zoning Ordinance No. 1-1980. Subsequent to this submittal, the City indicated that Ordinance No. 1-1980 was not adopted and, therefore, requested that the old Zoning Ordinance (No. 8-1972) be reviewed for compliance. Therefore, Metro's review is based on Ordinance No. 8-1972.

Included within the text of the plan was a "Proposed Land Use" map, an "Existing Zoning" map and a "Proposed Zoning" map. The Land Use map and Existing Zoning map have been adopted (conversation with the City's planning consultant, Dean Apostol of Carter, Bringle & Assoc.). Therefore, Metro's review is limited to the adopted maps only.

A comparison between the Land Use Map and Zoning Map reveals that one parcel along the south side of Halsey Street needs to be down zoned. The parcel(s) is presently zoned C-2, whereas, the plan designates the parcel for medium-high density residential (i.e., Baker type conflict exists). However, since the subject parcel(s) are fully developed for residential use, this issue is moot at this point in time.

An Urban Planning Area Agreement (UPAA) has been signed with Multnomah County with the County's plan controlling land use within the unincorporated portions of the County/City Urban Planning Area.

Conclusion: The City does not comply with the regional requirements under Goal #2 . In order to comply, the City must:

1. Amend the plan and Land Division Chapter to provide for an amendment process.
2. Amend the plan to provide for a periodic review and update of the plan and implementing ordinances.

Goal #3 Agricultural Land

Conclusion: Not applicable for lands located within an adopted Urban Growth Boundary (UGB).

Goal #4 Forest Lands

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

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

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

The plan states (p. 18) that there are no identified mineral or aggregate resources within Wood Village. This finding is consistent with the "Oregon Department of Geology and Mineral Industries" (ODGMI), 1978 report.

"The Urban Outdoors" study by CRAG, 1971, has no plans which impact Wood Village directly.

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

Goal #6 Air, Water and Land Resources Quality

The Arata Creek and a tributary to Fairview Creek pass through Wood Village. There are no identified water quality problems within Arata Creek. Water quality in Fairview Creek is largely the responsibility of Gresham.

The City's sewage is treated at the Gresham Sewage Treatment Plant and, therefore, water quality is the responsibility of Gresham. The Wood Village plan does have policy calling for the protection and enhancement of vegetation to protect stormwater quality and the review of industrial development proposals to minimize their adverse environmental impacts. The vegetation policies are implemented through Section 3.922.5 (amendment to Ordinance No. 8-1972) of the Zoning Ordinance, applicable only to the A-2 (Apartment Residential) District. Policy calling for the review of industrial developments is not carried-out in the implementing ordinances.

Although the plan contains no inventory on air quality, it does include Metro's "sample language" which is minimally acceptable for goal compliance.

"Wood Village lies within the Portland-Vancouver Interstate Air Quality Maintenance Area (AQMA). This area is described in the draft State Implementation Plan (SIP) for air quality, published jointly by the Department of Environmental Quality and the Metropolitan Service District in April, 1979. The draft SIP shows that the entire AQMA is in nonattainment for meeting the recently revised federal ambient air quality standards for ozone and is predicted to remain in nonattainment to at least 1987 unless additional control measures are undertaken. MSD and DEQ are developing a regional control strategy to bring the metropolitan area into attainment by 1987. Wood Village will cooperate and work with these agencies to realize this goal.

"Until such time as control strategies are realized, Wood Village will use measures described in the DEQ handbook for "Environmental Quality Elements of Oregon Local Comprehensive Land Use Plans" when planning any development activities having the potential to directly (by direct emissions) or indirectly (by increasing vehicular travel) affect air quality." (p. 15)

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

Goal #7 Areas Subject to Natural Hazards

Arata Creek and a tributary to Fairview (crossing only a small portion of the City) are subject to periodic flooding. A storm drainage plan for Arata Creek has been developed and implemented with positive results. A master drainage plan has been completed for the tributary to Fairview Creek but due to a lack of funds, has not been implemented. The flooding problems extend beyond the Wood Village city limits and, therefore, the City is limited in the steps it can take to ameliorate the situation. The city of Gresham has prepared a drainage study for the entire Fairview Creek Drainage Basin.

There are a limited number of hazardous slopes in the City. Soils subject to high water table and/or poor drainage are scattered throughout the City.

The following plan policies have been adopted to address natural hazards in Wood Village:

"Continuation of efforts to alleviate flooding problems encountered near Fairview Creek, either through an independent action by the City of Wood Village or through cooperation with other local jurisdictions.

"Close monitoring of building techniques on soils of low bearing strength and steep slopes through the offices of the city engineer and building inspector.

"Cooperation with state and regional authorities on area disaster plans." (p. 17)

There are no provisions within the City's implementing measures by which to carry-out the above policies.

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

- . Adopt implementing measures adequate to ensure protection from natural hazards (e.g., adopt a floodplain ordinance, adopt Chapter 70 of the Uniform Building Code, etc.).

Goal #8 Recreational Needs

The plan presents a brief analysis of recreational opportunities in the Wood Village area. Policy calls for a variety of recreational facilities. Section 31 (Land for Public Purposes) of the "Land Division Chapter" provides the Planning Commission with the option to require portions of subdivisions to be reserved for public acquisition for a period not to exceed one year. In addition, all subdividers are required to dedicate not less than six percent of the gross area within a subdivision as park land. If the Planning Commission determines that there is no suitable land within the subdivision for recreational use, then a fee of equal value is charged. Park land dedication for recreational use is also required in PUDs and apartment developments in the A-2 district.

As noted under Goal #5, there are no plans contained within the "Urban Outdoors" study, that directly impacts Wood Village.

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

Goal #9 Economy of the State

The plan includes a good discussion of the various alternatives available to the City to improve its economic base. Of the 36 acres zoned for commercial development and 49 acres zoned for industrial uses, about nine acres of commercially zoned land and 15 acres of industrially zoned land remain vacant and buildable (conversation with Dean Apostol, 9-8-80). Plan policies are implemented mainly through the Land Use Plan and Zoning Ordinance. As noted on page 15 of the plan:

"Until such time as control strategies are realized, Wood Village will use measures described in the DEQ Handbook for "Environmental Quality Elements of Oregon Local Comprehensive Land Use Plans" when planning any development activities having the potential to directly (by direct emissions) or indirectly (by increasing vehicular travel) affect air quality."

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

Goal #10 Housing

It is stated within the Wood Village plan that a housing needs analysis can only be accomplished at a regional level and, therefore, the existing/new unit potential "Housing Matrix (Figure 1, p. 25) constitutes as the City's needs analysis. In addition, the City's regional housing needs are defined in part, through the Metro "UGB Findings," (i.e., guidelines for single family/multi-family split and housing densities), a portion of the December 10, 1979, LCDC report on acknowledging Metro's UGB (pp. 12-14), and the year 2000 population projections (i.e., Metro "208" population projections). However, Wood Village is not a participant in the Areawide Housing Opportunity Plan (AHOP) and, therefore, must conduct a more extensive analysis than presented in the plan.

In the Metro region the AHOP has been developed as a regional assessment of assisted housing needs and a "fair-share" distribution of assisted units. Since Wood Village has declined to participate in the AHOP, the City's plan must include a regional housing analysis that identifies Wood Village's role in providing for its assisted housing needs. At a minimum, the City must identify the existing and three-year (1980-83) need for assisted housing and how Wood Village will meet that need.

Note: Low-income households are defined as all households whose incomes are below 80 percent of the regional median income. In order to determine which low-income households are in need of assistance, the following criteria is applied:

1. Households paying above 25 percent of their income for housing;

2. Households having more than one person per room (i.e., overcrowded); or
3. Households residing in a substandard dwelling unit.

Although the City has identified a number of areas which are subject to natural hazards, the analysis which depicts the acres of land allocated for new residential development does not distinguish between buildable and constrained lands. The City's planning consultant, Dean Apostol, has subsequently identified about one acre of land (in the single family zone) which is subject to hazards (i.e., steep slopes). Therefore, Metro concludes that all but one acre of vacant land is considered buildable. This is sufficient to constitute as the City's buildable lands inventory.

As presented below, the plan calls for a 51/49 single family/multi-family new construction ratio with over half of the single family units being mobile homes. The overall density is approximately 8.7 units per net acre (UNA). This is a commendable ratio and density given the City has only 49 acres of vacant residential land remaining.

SINGLE FAMILY/MULT-FAMILY RATIO

	<u>Existing Units</u>	<u>Planned New Construction</u>	<u>Build-Out</u>
SF	520 (57%)	168 (51%)	688 (55%)
MF	392 (43%)	160 (49%)	552 (45%)
TOTAL	912 (100%)	328 (100%)	1,240 (100%)

The Zoning Ordinance (No. 1-1972) establishes four single family districts (R-12, R-10 and R-7.5) and two multi-family districts (R-4 and A-2). Upon close examination one finds inadequate provisions for the siting of mobile homes (Trailer parks are allowed in the A-2 and C-2 district). The projected 88 mobile homes (within one mobile home park in the C-2 zone), however, are presently under construction and therefore this issue is moot.

Zoning Ordinance No. 8-1972 does include a Planned Development District - PD (Section 6.40), but approval is subject to the following vague and discretionary standards:

"The Planning Commission shall informally review the Preliminary Development Plan and Program at a regular meeting and may act to grant preliminary approval, approval with recommended modifications or denial. Such actions shall be based upon the Comprehensive Plan, the standards of this ordinance and other regulations and the suitability of the proposed development in relation of the character of the area."
(Emphasis added) (Section 6.4201 - c)

Since the City more than meets its regional housing obligations, the P.D. provision (even though permitted under vague standards) is superfluous to compliance with Goal #10.

Duplexes are permitted in the single family district on lots where the side abuts a commercial or industrial district. This provision could add more multi-family units to the City's overall housing mix (i.e., SF/MF) ratio. However, also permitted are "transitional uses" such as medical offices and parking lots. With such flexibility, we seriously question whether residential units will be built at all on vacant lots which abut a commercial or industrial district. Within the apartment district (A-2), hotels and motels are permitted subject to a public hearing. The City has indicated that there is approximately 1.8 acres of land (i.e., two parcels with .9 acres each) in the A-2 zone which could be impacted by the option to build a hotel or motel (conversation with Dean Apostol, 9/9/80). According to the density allowed under Section 3.921 of the Zoning Ordinance, this could result in the loss of 30 projected multi-family housing units. This is quite significant in terms of the overall number of potential new multi-family units.

Finally, as noted under Goal #8 of this review, developers of new subdivisions must dedicate six percent of the gross area for recreational uses or pay a comparable fee (Section 31.02). Development in the A-2 zone requires a minimum of 200 sq. ft. of recreational area for each multi-family unit for projects of 15 through 30 units and 300 sq. ft. for each unit for projects of 31 or more units (Z.O. Section 39.225). This latter standard also applies to Planned Unit Developments (Z.O., Section 6.4305-G). Metro finds the 6 percent park land dedication/fee and A-2 open space/recreational area requirements are reasonable and justified.

Conclusion: The City does not comply with the regional requirements under Goal #10. In order to comply, the City must:

1. Develop an assisted housing needs analysis and adopt appropriate policies and implementing measures sufficient to meet the need, or become a participant in the AHOP.
2. Demonstrate that the option to place medical offices and parking lots (on lots where the side of a lot abuts a commercial or industrial district) in the single family districts and hotels and motels in the multi-family district (A-2) will not jeopardize the City's ability to meet its housing needs or delete these options from the Zoning Ordinance.

Goal #11 Public Facilities and Services

The City's water source is the Troutdale aquifer, drawn through two City operated wells. The three reservoirs have a storage capacity of 1.45 million gallons. The water is of good quality and the City's distribution system is adequate to meet future needs.

Wood Village's sewage is treated at the Gresham Sewage Treatment Plant. The Gresham plant is noted as being over capacity, but plant expansion is underway. Another expansion of the Gresham facility will be needed to meet future demands.

The plan policy quoted below is adequate to ensure consistency with the "208" Waste Treatment Plan:

"Wood Village will cooperate with other area jurisdictions to improve public facilities as the need arises, including solid waste disposal, sanitary sewage treatment and energy transmission facilities." (p. 29)

Storm drainage has been addressed, for the most part, through the "Natural Hazards" section of the plan (see Goal #7 of this review) and the "Storm Sewer" plan map.

Although the plan notes the existence of a systems development charge (p. 27), this is simply a hook-up fee (reference - Metro's Final Review of the Wood Village Plan, p. 3).

The plan contains the following "solid waste language," adequate to meet regional concerns:

"Wood Village recognizes MSD's responsibility to prepare a solid waste management plan, and will cooperate with regional planning efforts to handle solid waste disposal and recovery." (p. 28)

Paragraph two on page 28 states: "...all new development must be approved by the Wood Village Planning Commission...." Since most uses are permitted outright, we find this statement inappropriate and hence, recommend this statement be deleted either during the "continuance" period or the first update of the plan.

Plan policies are implemented mainly through the Zoning Ordinance and Land Division Chapter.

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

Goal #12 Transportation

The plan includes a brief discussion of the traffic congestion problems along the City's arterial streets and planned improvements to relieve the congestion. A roadway classification system is presented in the plan (p. 32A).

The eastside light rail transit project is mentioned. In order for Wood Village residents to take advantage of this system, bus service from Wood Village to Gresham is needed. In general, Tri-Met serves the City on an east/west axis. The plan identifies the need for a north/south bus routing system as well.

Transportation policy calls for the cooperation with regional and county governments to improve the transportation systems in Wood Village. Although there is no discussion or policy on the transportation disadvantaged, this issue is adequately addressed on a regional level through the Regional Transportation Plan (RTP) and present efforts by Tri-Met.

The plan is implemented primarily through the Land Division Chapter and the Zoning Ordinance.

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

Goal #13 Energy Conservation

A brief discussion of the City's options to help conserve energy is presented. Although the energy use data contained within the "CRAG Region Energy Analysis" report, 1977, is not included, the plan does identify the total electrical energy used by Wood Village for 1975.

The energy conservation policies establish a basis upon which the City can proceed to encourage energy conservation:

"The city hall will establish a car pooling center to assist residents in forming car pools.

"City officials will organize a petition effort in cooperation with Fairview, Gresham and Troutdale to inform Tri-Met officials of the need for local transit service.

"The Wood Village Planning Commission will encourage development of a local retail center on the north side of Halsey in cooperation with Fairview.

"The City zoning ordinance will be revised to encourage energy-saving techniques in site development and construction." (pp. 35-36)

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

Goal #14 Urbanization

Since the City is substantially developed and has a "city limits" plan, the four conversion factors of Goal #14 are satisfied.

The city limits are not coterminous with the Metro UGB and, therefore, the City is not required to identify the UGB on the City's plan map or recognize within the plan, Metro's role in the amendment of the boundary.

Policy calls for the encouragement of infill on vacant land, working cooperatively with affected government bodies responsible for the determination of future city boundaries and the extension of urban services in an orderly fashion.

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

MB:ss
117B/161

WOOD VILLAGE FINAL REVIEW

Numbers in the following discussion refer to items in the Metro/DLCD plan review check list.

I. Regional Concerns:

Opening language (0.1.9): We urge inclusion of the "sample language" we have provided (Attachment A), but would accept any addition to the language in the second paragraph on p. 4 which makes it clear that: (1) plan amendments may be necessary to comply with regional goals, objectives, and functional plans adopted by Metro in the future; and (2) Metro may initiate a request for plan amendments of this type.

Coordination with Regional Air and Water Quality Plans: We urge inclusion of the "sample language" in coordination with the State Implementation Plan (SIP) and the "208" Plan (Attachment B). The first paragraph of the sample SIP language, containing basic information on regionwide air quality problems, provides an important supplement to the air quality discussion currently in the plan.

Our paramount concern, however, is recognition of the need to coordinate local and regional planning policies in these areas. Reference to regional as well as county, state and federal officials in the policy on p. 14 would provide the minimum necessary to address our concerns. We hope the City will consider including more detailed data and policy, consistent with our "sample language," when it next undertakes to revise and update its plan.

Housing: The plan does not address most of the Goal #10 (Housing) criteria in the plan review worksheets. Most notable is the absence of any data, analysis, or policy on housing needs relative to income. Metro does have a strong regional interest in the provision of housing at the local level adequate to meet regional needs. Based on our discussion, I do not believe that plan deficiencies jeopardize regional housing interests or needs because: (1) Wood Village has provided, on its plan map and through zoning, for new housing construction well in excess of that assumed needed in Metro's UGB Findings; and (2) you indicated that there are only about 10 acres of uncommitted vacant residential land within City limits. Documentation of the fact that all but ten acres are currently committed is needed, however.

You should be aware that LCDC may differ in its judgment on this matter and expect more complete data, analysis, and policy.

Service Provision: Metro has expressed its interest in helping the East County cities resolve current questions about who should annex and serve which areas. We do not believe, however, that the current uncertainty is a goal compliance issue.

II. LCDC Goal Compliance Issues:

There are a number of criteria on the plan review worksheets that have not been adequately addressed. Neither we nor LCDC expect "perfect" plans which meet all criteria, however. Following is our judgment on which "deficiencies" may be judged by LCDC to be sufficiently serious to preclude acknowledgment. I want to emphasize, however, that we cannot guarantee either that the following problems are the only possible compliance issues, nor that all of them will be found to jeopardize compliance acknowledgment. Finally, while it is relatively easy to describe the most the City would have to do in order to remedy the identified problems, it is neither possible nor desirable for us to advise the City on the least it can "get away with" and still be acknowledged. Where I have suggested additional work which might be done to address an identified problem, it is an indication only of what would be necessary to satisfy Metro that the goal requirement has been met.

Goal #2: Land Use Planning:

The plan does not appear to contain a schedule for periodic review and revision of the plan (2.2.3). This is a clear goal requirement and one which is likely to be viewed as essential for acknowledgment. As an alternative to adding such a schedule to the plan itself, it could be provided in the ordinance adopting the plan or in a separate resolution or ordinance.

The zoning and subdivision ordinances should be revised to implement the plan more clearly and directly (2.1.2.1). In particular, reference to plan policies in the ordinances should be reworded to identify the applicable policies more specifically, and references to responsibilities of the "Planning Director" might be replaced with the appropriate title for the person responsible.

In addition, the standards and procedures for the approval of mobile homes are too discretionary to pass LCDC's "St. Helens" test. But while this may be of concern to LCDC, Metro does not feel it jeopardizes compliance because, with the completion of the mobile home park which you indicated was currently being developed, the City will have adequately provided for this type of housing.

All implementing ordinances must be adopted by City Council before the City can be granted compliance acknowledgment.

Goal #5: Natural Resources:

Other than policy on vegetation as it relates to environmental quality, the City has no policy on the preservation of any of the resources covered by this goal. The plan indicates that none of these resources are present. However, land needed for open space generally (5.1.1), as well as scenic views and sites (5.1.6) and wetlands (5.1.7) are not referred to at all and the "disclaimer" on fish and wildlife habitats is not documented. For these four items, it would be helpful, at a minimum, if the City documented the

reasons why it feels the applicable goal requirements do not apply (e.g., more information on fish residing in the creeks--or the fact that there are none--and on the character of the adjacent riparian vegetation and any resident wildlife).

Goal #6: Air, Water and Land Resource Quality:

The plan contains a thoughtful discussion of environmental quality issues, but there is no data on air or water pollutants and sources or potential violations of state or federal standards (6.1.1 and 6.1.2). In addition, there is no data on existing noise sources or policy on ways to avoid future violations of state noise standards (6.1.4 and 6.2.3.2). Since noise is something over which local jurisdictions do have control, the City should have either policy adequate to protect noise sensitive areas from existing or future noise sources or an explanation of why such policy is not needed or appropriate.

Goal #7: Natural Hazards:

The City's flood hazard provisions do not appear to meet federal requirements for flood insurance (the 100-year floodplain is not identified nor is there policy and implementing measures to regulate development in that area.) While qualification for federal flood hazard insurance is not a direct goal requirement, the City should demonstrate that the failure to do so does not threaten life or property in violation of the goal. The City's drainage plan appears to do much to alleviate this hazard and should be submitted with the plan as part of the City's "compliance package." In addition, supplemental documentation on the extent of the flood hazard and amount of new development which might be affected would be helpful.

Although the City's policy on hazard from steep slopes or soils with low bearing strength due to slow percolation is adequate, steep slope areas are mapped for 25 percent grade, which the plan indicates that all areas with slopes over 20 percent should be subject to special review. In addition, there is no formal implementing measure for these policies. As we discussed, the City engineer's case-by-case review is probably adequate to ensure compliance, but it would be helpful if there were a separate resolution by the City specifying his role and referencing the maps which identify the areas in which such special review is undertaken.

Goal #9: Economy:

One of the policies on p. 22 provides for site design review of industrial and commercial uses. Although the zoning ordinance does provide for design review, no standards for this review have been established. These standards need not be completely nondiscretionary, but they should state clearly what the review is designed to achieve (e.g., adequate traffic circulation or reduction of noise impacts) and how these standards can be met (landscaping, setbacks, etc.). Although adoption of such standards is probably not strictly necessary for compliance with this goal, the formulation of

standards and procedures for reviewing noise impacts on noise sensitive areas would address the requirements of Goal #6, discussed above. They could also provide specific implementation for the City's policy on possible recreational facilities on the Multnomah Kennel Club site.

Goal #10: Housing:

See discussion under regional concerns above.

Also, the policy on p. 25 to review new development to ensure "acceptable quality" is an apparent violation of LCDC's "St. Helens policy" requiring clear and objective review standards for needed housing types. This could be remedied by either adopting clear and objective design review standards or by specifying in the plan that current zoning and subdivisions standards are intended to be adequate for this purpose.

Goal #11: Public Facilities and Services

As we discussed, the reference on p. 26 to a "systems development charge" for water service is confusing, since it is apparently only a fee to cover hook-up changes. Clarification of this point would be helpful.

Goal #12: Transportation

Comments from Metro's Transportation Division are attached. Most of the issues raised can be addressed through ongoing coordination activities and future plan updates but the functional designation for Halsey St. should be added now.

Goal #14: Urbanization

You indicated that the designation of a small strip within City limits as "future residential" was a mapping error; this should be corrected.

JH:ss
6423/97

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

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

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adoption of the attached Resolution No. 80-181 recommending that LCDC grant a continuance of the city of Gresham's request for compliance. The Council should act on this item at its September 25 meeting in order to ensure that its recommendation is considered by LCDC (see background).
- B. POLICY IMPACT: This Metro acknowledgment recommendation was 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: Gresham submitted its plan to LCDC for acknowledgment in June, 1980. LCDC's hearing on the City's request for acknowledgment is scheduled for October 30-31, 1980.

Metro conducted a draft review of Gresham's plan in April, 1980, and identified a number of deficiencies (see Exhibit "B"). Most of the deficiencies have been corrected through subsequent amendments to the plan.

Gresham has experienced a tripling of its population since 1970. The City is projected to grow from 31,725 (1979) to 52,000 by the year 2000. The plan calls for a 47/53 single family/multi-family new construction housing ratio with an overall housing density of 10 units per net acre.

The Gresham plan deficiencies include 1) plan contains vague and discretionary approval standards for new residential development (Goals #2 and #10), and 2) plan is not consistent with all provisions of the "Interim Johnson Creek Basin Stormwater Runoff Plan" (Goals #2, #6 and #7). The city of Gresham anticipates adopting plan amendments which adequately address the above deficiencies

prior to Metro Council action on this matter scheduled for September 25, 1980. If this occurs and the amendments are found to address adequately the acknowledgment issues raised by Metro, the Regional Planning Committee recommends Gresham's request for acknowledgment be granted.

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 the Gresham 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 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 Council will receive and act upon the RPC recommendation, receive any additional testimony and adopt a final recommendation on acknowledgment requests for compliance with Statewide Planning Goals. 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).
- C. CONCLUSION: Metro's recommendation for a continuance will support local planning efforts while protecting regional interests.

MB:gl
147B/135
9/25/80

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

acceptance
FOR THE PURPOSE OF RECOMMENDING A) RESOLUTION NO. 80-181
CONTINUANCE OF THE CITY OF)
GRESHAM'S REQUEST FOR) Introduced by the Regional
ACKNOWLEDGMENT OF COMPLIANCE WITH) Planning Committee
THE LCDC GOALS)

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

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

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

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

WHEREAS, Gresham's Comprehensive Plan has been evaluated
for compliance with LCDC goals and regional plans adopted by CRAG or
Metro prior to June, 1980, in accordance with the criteria and
procedures contained in the "Metro Plan Review Manual" as summarized
in the staff reports attached as Exhibit "A" and "B"; and *now therefore*

~~WHEREAS, Metro finds that Gresham's Comprehensive Plan
does not comply with the LCDC Goals #2, #6, #7 and #10; now,
therefore,~~

BE IT RESOLVED,

1. That the Metro Council recommends to LCDC that
Gresham's request for compliance acknowledgment ~~be continued to~~ *be approved*

correct deficiencies under Goals #2, #6, #7, and #10, as identified in Exhibit "A."

2. That the Executive Officer forward copies of this Resolution and Staff Report attached hereto as Exhibits "A" and "B" to LCDC, city of Gresham and to the appropriate agencies.

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

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

Presiding Officer

MB:gl
149B/135

Gresham Acknowledgment Review

Introduction

The city of Gresham is located in the urban area of East Multnomah County, just 16 miles from downtown Portland. The City's population has tripled since 1970 from 10,000 to 31,725 (1979). Gresham is projected to reach a population of 52,000 by the year 2000. The corporate city limits encompass about 15 square miles.

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

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

Metro's Draft Review of Gresham'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 Gresham's final submittal regarding the subjects of draft plan deficiencies not covered in Part Two of our report.

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

Metro recommends the city of Gresham's request for acknowledgment be continued to correct deficiencies of regional concern identified under Goals #2, #6, #7 and #10. Metro would also like to extend their congratulations to the city of Gresham for a most thorough and imaginative job.

General Requirements

All general requirements have been met and all necessary documents have been included in the comprehensive plan package submitted for acknowledgment.

Gresham has projected a city limits year 2000 population of approximately 52,000, which is consistent with Metro's "208" projections.

The City has included the following "opening language" which is adequate for compliance:

- "5) The Comprehensive Plan and each of its elements shall be opened for amendments that consider compliance with the Goals and Objectives and Plans of the Metropolitan Service District (MSD) or its successor on an annual basis and may be so amended or revised if deemed necessary by the City Council. Annual amendment and revision for compliance with the above regional goals, objectives and plans shall be consistent with any schedule for reopening of local plans approved by the Land Conservation and Development Commission (LCDC)."

(Volume II, p. 6)

Conclusion: The City has adequately satisfied all general requirements.

Goal #1 Citizen Participation

The City's Committee for Citizen Involvement was appointed in September, 1977, followed by the hiring of a Citizen Involvement Coordinator a month later. Task force groups were then organized around Goal topics to assist in developing the comprehensive plan.

An evaluation of the Citizen Participation Process was conducted in April, 1980, utilizing a citywide random sample survey. While survey results indicated a few changes were needed, overall, the process has been effective.

Following plan acknowledgment, policy calls for the establishment of task forces and citizen advisory groups to carry out the City's Citizen Involvement Program. (Volume II, p. 8)

No Goal #1 violation complaints have been received by Metro regarding the City's Citizen Involvement Program.

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

Goal #2 Land Use Planning

The Gresham plan and implementing measures are contained within three documents submitted for acknowledgment: Volume I, "Findings" Volume II, "Policies and Summary;" and Volume III/IV, "Code and Standards."

The city of Gresham/Multnomah County Urban Planning Area Agreement (UPAA) became effective on May 31, 1979. The County's plan applies to all unincorporated lands within the Urban Planning Area.

A major review of plan policies and implementing strategies will be conducted every two years to ensure the plan is kept up-to-date.

As discussed under Goal #10 of this review, Section 10.3400 of the "Code" contains vague and discretionary approval standards for development in the "Developing District."

The Gresham plan does not comply with all policies and standards of the "Interim Johnson Creek Basin Stormwater Runoff Plan." This issue is addressed under Goal #6 of this review.

Conclusion: The City does not comply with the regional requirements under Goal #2. In order to comply, the City must:

1. Either amend section 10.3400 of the "Code" so as to include clear and objective approval standards or adopt qualifying language which ensures that planned densities will not be reduced, development costs will be minimized, and needed housing types will not be excluded as a result of the application of Section 10.3400.
2. Adopt plan/implementing measures which carry out items B-9 and C-1 of the "Interim Johnson Creek Basin Stormwater Runoff Plan."

Goal #3 Agricultural Lands

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

Goal #4 Forest Lands

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

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

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

Three aggregate resource sites (Rogers Const. Co., Gresham Sand & Gravel Co. and Columbia Brick Works, Inc.) are identified as being within the City. This finding is consistent with the Oregon Department of Geology and Mineral Industries (ODGMI) study, 1978.

The following plan policy calls for the protection of these resources:

"It is the City's policy to protect areas with mineral and aggregate resources and to allow extraction from existing sites where such activities do not violate State and federal environmental quality standards and/or the public health, safety and welfare."

(Volume 11, p. 19)

All three aggregate sites are zoned for industrial development, whereby "extraction" of the resources is permitted, subject to meeting environmental standards. (See Volume IV, Section 2.0400 and 4.0800.)

With regard to plan consistency with The Urban Outdoors, CRAG, 1971; the Gresham plan has designated areas for open space, both existing and proposed (Volume I, p. 96) consistent with the "Outdoors" study. The "Bikeways for Gresham," 1974, referenced in the plan (Volume I, p. 131) calls for the establishment of bikeways which are consistent with The Urban Outdoors.

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

Goal #6 Air, Water and Land Resources Quality

The City's plan does reference the Air Quality State Implementation Plan (SIP), Metro, 1979, (Volume II, p. 23), and contains up-to-date information on air quality in the Portland/Vancouver Air Quality Maintenance Area (AQMA) consistent with the SIP. The plan properly identifies DEQ's and Metro's responsibility in addressing air pollution problems within the region. The plan also contains a discussion on the DEQ Emission Offset Policy (Volume I, "Supplement," p. 2) which is pertinent to new industrial development in Gresham. Plan policy calls for the maintenance and improvement of the City's air quality. The plan's implementation strategy most relevant to the region is included below:

- "6) The City will cooperate and work with MSD and DEQ to realize the goal of air quality attainment as described in the SIP. Until such time as control strategies are realized, Gresham will use measures described in the DEQ Handbook for "Environmental Quality Elements of Oregon Local Comprehensive Land Use Plans," when planning any development activities, having the potential to directly (by direct emissions), or indirectly (by increasing vehicular travel), affect air quality."

(Volume II, p. 24)

Gresham lies within the Johnson, Kelly and Fairview Creek drainage basins. Water quality of both surface and groundwater are noted as having no serious problems. The plan includes a good description of water quality in Johnson Creek. The following plan language is minimally adequate to ensure coordination with regional waste water treatment plans and policies:

- "3) The City shall work with the Metropolitan Service District and other affected jurisdictions to formalize collection and

treatment service area boundaries and to plan major waste treatment facilities. The City recognizes and assumes its responsibility for operating, planning and regulating waste water systems as designated in MSD's Waste Treatment Managment Component."

(Volume II, p. 54)

Consistency with the "Interim Johnson Creek Basin Stormwater Runoff Plan"

On January 24, 1980, the Metro Council adopted the "Interim Johnson Creek Basin Stormwater Runoff Plan" which applies to the Johnson Creek Drainage Basin. Under this plan, Gresham is required to adopt plan provisions and implementing measures sufficient to carry out the terms of the "Guidelines" by July 1, 1980. For the record, the extent to which the Gresham plan carries out the policies and standards contained within the "Guidelines" is discussed below under the three headings identified in the Guidelines (A. Floodplain and Floodway Policies, B. Drainage Policies and C. Vegetation Policies)..:

- A. Floodplain and Floodway Policies: The city of Gresham is a participant in the National Flood Insurance Program. Plan policy and implementing measures call for the prohibition of development within the 100-year floodplain, permitting only open space, greenways, park land and recreational trail uses (re: Volume II, p. 13). Plan provisions (Volume III, p. 10-1 and Volume IV, Section 2.0523, p. 47) together with the requirement to obtain a Corps of Engineer permit, ensure landfills will not take place within the floodway.
- B. Drainage Policies: The Gresham "Community Development Code and Standards" require all future developments to submit a drainage plan which addresses nearly all concerns identified under Section B, Drainage Policies of the Johnson Creek Guidelines. The various elements which must be included within the "drainage plan" are delineated below:

"Section 6.0240 - Drainage Management Practices

"In the absence of a drainage basin master plan, a development may be required to employ drainage management practices which minimize the amount and rate of surface water runoff into receiving streams. Drainage management practices may include, but are not limited to:

- a. Temporary ponding of water;
- b. Permanent storage basins;
- c. Minimization of impervious surfaces;
- d. Emphasizing natural water percolation and natural drainageways;

- e. Prevention of water flowing from the roadway in an uncontrolled fashion;
- f. Stabilization of natural drainageways as necessary below drainage and culvert discharge points for a distance sufficient to convey the discharge without channel erosion;

"Runoff from impervious surfaces shall be collected and transported to a natural drainageway with sufficient capacity to accept the discharge.

"Section: 6.0250 - Standard Engineering Specifications

(to be included at a future date)"

(Volume IV, p. 130)

"Section: 3.1033 - Required Drainage Facilities

- "A. All roof and foundation drains shall be discharged to either curb face outlets (if minor quantity), to a public or approved private storm drain, or to a natural acceptable drainageway if adjacent to the lot.
- "B. All private stormlines, roof and foundation drains to a creek system shall be percolated.
- "C. Private storm drainlines will be required to convey any concentration of run-off across adjoining properties so as to reach an acceptable drainage facility. Private drainage easements shall be established on the deeds or on the recorded plat face of the parcels involved with any required private drainage easements.
- "D. Subsurface drainage facilities may be required in areas of fill if it is so determined by the geologist or soils engineer that there will exist a groundwater situation that could cause stabilization problems. Any subsurface natural spring or field tile shall be piped to an approved drainage facility.

"E. Any development that is down grade from an undeveloped parcel of ground shall intercept and divert the storm water runoff to an approved storm drainage facility. The diversion ditch may not exceed a 5 percent slope, unless improved with an acceptable erosion control method as determined by the City Manager. In addition to the division ditch an interceptor pipe may be required. If the cutoff ditch and interceptor pipe is located on public open space, an easement for maintenance purposes will be established for those properties benefited by the facility."

(Volume IV, p. 89)

"Section: 6.0230 - Effect on Downstream Drainage

"Where it is anticipated that the additional runoff incident to the development will overload an existing drainage facility, the approval authority shall withhold approval of the development until provisions have been made for improvement of said potential condition.

"Section: 3.1040 - Soil Erosion Measures During Construction:

Unless otherwise approved, the following standards are adopted as a minimum requirement for the purposes of minimizing soil erosion. The final program for soil stabilization may vary as site conditions and development programs warrant. These minimum guidelines are not intended to resolve all project soil erosion conditions. The applicant for a development permit is ultimately responsible for containing all soil on the project site.

"A. The plans and specifications will demonstrate the minimization of stripping vegetation on the project site.

"B. If top soil is to remain stockpiled during a rainy season, seeding or other stabilization measures are required.

"C. All areas which will, by necessity, be left bare after September 30th shall be seeded to a cover crop (i.e., cereal rye, annual rye grass, perennial rye grass). Mulching and mulching with landscaping is a viable alternative to seeding. Areas in excess of

10 percent slope must be mulched prior to seeding. If, by October 15th, seeding has not established itself to the point of being an effective erosion control device, straw bale filters may be required. Regular inspection and removal of sediment may be required to maintain the effectiveness of the erosion control device.

"D. Unless an equally effective alternative method is approved by the city of Gresham, stripped slopes in excess of 100 ft. left bare during the winter months will require continuous lines of staked straw bales for erosion control purposes. The lines of straw bales shall be stacked and anchored at 100 feet intervals for large stripped areas. Topographical and soil conditions may require that the 100 feet interval be reduced.

"E. Means shall be devised to prevent sediment laden water from entering any storm sewer facilities. Use of straw bales and/or other materials to filter sediment from water entering storm sewer systems will be required.

"F. In areas of concentrated flow, temporary diversion berms, chutes or downpipes and down drains sized for a two-year storm may be required for projects left incomplete during the winter months.

Temporary check dams may be required to channels carrying sufficient amounts of water to cause channel scouring and erosion.

"9. The Community Development Standards Document shall prohibit the alteration of natural drainageways except where approved by the City Engineer for road crossings and drainage improvements."

(Volume II, 10.333, p. 57)

As required under item #9, Section B, Drainage Policies of the Guidelines:

"The rate of runoff from a developed site during a 25-year recurrence interval storm shall not exceed the predevelopment rate of runoff

released based on a 10-year recurrence interval storm as defined by each jurisdiction..."

(p. 4)

While a "Site Hydrology Report" would be required of developments within the Johnson Creek Drainage Basin, and such a report must address the predevelopment rate of runoff, it does not contain a rate of runoff standard consistent with item #9 above.

"Section: 3.1013 - Site Hydrology Report

"Any site hydrology report which may be required under Section 3.1010, Plans and Specifications, shall include the following:

- "A. A map and calculations showing the drainage area and estimated runoff of the area being served by any drainage facility within the proposed grading and drainage plan.
- "B. Indication of the undeveloped peak discharge of surface water currently entering and leaving the subject property due to the 10 year design storm. Adjusted to the subject drainage basin;
- "C. Indication of developed peak discharge of runoff which will be generated due to the design storm within the subject property;
- "D. Determination of the developed peak discharge of water that will be generated by the design storm at various subbasins on the subject property; and
- "E. A discussion of the drainage management facilities and/or techniques which may be necessary to rectify drainage problems."

(Volume IV, p. 87)

- C. Vegetation Policies: The Gresham plan contains adequate provisions to ensure slope stabilization and the revegetation of land during and after the construction period (re: Volume IV, Section 3.1050, pp. 87-90). However, adequate provisions for the protection and enhancement of riparian vegetation has not been provided. The "Johnson Creek Guidelines" specifically state:

"Riparian vegetation that protects stream banks from eroding shall be maintained or enhanced along major drainageways for a minimum of 20 feet from the channel bottom

centerline plus one additional foot for each one percent of bank slope greater than ten percent; along minor drainageways for a minimum of ten feet from the channel bottom centerline plus one additional foot for each one percent of slope greater than ten percent; along seasonal drainageways for a minimum of ten feet from the channel bottom centerline. This standard policy should not be construed to mean that clearing of debris from the streambed itself is prohibited; normal clearance of the streambed to allow for unimpaired flow of water is encouraged."

(pp. 5 - 6)

In summary, the city of Gresham has not adopted measures adequate to carry out all policies of the "Interim Johnson Creek Basin Stormwater Runoff Plan." In order to comply, the City must adopt plan/implementation measures which more adequately address items B-9 and C-1 of the Guildines.

Conclusion: The City does not comply with the regional requirements under Goal #6. In order to comply, the City must:

- . Adopt plan/implementation measures which adequately carry out items B-9 and C-1 of the "Interim Johnson Creek Basin Stormwater Runoff Plan."

Goal #7 Lands Subject to Natural Hazards

The Gresham plan contains an excellent identification and analysis of natural hazards in the Gresham area. Base maps which identify areas with geologic, soils, slopes and floodplain constraints to development are included.

Plan policies are implemented mainly through the "Community Development Code and Standards." For hillside development, a developer may select the option to either adjust the minimum lot size according to the percentage of slope or utilize a density transfer to less constrained lands. An environmental report, which addresses soils, geology and hydrology is required of developers desiring to build on a hillside (i.e., slopes greater than 15 percent). A grading plan and vegetation and revegetation reports are required as well. Except for open space, greenways, park land and recreational trails, all other uses are prohibited within the 100-year floodplain.

Consistency with the "Interim Johnson Creek Basin Stormwater Runoff Plan," 1979, is discussed under Goal #6 of this review and found not to be in compliance.

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

- . Adopt plan/implementation measures which adequately carry out items B-9 and C-1 of the "Interim Johnson Creek Basin Stormwater Runoff Plan."

Goal #8 Recreational Needs

Gresham has presented a good inventory and analysis of the City's open space/greenway/park system. To date, the City has required land dedication of subdividers where lands are shown to be hazardous for building sites, resulting in the dedication of 165 acres of open space along the City's creeks.

The proposed greenways and bikeways are consistent with "The Urban Outdoors" study as discussed under Goal #5 of this review.

Plan policy calls for the City to:

"...assure the availability of recreational lands and facilities which will meet the recreational needs of all Gresham residents and visitors that can be provided in an urban setting."

(Volume II, p. 66)

"...to ensure the availability of sufficient open space for all areas of the City; to meet the recreational needs of all age groups; and to locate open spaces so as to protect natural resources and minimize hazards to life and property."

(Volume II, p. 38)

To implement the above policies, the "Development Code and Standards" provide for density transfers where slopes exceed 15 percent (Section 2.0510), prohibit development within the floodplain and require land dedication or a systems development charge of all developers of subdivisions, multi-family dwellings or mobile home subdivisions.

While the park donation/fee approach is adequate for implementing the policies under Goal #8, questions have been raised regarding the impact of this strategy on the cost of new housing. This issue is discussed in further detail under Goal #10 of this review.

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

Goal #9 Economy of the State

The City has allocated 456 acres for commercial development. Of this acreage, 260 are developed, 40 acres are committed to a regional shopping center and the balance of 156 acres are vacant.

Due to the anticipated development of the light rail line and its terminus at the Gresham Central Business District (CBD), the downtown area is expected to experience major new commercial development. A "Transit Impact District" has been formed for the CBD with a master plan for the area underway.

Over 572 acres are designated for industrial use of which 300 acres are developed. Of those industrially designated lands, only 74 acres are developed for industrial purposes. Gresham is encouraged, however, that locally based, nonpolluting industry will be locating within the community in the near future.

Plan policy calls for the encouragement of commercial and industrial development, implemented through the "Development Code and Standards" document. The "Code" and "Standards" are especially focused on compatibility with adjoining uses, transportation efficiency, energy conservation and crime prevention through design. As noted under Goal #6 of this review, a discussion on the DEQ Emission Offset Policy is included in the plan.

Noise level and air quality standards have been established for industrial developments (Volume IV, Section 2.0312).

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

Goal #10 Housing

The Gresham plan contains an excellent housing needs/demand analysis. Low and moderate residential development is allowed in the low and moderate density residential districts and high density residential development allowed within the CBD.

As indicated below, the City more than meets their regional responsibility of providing for a 50/50 single family/multi-family new construction housing ratio.

Single Family/Multi-Family Housing Ratio

	<u>Existing Units</u>	<u>Planned New Construction</u>	<u>Build-Out</u>
SF	7,954 ¹ (66%)	10,863 ² (47%)	18,817 (53%)
MF	<u>4,124</u> (44%)	<u>12,440</u> ³ (53%)	<u>16,564</u> (47%)
Total	12,078 (100%)	23,303 (100%)	35,381 (100%)

(Source: "Overall Housing Capabilities," Revised, Volume I, p. 92, August 27, 1980, and Memo to Metro, 8/14/80)

¹Figure includes 380 mobile homes.

²Figure includes units on vacant buildable lands only (i.e., on slopes less than 15 percent).

³Figure represents an average between the minimum and maximum (9,952 - 14,928 units) allowable based upon continuance of current densities/complete infill at full potential.

Not shown on the above table is the provision for duplexes in the low density district on lands within 275 feet of a street of at least arterial street status (at a minimum lot size of 4,000 sq. ft. per living unit), the provision for allowing all development to be attached (i.e., multi-family) on 7,000 sq. ft. lots and the provision for about 3,120 to 5,460 multi-family units (at a minimum lot size of 1,815 sq. ft. per unit) in the Commercial Development District.

There are 2,839 gross acres of land allocated for development in the low density zone for a single family density of 6 Units per Net Acre (UNA). About 622 acres have been allocated to the moderate density zone for a multi-family density of 25 UNA. This results in an overall (SF and MF) density of 10.3 UNA. (Note: 20 percent has been subtracted from the gross acreage figures for streets.)

The City has established three major classification districts (Established, Developing and Redeveloping) within which the development approval process and standards vary. The following approval standards, for development within a "Developing District" as per Section 10.3400, Volume III of the "Code and Standards" document are vague and discretionary:

"(2) Except as otherwise provided in section 10.3412, in an urban developing district a development is permitted if authorized pursuant to the Type III procedure and determination that the development is consistent with any emerging patterns of area development, in addition to compliance with the comprehensive plan, other requirements of this code and applicable standards...." Emphasis added. (pp. 10-19)

While the plan does not contain an analysis on the need for mobile homes, mobile homes are encouraged by plan policy (Volume II, p. 30) and are allowed in subdivisions (minimum 4 acre site) in the moderate density residential district at a minimum lot size of 4,300 sq. ft. per unit. It is questionable whether mobile homes at 10 units per acre can effectively compete with multi-family development (also allowed in the moderate density district) at 24 units per acre. However, given that the opportunity exists for all residential development to be constructed as multi-family units, the allowance for densities considerably in excess of the Metro UGB assumption, several innovative implementing measures which provide certainty to the developer as to the approval requirements and processing time, and the option to transfer densities from lands constrained by steep slopes, the provision for mobile homes is superfluous to compliance with Goal #10.

The city of Gresham is not a participant in the Areawide Housing Opportunity Plan (AHOP). The City has included findings contained within the AHOP which identify 456 households in need of housing assistance in Gresham. Policy calls for the development and adoption of a "Housing Assistance Plan" for the City and the possible creation of a local authority to administer the plan.

As referenced under Goal #8 of this review, the Gresham plan (as per Volume IV, Section 4.0900) requires developers of subdivisions, multi-dwelling structures, or mobile home subdivisions to either dedicate land for recreational/open space use or pay a comparable development charge. The park land dedication/fee is based on a formula by which the developer pays one-third the costs of new park land based on a 1 acre/100 people park standard. This results in about a \$170 fee for each single family unit and a \$120 fee for each multi-family unit. We find this fee to be reasonable and justified.

Conclusion: The City does not comply with the regional requirements under Goal #10. In order to comply, the City must:

Either amend section 10.3400 of the "Code" so as to include clear and objective approval standards or adopt qualifying language which ensures that planned densities will not be reduced, development costs will be minimized, and needed housing types will not be excluded as a result of the application of Section 10.3400.

Goal #11 Public Facilities and Services

Gresham's major water source is Portland's Bull Run Reservoir. Water distribution is carried out by three special districts (Powell Valley Road District, Rockwood District and Lester Water District) and the city of Gresham, with the City being the major water purveyor. The Gresham Master Water Plan calls for improvements adequate to maintain a sufficient water supply. The efficiency of operating four separate water distribution systems is of concern to the City. Plan policy calls for the City to assume responsibility for providing water service to all residents within the City. Future water service facilities shall be developed as per a (yet to be developed) joint City/Special District(s) water facilities capital improvements program.

Sewage treatment is provided by the city of Gresham, serving Gresham, Wood Village, Fairview and a small portion of unincorporated Multnomah County. Treatment facilities are adequate to provide service only to 1983. Gresham is part of a consortium with Multnomah County and Troutdale aimed at obtaining Environmental Protection Agency (EPA) funds to determine the long-range strategy for sewage treatment in the East County area. There is also a need for collection system improvements.

The Gresham plan includes the required coordination language as follows:

"The City shall work with the Metropolitan Service District and other affected jurisdictions to formalize collection and treatment service area boundaries and to plan major waste treatment facilities. The City recognizes and assumes its responsibility for operating, planning and regulating waste water systems as

designated in MSD's Waste Treatment Management Component."

(Volume II, p. 54)

Policy is implemented through the City's Capital Improvement Program and Development Permit process.

Subsurface disposal units are permitted only on lots of record subject to the following policies:

- "1. If the property is currently being served by a subsurface disposal and that system is malfunctioning, the system may be replaced with subsurface disposal providing sanitary sewer is not directly available to the property.
- "2. Subsurface disposal may be allowed in a developed area if the majority of that area is currently served by subsurface disposal and it is unlikely that sanitary sewer will be made available in the next five years.
- "3. The minimum size for any newly created lots for which subsurface disposal will be allowed is 15,000 square feet.
- "4. The property must be approved by the Multnomah County Sanitarian for subsurface disposal.
- "5. If sanitary sewer is or will be available to the property in one year, subsurface disposal will not be allowed.
- "6. No subsurface disposal will be allowed in the Kelly Creek and Johnson Creek Interceptor drainage basins.
- "7. No new subdivision, commercial, industrial, multi-family or duplex shall be approved for subsurface disposal.
- "8. Only one subsurface disposal connection will be granted per lot. No subdivision of the property will be allowed until sanitary sewer is available.
- "9. In exchange for granting the request, the property owner shall sign an agreement stating that:

- a. The applicant must sign an agreement stating that the owner, heir, assigns, etc., will not remonstrate against the construction of sanitary sewer.
- b. At such time as a public sewer becomes available to a property served by a private sewage disposal system, a direct connection shall be made to the public sewer in compliance with Ordinance 390.

"10. If strict enforcement of these policy guidelines would require unreasonable or disproportionate expenses to the property owner or cause extreme financial hardship to the property owner, an appeal may be directed in writing to the City Council setting forth the reasons for the requested exemption and such further information as may be required. After investigating the appeal, the City Council may grant or refuse the exemption or may grant it for a limited time or upon reasonable conditions."

(Volume I, pp. 145-146)

The Gresham plan contains an extensive discussion on storm drainage problems and a thorough review of mitigating measures which could be taken to both reduce the amount of runoff and improve the quality of stormwater runoff.

As noted under Goal #6 of this review, Gresham lies within the Johnson, Kelly and Fairview Creek drainage basins, all three of which are subject to periodic flooding. To date, "Drainage Master Plans" have not been developed for the three drainage basins, although such "Master Plans" are slated for development in the near future. During the interim, the "Community Development Code and Standards" requires developers to submit a drainage plan which:

"...emphasizes the use of natural drainageways; investigates the feasibility of detention ponds or other holding facilities; minimizes amount of impervious surfaces; provides stormwater easements conforming substantially to natural drainageways; maintains unrestricted flow from runoff originating elsewhere; allows a mechanism to control the rate of runoff discharge so that excess capacity of drainageways does not occur; protects each structure and lot from runoff damage; ensures that downstream properties and/or structures will not be harmed by runoff originating from the development; and connects to an approved drainageway."

(Volume II, p. 56)

In addition, the "Development Code and Standards" document establishes standards for grading and drainage, soil erosion measures during construction and revegetation cover after grading (Volume IV, sections 3.1000 - 3.1060).

The plan contains a good description of solid waste problems within the region, recognizes Metro's and DEQ's role in solid waste and notes the existence of plans for the "Resource Recovery Plant" at the Rossman's Landfill site and the Solid Waste Transfer Station at SE 174 and Powell Blvd. (Volume I, p. 84 and 155)

Plan policy on solid waste management is as follows:

"It is the policy of the City to continue the present solid waste collection franchise system and to use the franchise application and renewal process to encourage recycling efforts by collectors. The City recognizes MSD's responsibility and authority to prepare and implement a solid waste management plan, supports the MSD "Procedures for Siting Sanitary Landfills" and will participate in these procedures as appropriate."

(Volume II, p. 58)

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

Goal #12 Transportation

A complete analysis of existing and anticipated transportation system problems has been presented. Excessive traffic volumes are anticipated for Burnside, Powell, 181st Ave. and Hogan. Trafficway improvements have been proposed which will help relieve traffic congestion on the above streets (except Hogan).

The plan commits the City to:

"...coordinate transportation planning with other agencies and surrounding jurisdictions such as the East Multnomah County Cities, Multnomah County, the Metropolitan Service District, Tri-Met and the Oregon Department of Transportation."

(Volume II, p. 43)

Transportation service for the transportation disadvantaged is addressed adequately through the following City commitment:

"The City shall work with transit providers to encourage transit service that addresses the special needs of transit dependent population, e.g., the elderly, the handicapped and the poor."

(Volume II, p. 43)

Transportation policies are implemented mainly through the "Community Development Code and Standards" and (yet to be developed) "Capital Improvements System" plan.

Light Rail Transit

Gresham has been selected as the terminus for the East County leg of the "Eastside Transitway" project. The City has recognized the opportunity to use the light rail system to significantly alter travel modes in Gresham and foster economic development in the Gresham CBD.

The City commits itself to participate in the overall "Transit Corridor Master Planning" process (Volume II, p. 44). Plan policy calls for the support of transit alternatives:

"It is the policy of the City to encourage expanded transit service within Gresham and the East Multnomah County region with an emphasis on improved local transit service."

(Volume II, p. 44)

"It is the policy of the City to encourage transit service to: (1) meet the current and projected transportation needs of the citizens of Gresham; (2) provide alternative methods of transportation; (3) reduce the need for expanded street and parking facilities; and (4) work toward conserving energy and reducing air pollution."

(Volume II, p. 45)

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

Goal #13 Energy Conservation

An extensive discussion on energy use both nationally, regionally and locally is presented in the plan. Gresham's municipal energy use is analyzed consistent with the "CRAG Regional Energy Analysis," Report 2, CRAG, 1977. Also included is a good discussion on the local potential for utilizing wind and solar power systems.

Plan policies are implemented mainly through the land use plan (with an emphasis on mass transit and options for multi-family developments), the "Community Development Code and Standards" (which includes several design standards aimed at conserving energy in new developments) and through an energy conservation element of the (yet to be developed) City's Capital Improvement Program.

Conclusion: The city complies with the regional requirements under Goal #13.

Goal #14 Urbanization

Gresham's city limits are coterminous with Metro's UGB and, hence, must recognize the UGB in the plan and the process for its amendment. The City has met both of these requirements as included in the "Gresham Community Development Plan" Volumes III and IV pages 20-21.

All land within the City is designated "immediate urban" where a full range of urban services are available. Therefore, the plan satisfies the four conversion factors of Goal #14.

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

MB:ss
9374/158

Metropolitan Service District

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

Memorandum

Date: April 14, 1980
To: Rick Daniels, Planning Director, City of Gresham
From: Ken Lerner, Metro Plan Review
Subject: Review of Gresham's Draft Community Development Plan

I would like to thank you for having met with us on April 1, 1980, to discuss our review of your draft plan. We are very impressed with the overall quality and thoroughness of the work and in the excellent organization of your plan. The "self-evaluation" submitted with the documents was extremely helpful in our review and we appreciate the time you took to complete it.

In our meeting we discussed the major problem areas and goal deficiencies that our staff found with the draft plan.

It is our understanding that the major items, as well as the others identified in the review, will be addressed by the City. The attached review is based on the "Metro/DLCD Plan Review Manual" checklist. The review attempts to cover all regional and State issues. Those items of regional concern have been noted with an asterisk (*). Items of regional concern which are essential for a favorable recommendation from Metro have been noted with an "E."

Suggestions for solving plan deficiencies have been included in this review. Metro's suggestions of what we feel are adequate for protection of regional concerns (to receive a favorable recommendation from Metro) do not necessarily represent LCDC's view of adequacy. If you have any questions on the LCDC requirements for any of the checklist items, we strongly suggest that you contact the DLCD review team at an early date to determine what more may have to be done before acknowledgment. If we can assist you in these discussions or in making needed changes, please let us know.

If you have any further concerns or questions about our review, please do not hesitate to contact us at the Metro office.

KL:bk
7674/117

Attachment

0. General Requirements

*E (0.1.2, 0.1.3, 0.1.4) Gresham is proposing to utilize Development Codes and Standards rather than the traditional zoning and subdivision ordinances to implement their Community Development Plan. The Development Code (Volume III), which sets the framework for this methodology, has been submitted, however, the Development Standards document (Volume IV) is still being prepared.

All implementation measures are required as part of the acknowledgment review and will be examined to determine that plan policies for each goal requirement are adequately implemented in a clear and objective manner.

(0.1.5, 0.1.5.1) The plan does not include a list of supporting documents. However, the City is proposing to include this list as an addendum to the Findings Document (Volume I). The self-evaluation explanation sheet includes a list and a brief description of each of these documents and their contents. Incorporating these documents by reference into the adopted plan, as proposed, is adequate for this requirement.

*E (0.1.8) The Urban Planning Area Agreement (UPAA) with Multnomah County is summarized in the plan. A complete copy of this document will be required for acknowledgment and should be submitted with the plan. In addition, a similar agreement should be secured with all special districts serving lands within the city limits. A letter from these districts stating they are able to provide service commensurate with the comprehensive plan, or documentation that they were notified of their opportunity for review and had no objection or did not comment, is sufficient to meet this requirement.

*E (0.1.9) As Metro adopts regional plans over time, it may become necessary to request local jurisdictions to amend their plans to be consistent with, and adequate to carry out regional plans. The incorporation of the Metro sample language, (as per Section III E of the Metro Plan Review Manual), relating to the reopening of acknowledged plans, into the Policies and Summary document (Volume II) of the Gresham plan will be adequate for compliance.

Goal #1: Citizen Involvement

(1.2, 1.3) The plan did not contain the approval dates of the Committee for Citizen Involvement (CCI) and the Citizen Involvement Program (CIP) by LCDC. Submittal of this information in the final plan draft will be required for acknowledgment.

(1.6) While the CIP has been in continuous operation since November, 1977, there is no formal written evaluation of this process by the CCI. We encourage your CCI to submit the most recent CIP evaluation addressing the six goal requirements and submit it with your request for compliance acknowledgment.

Goal #2: Land Use Planning

(2.1.1) The Findings document, (Volume I), includes the factual base/inventories and identification of problems. However, in order to demonstrate that all inventory requirements of the various goals are addressed, a "disclaimer" statement listing all the items which are not present in the City and for which, therefore, inventory requirements do not apply, should be included.

Following is a list of the inventory requirements which appear not to apply to the City:

5.1.8	Wilderness
5.11.11	Oregon Recreation Trails
7.1.2	Ocean Flooding
8.1.11	Mineral Resources
12.1.1.4	Air
12.1.1.5	Water
12.1.1.8	Pipeline

(2.1.2, 2.1.2.2) See item 0.1.2- 0.1.4, above.

(2.2.2.1) See item 0.1.8, above.

(2.2.2.2) Documentation of the opportunity for agency review and comment during the planning process should be submitted in your plan package for acknowledgment.

Goal #3: Agricultural Lands

This goal is not applicable.

Goal #4: Forest Lands

(4.1, 4.2) Forest lands, as open space, are dealt with under the various goal items. Gresham is entirely within the adopted regional Urban Growth Boundary, and thus, preservation of commercial forest lands is not applicable.

Goal #5: Open Space, Scenic and Historical Areas and Natural Resources

(5.1) The inventory items, for the most part, are well covered in the Findings (Volume I). Those inventory items which do not appear in Gresham need a "disclaimer" statement as indicated in 2.1.1, above.

(5.1.13) The Boring Lava Buttes and scenic drives along Highway 26 and Burnside Parkway are identified in the "Urban Outdoors" regional park and open space study. These resources should be referenced in the scenic and recreational sites inventory of the plan.

(5.2.3.2, 5.2.3.3) The plan is designed to protect open space, scenic and natural resources by prohibiting development along

riparian areas (due to flood hazard) and on hillsides (due to steep slopes). However, low density development is permitted on slopes of 15 to 35 percent subject to Hillside Development Standards. These standards are included in Volume IV, Development Standards, which has not been submitted. For compliance acknowledgment, this volume will be reviewed to ensure that these standards adequately conserve and protect open space, natural and scenic resources.

Goal #6: Air, Water and Land Resources Quality

*E (6.1.1.4, 6.2.1.1, 6.2.2.1) The plan includes an excellent discussion of air quality. However, the "Air Quality State Implementation Plan" (SIP) is not mentioned, except for a summary in the appendices. Also, there is no statement that indicates the city of Gresham recognizes Metro's role in air quality, (although Metro's responsibility is noted in the Findings document). The incorporation of plan language recognizing Metro's role, as proposed in the self-evaluation explanation sheet (p. 14), will be adequate for compliance.

*E (6.2.2.3, 6.2.2.4) The plan does not have "208" Waste Treatment Plan or Waste Treatment Management Component of CRAG (WTMC) coordination language. Adoption of the language proposed in the self-evaluation sheet into the implementation strategy of Section 10.5.11, Volume II, of the plan will be sufficient to assure compliance with these goal requirements.

*E (6.1.3, 6.2.2.5, 6.3.1.4) The City is required, under Goal #6, to address disposal sites for solid waste. The plan does mention Grant Butte Pit as a potential site, but then states that Metro will probably not select this site, (the ratings and grouping of the sites should be completed by Metro in mid-April, 1980), and that the Gresham Planning Commission, based on their tentatively adopted Public Facilities and Services Location Policies, would preclude the use of this site for a landfill. This is inconsistent with the policy proposed on the self-evaluation explanation sheet, and with the regional sample language regarding Disposal Site Alternatives, (see Section III-D of the Plan Review Manual).

Clarification of the tentative status of Gresham's Public Facilities and Services Location policies and adoption of policy language that recognizes Metro's and the Department of Environmental Quality's (DEQ) responsibilities for solid waste planning and management for landfill siting will be adequate for compliance.

In the Development Code (Volume III), a landfill is classified as an Area Accessory Use and it will be necessary to review the proposed development standards, (Volume IV), to ensure that the use will be permitted under clear and objective standards if a site is chosen in Gresham.

Goal #7: Areas Subject to Natural Hazards

This goal is adequately addressed except that implementing standards ensuring adequate hazard protection need to be submitted for review.

Goal #8: Recreational Needs

This goal was well covered for the most part. A "disclaimer" statement as per 2.1.1, above, is needed, as well as additional information for the following inventory items:

- 8.1.1.9 Angling
- 8.1.1.10 Winter Sports

In addition, other goal requirements which need to be addressed include the following:

(8.1.2) See item 5.1.13, above.

(8.3.1) Only existing open space is designated on the plan map, while future open space and recreational areas are not indicated. However, the Development Code (Volume III) allows such uses anywhere in the City, and plan policies encourage and provide open space in floodplains and on slopes. In addition, the implementation strategy proposed in the plan requires that land divisions and planned unit developments set aside, or dedicate land for recreational use and resource protection. To ensure continued open space use of these sites, the self-explanation sheet indicates that these areas of dedication will be added to the Development Plan Map as they are acquired. This method of open space plan designation is an excellent means to provide recreational opportunities for the City and should be reflected as part of the plan's adopted implementing strategies.

Goal #9: Economy of the State

(9.1.7) This item is the only Goal #9 requirement not completely discussed. While there is an excellent discussion of Environmental Quality in Volume I, addressing the impacts of pollution, the plan does not relate these impacts to future industrial development limitations. A clarification of how various pollution control measures will be administered, including a discussion of the "Emissions Offset Policy" for new industrial development being administered by DEQ would be appropriate.

Goal #10: Housing

*E (10.2.1, 10.2.2, 10.2.5) The buildable lands inventory for Gresham contains some calculation errors which need correction. The buildable lands analysis should identify total vacant residential lands, total constrained lands, with the difference being "gross buildable lands." Land needed for streets and other public and semi-public uses should then be subtracted to identify the "net buildable acres." Taking into account the projected population to the year 2000, vacancy rates and household size; a determination can be made of the total number of needed housing units. The City should then demonstrate, given the "net buildable acres" allocated by land use categories, that they will meet the needed number of housing units by type.

Based on the updated vacant buildable lands inventory and density standards, submitted by the planning staff, a cursory review of the City's capacity to provide housing for its expected population was undertaken. The following methodology was used to calculate the potential population capacity:

	Vacant non-constrained	
	Buildable lands (SF/MF plan designation)	1255 (992/263)
-	Non-residential use (25%)	- 248/67.75
=	Buildable land available for development	= 744/197.25
X	Average density* (6.1/16.5)	X 6.1/16.5
=	Net units	= 4,538/3,255
X	Persons/Unit (3.03/2.09)	X 3.03/2.09
=	Population capacity non-constrained	= 13,750/6,803
+	Population capacity of constrained lands*	+ 5,541
=	Population capacity of all vacant lands	= 26,094
+	Existing population	+ 31,275
+	Current approved project population	+ 7,266
=	Total maximum population capacity	= 64,635

This "maximum population capacity" will be more than adequate to provide for Gresham's year 2000 population projection of 52,000.

In order to determine the single family/multi-family housing (SF/MF) mix, the number of units was compared as follows:

	Single Family	Multi-Family
Existing Units	6,790	3,710
Approved Units	2,049	506
Units Planned On Buildable		
Non-constrained Lands	4,538*	3,255
Units Planned On Constrained		
Lands	2,438*	NA
	15,815	7,471
Total		23,286
Mix	68%	32%

The resulting SF/MF mix of 68/32 is not consistent with the Metro expected mix of 65/35. However, under the low density designation, (used to calculate buildable non-constrained and constrained land), duplexes are permitted as an outright use within 275 feet and adjacent to a collector or an arterial street. This could result in a maximum of 30 percent of all future units on low density vacant buildable lands to be developed as duplexes. Even a conservative estimate of the

* Includes duplexes which are a permitted use along collector and arterial streets in Low Density designated areas.

final build-out would include a certain portion of those units to be duplexes rather than single family residences. The City should prepare an estimate of the total number of duplex units which could be built on the low density vacant buildable lands. This will enable the SF/MF mix ratio to be readjusted and thus recompared for compatibility to the regional expectation of 65/35.

An alternative method for Gresham to meet regional housing requirements would be to provide a 50/50 SF/MF split for new construction. This can be accomplished if the estimate of the potential number of duplexes on vacant buildable low density land, (as suggested above), plus the expected multi-family units, when compared to the expected number of single family units, results in a minimum 50/50 SF/MF split.

*E (10.2.2.3a) Goal #10 requires each jurisdiction to encourage adequate housing opportunities at various costs and rent levels to meet the needs of households of all income levels. In order to meet this requirement of Goal #10, Gresham will have to include information and findings on the City's role in the regional housing market.

In the Metro region, the "Areawide Housing Opportunities Plan" (AHOP) has been developed as a regional assessment of needed assisted housing units. Since Gresham has declined to participate in the AHOP, the City's plan must include an analysis of Gresham's role in providing for its assisted housing needs. Fortunately, an assessment of Gresham's housing assistance needs is included in the AHOP. The proposed Housing Assistance Plan (HAP), as proposed by the City (Volume III, Section 10.420, Implementation Strategy No. 16), will be reviewed to determine if these needs will be adequately met and if the assisted housing goals and objectives are consistent with the AHOP's goals and needs assessment.

As an alternative to preparing a HAP and establishing an independent Housing Authority, Gresham could participate in the AHOP, an option that nearly every other jurisdiction in the Metro region has chosen. The AHOP is intended to help the cities and counties in the Metro area secure more assisted housing and provide housing units at a cost commensurate with the financial capabilities of households within the region.

There are certain advantages to participation in the AHOP that could not be otherwise realized. They are:

1. AHOP participation gives a jurisdiction 50 bonus points towards obtaining Community Block Grant Funds (CBGF). These additional points could very well make the difference in qualifying for such funds.
2. Participation in the AHOP will enable a jurisdiction to be eligible for any bonus funds that may be generated by the AHOP in the future. Non-participation precludes Gresham from being able to obtain these funds.

Since the City will be required to have a Housing Assistance Program (HAP) consistent with the AHOP in order to obtain CBGF from HUD, it appears logical that existing AHOP data should be used. Gresham should take advantage of the AHOP participation benefits since their HAP must be consistent with the AHOP in any case.

Further, the proposed HAP and housing authority will incur costs to the City that could be minimized by participation with the Housing Authority of Portland. The costs incurred will result from planning, data collection and analysis for a HAP and the capital and budget expenditures involved for equipment, administration and staff needed to establish a new Gresham housing authority.

Thus, while it is not required, Metro staff believes that Gresham's participation in the AHOP would be cost-beneficial and more efficient for the City than the proposed independent program.

If the City reaffirms their decision not to participate in the AHOP, a need assessment for assisted housing will need to be developed. We would encourage the City to contact DLCD for further direction and assistance on this task. Metro, of course, will provide additional assistance upon request, but we cannot totally anticipate what DLCD will require for compliance with Goal #10.

* (10.2.3, 10.2.5) The proposed residential land use strategy and related plan policies appear adequate to meet this goal requirement. However, a clarification of the relationship of this strategy to the goal requirements of flexibility of location, type and density would be helpful. Adoption of the verbal explanation of the proposed land use strategy presented at our recent meeting or the written description in the self-evaluation sheet into the plan text would be helpful for understanding how the plan satisfies this goal requirement.

*E (10.3.1, 10.3.2) Plan designations are identical to those used in the Development Code. The Development Code and Standards will be reviewed, upon submittal, to ensure that they provide clear and objective criteria for allowing identified needed housing, e.g., multi-family, mobile homes and others identified to meet low and moderate-income needs.

(10.4.1.2, 10.4.2) It has come to our attention that since submittal of the draft plan documents, Gresham has established a building moratorium. In the acknowledgment review, the City must address this issue and include a description of the situation and events which lead to the declaration of a moratorium. This can be submitted as a supporting document and need not be part of the plan itself.

Goal #11: Public Facilities and Services

(11.1.1.4, 11.1.2.4, 11.2.1.1) It is our understanding that the proposed Capital Improvement Program (CIP) will be the lead document to provide planning for sewer and water services. Further, that the

existing sewer and water master plans, which are unadopted engineering documents, are to be updated and incorporated, consistent with the comprehensive plan, as part of the proposed CIP. While this strategy is appropriate, a better clarification is needed as the present discussion is the plan on this matter is confusing.

*E (11.1.3.4) The City is proposing two elements to address storm drainage planning:

1. Development Standards for new developments; and
2. Basin-wide drainage plans.

Volume IV, which contains the development standards, has not been submitted for review. They will be reviewed for compliance when acknowledgment is requested. These standards must ensure that increased runoff from new developments are adequately minimized and managed.

*E (11.1.5.4, 11.1.5.5) The plan (Volume II, Section 10.540, p. 2) suggests that landfills and solid waste transfer stations may not be suitable for location in urban areas. Metro and DEQ are responsible for siting of these facilities with City participation as appropriate. This policy is inconsistent with that responsibility, and with the proposed City policy to work with Metro and DEQ to establish such facilities (as per the City self-evaluation sheet, p. 14). Clarification of the City's policy and adoption of proper policy language, (as discussed in items 6.1.3, 6.2.2.5 and 6.3.1.4, above), will meet this goal requirement.

(11.1.9 - 11.1.9.4, 11.1.10 - 11.1.10.4) The plan does not address the items under energy and communications or general government services (except for general government service providers and areas). A list of service providers together with identified problems (if any) and any plans for delivery of these services will suffice to meet minimum requirements.

*E (11.2.2.3) Adoption of the regional sample language is required to ensure consistency with regional plan policies, see Goal #6, items 6.1.1.4, 6.2.2.3 and 6.2.2.4, above.

Goal #12: Transportation

This goal was adequately covered except for the omissions of certain inventory items (see 2.1.1, above) and for one other goal requirement.

(12.2.2.1) There are some minor inconsistencies between Gresham's and Metro's RTP functional classification of roadways. These inconsistencies need not be resolved prior to acknowledgment, however, we do urge you to seek resolution through the process for review and comment on the Regional Transportation System (RTP), as any inconsistencies which remain after adoption may require that the City's plan be "reopened" for amendment.

Goal #13: Energy Conservation

The Gresham Community Development Plan adequately covers this goal with the exception of two items:

(13.1.1) The plan inventory does not list energy suppliers. This can be included either in the plan text or appendices.

(13.3.1) The plan's implementation strategies require energy conservation. The Development Standards Document (Volume IV) will be reviewed, upon submittal, to ensure that adequate conservation methods are implemented.

Goal #14: Urbanization

The Gresham Community Development Plan is in need of clarification regarding Goal #14 requirements. The plan is a "complementary" (i.e., city limits) plan and wholly within the regional Urban Growth Boundary (UGB). This should be clearly stated in the plan text.

*E (14.2.2.1, 14.3.2) Since portions of the Gresham city limits are contiguous to the regional UGB, Metro requires that the City recognize:

- 1) the regional UGB, and
- 2) Metro's role in the UGB amendment process.

*E (14.2.3) The plan, as submitted, is unclear in distinguishing between "Urban" and "Future Urban" lands. Plan policies, (Volume II, Section 10.419, Implementation Strategies No. 1 and 2), refer to an "Urban Future District" which corresponds to a "Future Urban" land designation. However, the Community Development Code (Volume III) does not have an "Urban Future District" designation. Further, City staff has asserted (in personal communication) that this district will be deleted and, thus, all land in the City will be designated "immediate urban" (i.e., is one of three districts: "Established," "Redeveloping" or "Developing"). This situation should be clarified and all documents should be revised to reflect consistent designations.

Since the City intends to designate all lands as "immediate urban" as discussed above, the conversion factors of Goal #14 for "urbanizable" land are not applicable.

KL:bk
7674/117

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: Council Coordinating Committee
SUBJECT: Recommendation on Five Year Operational Plan

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: The Council Coordinating Committee recommends adoption of the Five Year Operational Plan. The Council is requested to adopt the Resolution No. 80-182.
- B. POLICY IMPACT: The Operational Plan will establish policies for the operation of Metro for the next five years. It includes policy statements on level of activity, funding sources and time of involvement for all areas of Metro responsibility. The plan may be amended as regional needs and priorities change.
- C. BUDGET IMPACT: The Plan has been prepared with existing funds. Through the formulation of this plan, revenue needs to cover the loss of local dues and additional costs of new programs have been calculated. In future years this effort should facilitate the preparation of the annual budget.

II. ANALYSIS:

- A. BACKGROUND: The preparation of the Operational Plan was initiated in January, 1980, on the recommendation of the Finance Task Force and at the direction of the Council. A detailed two-part survey has been conducted to aid in drafting the Plan. Nearly 400 local elected officials, business representatives, planning professionals and other community leaders were involved in selecting preferred areas of involvement and indicating five year priorities. A draft has been prepared based on survey results, internal discussions and the Council's finance strategy. A public hearing and review of the testimony have been conducted by the Council Coordinating Committee. Recommended amendments, Attachment "B" to the proposed Resolution, have been presented to the Regional Planning and Regional Services Committees.
- B. ALTERNATIVES CONSIDERED: All existing and authorized areas of involvement have been analyzed. Other functions, which have been suggested for Metro responsibility or are now provided on a regional basis in other parts of the country, were also considered.
- C. CONCLUSION: Public and Council Committee review of the plan are completed. Council is requested to adopt Metro's Five Year Operational Plan.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING
A FIVE YEAR OPERATIONAL PLAN

) RESOLUTION NO. 80-182

) Introduced by the Council
) Coordinating Committee

WHEREAS, The Council wishes to identify programs and priorities for the use of anticipated revenues; and

WHEREAS, Metro is submitting a tax base measure to the people of the District in November; and

WHEREAS, The Council wishes to establish policies for the direction of Metro for the next five years; now, therefore,

BE IT RESOLVED,

1. That the Metro Five Year Operational Plan (Attachment "A"), dated July, 1980, is adopted including amendments described in Attachment "B."

2. That the Council intends to use the Plan as a basis for considering new functions and activities and in preparing the annual budget.

3. All appendices in the plan are for informational purposes only and shall be considered as advisory to the Council.

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

Presiding Officer

JS:ss
257B/139

ATTACHMENT "B"

AMENDMENTS TO THE OPERATIONAL PLAN

Page 13 (This change was adopted by the Council on July 24, 1980).

IV. MISSION

Based on a direct responsibility to the citizens of the region, Metro will preserve and enhance the quality of life through 1) efficient and effective use of regional resources; and 2) policy leadership on issues affecting the future, growth, and development and protection of this interdependent metropolitan region.

Within established budget policies and at limited expense to taxpayers, Metro will:

- A. Provide policy leadership on issues clearly identified as regional either by law or degree of impact on development and protection of the area.
- B. Approve, and in some cases promote, actions which are consistent with adopted regional policies.
- C. Provide for the delivery of regional services to the households and businesses of the region.

Page 14, paragraph 2

Regional planning and services for the Metro area will include analysis and implementation of strategies to meet the challenges that will confront the region in coming decades. Metro will recognize the interrelationship between human needs and the specific functions under Metro's responsibility in developing policies and conducting programs. Metro will take actions to maximize the flow of federal dollars to the region including retention of federal designations. However, policies and actions will go beyond the requirements of federal regulations and grant programs. Short-term needs of program administration will not become determining factors in long-term decision-making.

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 Hydrocarbon Reduction Targets for Oregon Portions
of Portland/Vancouver SMSA

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Council adoption of the attached Resolution No. 80-183 establishing a policy for setting hydrocarbon emission reduction targets for Oregon and Washington.
- B. POLICY IMPACT: This action will establish hydrocarbon emission reduction targets for Oregon and Washington necessary to attain the federal ozone standard. This will allow development of the appropriate package of control strategies from each jurisdiction necessary to meet the regional emission reduction target. Two important policy considerations provide the basis for dividing the necessary emission reduction between jurisdictions:
 - 1. The total emission reduction necessary will be prorated between the two jurisdictions based upon the projected 1987 population. This establishes the policy that per capita hydrocarbon reduction should be uniform in both jurisdictions; and
 - 2. Calculation of the total regional emission reduction will not penalize either jurisdiction for having already imposed more stringent controls than the other jurisdiction; specifically, Oregon's biannual vehicle inspection program and Washington's annual inspection program will be taken into account in calculating the needed reduction.
- C. BUDGET IMPACT: The approved Metro budget funds staff involvement for establishing hydrocarbon reduction targets.

II. ANALYSIS:

- A. BACKGROUND: To ensure a coordinated planning effort in the Portland/Vancouver Air Quality Maintenance Area (AQMA) to attain the federal ozone standard, the U. S. Environmental Protection Agency (EPA) has required that Metro and the Regional Planning Council of Clark County (RPC) establish hydrocarbon emission reduction targets for each jurisdiction. Metro and the RPC will enter into an Interstate Working Agreement (Exhibit "A") which will establish the required reduction by each state. Exhibit "B" illustrates calculation of the targets based upon currently available data.

- B. ALTERNATIVES CONSIDERED: Division of total emission reductions between jurisdictions could be established on some form of proration or could result from adoption of uniform control measures in both jurisdictions. Since the two jurisdictions are governed by separate metropolitan planning organizations and state legislatures, establishment of uniform controls is very unlikely. Prorating the total emission reduction between jurisdictions allows each to adopt the most suitable package of control strategies to suit individual conditions.

Prorating emissions between jurisdictions could be based upon 1977 or 1987 population or 1977 or 1987 hydrocarbon emissions. 1987 provides a more logical basis than 1977 since that is the required date for meeting the federal ozone standard. Population provides a more reliable basis than emissions because emissions estimating techniques are continuously being refined and improved.

The failure to establish targets would result in no definitive level of commitment by each state to reduce hydrocarbon emissions sufficiently to attain the federal ozone standard. This could result in a loss of transportation and sewerage capitol improvement funds to the region. Not establishing targets would also result in the loss of additional air quality planning funds available to Metro and the RPC.

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

RB:ss
308B/135

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ESTABLISHING	)	RESOLUTION NO. 80-183
HYDROCARBON REDUCTION TARGETS)	
FOR OREGON PORTIONS OF PORTLAND/	)	Introduced by the
VANCOUVER SMSA	)	Air Quality Advisory Committee

WHEREAS, Metro has been designated by the Governor of the state of Oregon as lead agency for air quality planning in the Oregon portion of the Portland/Vancouver metropolitan area pursuant to the Clean Air Act Amendments of 1977; and

WHEREAS, The Regional Planning Council of Clark County (RPC) has been designated by the Governor of the state of Washington as lead agency for the Washington portion of the metropolitan area; and

WHEREAS, Metro and the RPC must develop transportation control strategies to reduce hydrocarbon emissions in their respective jurisdictions as part of the 1982 State Implementation Plan (SIP) revisions; and

WHEREAS, The Environmental Protection Agency (EPA) and Urban Mass Transportation Administration (UMTA) require the establishment of an equitable method (formula) for dividing between the two jurisdictions the necessary total reduction in hydrocarbon emissions needed to reach federal ozone standards by December 31, 1987; now, therefore,

BE IT RESOLVED,

1. That the Metro Council endorses using the projected 1987 population in the Oregon and Washington portions of the Air Quality Maintenance Area (AQMA) as the basis for distributing the

required reduction in hydrocarbon emissions necessary to meet the federal ozone standard; and that the regional reduction target shall be based upon the Hydrocarbon Emissions Inventory developed cooperatively by Metro, the Oregon Department of Environmental Quality (DEQ) and the Southwest Air Pollution Control Authority.

2. That the reduction targets should be based upon comparable committed hydrocarbon control strategies of the two states.

3. That the Metro Council recognizes that the 1987 population forecast will be updated after receipt of the 1980 census and periodically thereafter, and that the Emission Inventory will be updated as studies progress resulting in revisions to specific hydrocarbon reduction targets.

4. That Metro agrees to work cooperatively with the RPC in the event either party is unable to fully achieve their portion of the emission reduction.

5. That the Metro Council authorizes the Executive Officer to execute a Planning Agreement between Metro and the RPC to establish the required reduction in hydrocarbon emissions in Oregon and Washington necessary to meet the federal ozone standard.

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

Presiding Officer

RB:ss
307B/135

EXHIBIT "A"
INTERSTATE WORKING AGREEMENT FOR AIR QUALITY PLANNING
BETWEEN
METROPOLITAN SERVICE DISTRICT
AND
REGIONAL PLANNING COUNCIL OF CLARK COUNTY

THIS AGREEMENT is made and entered into as of the _____ day of _____, 1980, by and between the Metropolitan Service District (hereinafter referred to as "METRO"), and the Regional Planning Council of Clark County (hereinafter referred to as the "COUNCIL").

WHEREAS, METRO has been designated by the Governor of the state of Oregon as lead agency for air quality planning in the Oregon portion of the Portland/Vancouver Air Quality Maintenance Area (AQMA) pursuant to the Clean Air Act Amendments of 1977; and

WHEREAS, The COUNCIL has been designated by the Governor of the state of Washington as lead agency for air quality planning in the Washington portion of the Portland/Vancouver AQMA pursuant to the Clean Air Act Amendments of 1977; and

WHEREAS, METRO and the COUNCIL must develop transportation control strategies to reduce hydrocarbon emissions in their respective jurisdictions as part of the 1982 State Implementation Plan (SIP) revisions; and

WHEREAS, The Environmental Protection Agency (EPA) and Urban Mass Transportation Administration (UMTA) require the establishment of an equitable method for dividing, between the two jurisdictions, the necessary total reduction in hydrocarbon emissions needed to reach federal ozone standards by December 31, 1987;

NOW, THEREFORE, METRO and the COUNCIL agree to use the SIP hydrocarbon emissions inventory as the source for establishing the total reduction in hydrocarbon emissions necessary for the Portland/Vancouver Air Quality Maintenance Area to meet the federal ozone standard.

FURTHER, METRO and the COUNCIL endorse as a basis for distributing the needed emission reduction between Oregon and Washington, the projected 1987 AQMA population for each state's portion (85 percent Oregon, 15 percent Washington); and that the reduction targets should be based upon comparable committed hydrocarbon control strategies of the two states.

FURTHER, METRO and the COUNCIL recognize that the 1987 population forecast will be updated after receipt of the 1980 census and periodically thereafter; and that the emission inventory will be updated as studies progress resulting in revisions to specific hydrocarbon reduction targets.

FURTHER, METRO and the COUNCIL agree to work cooperatively toward achieving the ozone standard in the event either party is unable to fully achieve their portion of the hydrocarbon emission reduction.

EXTENSION AND MODIFICATION

THIS AGREEMENT may be modified at any time, in writing, with the mutual consent of the parties.

RB:ss
312B/135

Exhibit B

Application of formula to derive Oregon/Washington hydrocarbon emission reduction

Step 1 -- Determine 1987 total emission
reduction necessary 31,500 kg/day

Step 2 -- Adjust emission inventory to
reflect comparable committed
hydrocarbon control strategies

a. Credit for Oregon	6,660 kg/day
Bi-annual Inspection Program	
b. Credit for Washington	<u>2,090 kg/day</u>
Annual Inspection Program	
Adjusted 1987 Total Emission Reduction Necessary	40,250 kg/day

Step 3 -- Determine Oregon/Washington
split based upon projected
1987 population

Oregon	1,109,339 = 84.5%	USE	85%
Washington	<u>202,778</u> = 15.5%		15%
1,312,117			

Step 4 -- Apply Oregon/Washington split
to total emission reduction

Oregon	85% of 40,250 =	34,000 kg/day
Washington	15% of 40,250 =	6,000 kg/day

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: Refinement of the Corridor Improvement Strategy in the
McLoughlin Blvd. Corridor

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution No. 80-175 amending the Regional Transportation Corridor Improvement Strategy in the McLoughlin Corridor to include the recommendations presented and documented in the attached report (Staff Report No. 69).
- B. POLICY IMPACT: This action is consistent with and refines the adopted policies contained in the Regional Transportation Corridor Improvement Strategy. It reconfirms the prior Metro authorization of funds for the McLoughlin Blvd. project north of Highway 224 (Council Resolution No. 79-65) and identifies improvements south of Highway 224 for which implementing agencies can request funding.
- C. BUDGET IMPACT: "The responsibility to implement and provide local matching funds for the project activities recommended by this action" rests with ODOT, Tri-Met and affected local jurisdictions." The existing Metro budget provides for Metro staff involvement in coordinating corridor planning efforts.

II. ANALYSIS:

- A. BACKGROUND: On July 26, 1979, the Metro Council adopted Resolution No. 79-65 establishing a Corridor Improvement Strategy to address regional transportation problems. In the Southern Corridor, the strategy called for evaluation of improvements to McLoughlin Blvd. and consideration of a timed-transfer bus system. On December 20, 1979, the Metro Council adopted Resolution No. 79-111 which: 1) authorized Interstate Transfer funding for an improvement to McLoughlin Blvd. north of Highway 224 consisting of two additional mixed traffic lanes and an exclusive lane for buses and carpools, and 2) reserved funds for a complementary improvement program in the remainder of the McLoughlin Subcorridor.

Subsequent to that action, staff has reexamined the improvement north of Highway 224 in light of: 1) expected increases in gasoline cost, 2) Tri-Met's plans for transit service improvements, 3) potential transit

operating problems of an exclusive lane for buses and carpools, and 4) the potential for convertibility to LRT at a later date. Staff has concluded that ODOT should have the flexibility to examine alternatives that do not involve construction of a carpool lane. South of Highway 224, staff, in cooperation with the Southern Corridor Working Group, has developed a transit and highway improvement program to complement the major investment north of Highway 224.

The staff analysis also responds to the Council direction of Resolution No. 79-112 to evaluate the desirability of purchasing the available Portland Traction Company (PTC) right-of-way between Milwaukie and Oregon City and recommends that Tri-Met purchase portions of the right-of-way for the eventual development of LRT.

- B. ALTERNATIVES CONSIDERED: "A wide range of alternative improvements were evaluated in the corridor, including constructing light rail transit in the short-term. It was concluded, however, that transit ridership in the corridor would need to substantially increase over current levels to bring about the patronage necessary to support LRT. Such an increase is possible over a long time period, but would be largely dependent on an assumption that the cost of gasoline would significantly increase above today's cost. Therefore, it was determined that a more cost-effective solution in the near-to-mid-term would be to implement a series of major bus system improvements in the corridor that would result in a build-up of transit ridership so that LRT would be supportable at some future time.
- C. CONCLUSION: Adoption of the attached Resolution will provide the policy framework necessary for the implementing agencies to initiate project development and submit funding requests for proposed corridor improvements. In addition, the adoption of the corridor improvement strategy will allow Tri-Met to begin negotiations for the purchase of the desirable portions of the PTC right-of-way.

JG/gl
9004/92

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF REFINING THE	)	RESOLUTION NO. 80-175
CORRIDOR IMPROVEMENT STRATEGY IN)	
THE MCLOUGHLIN BLVD. CORRIDOR	)	Introduced by JPACT

WHEREAS, The Metro Council, through Resolution No. 79-65, adopted the Regional Corridor Improvement Strategy which contained an overall policy strategy to address regional transportation problems; and

WHEREAS, The Metro Council authorized, through Resolution No. 79-111, federal funds for a project to alleviate traffic congestion and neighborhood infiltration problems on McLoughlin Blvd. north of Hwy. 224; and

WHEREAS, The Metro Council, through Resolution No. 79-112, directed staff to include the study of the Portland Traction Company (PTC) right-of-way in the study of Southern Corridor transportation alternatives; and

WHEREAS, Metro staff has conducted an analysis of transportation alternatives in the McLoughlin Blvd. portion of the Southern Corridor; and

WHEREAS, The analysis resulted in findings and conclusions which both refine and extend the concepts contained in the Corridor Improvement Strategy as they address the immediate and long-range transportation problems facing the Southern Corridor; and

WHEREAS, The analysis has been coordinated with the local jurisdictions and implementing agencies; now, therefore,

BE IT RESOLVED,

1. That the Metro Council concurs in the recommendations proposed in the attached report entitled McLoughlin Boulevard Improvement Strategy as the concept plan for addressing the Corridor transportation issues.

2. That the Regional Transportation Corridor Improvement Strategy be amended to include these recommendations.

3. That the Metro Council recommends that local jurisdictions and implementing agencies begin to undertake efforts to implement the approved strategy.

ADOPTED by the Council of the Metropolitan Service District this 25th day of September, 1980.

Presiding Officer

FINDINGS AND RECOMMENDATIONS

A. Transit Service Development Strategy

1. Findings

- a. Travel forecasts for the year 2000 indicate that an LRT transit link connecting the Banfield LRT in Portland with Milwaukie and Oregon City could carry approximately 40,000 passengers per day in the segment north of Milwaukie and about 20,000 riders per day in the segment south of Milwaukie. This constitutes a six-fold increase (over 500 percent) above current ridership and is based largely upon the assumption of a significant increase in gasoline cost (to \$3.10 per gallon in 1980 dollars) as well as the implementation of substantial transit service improvements in the Corridor.
- b. Ridership projections and economic analyses indicate that LRT could be a viable transit mode in the Southern Corridor by the year 2000. Therefore, future provision for LRT in that Corridor should be incorporated into the Regional Transportation Plan (RTP).
- c. Two routes are available for an LRT facility between Milwaukie and Oregon City: 1) via the McLoughlin Blvd. Subcorridor, and 2) via the Hwy. 224/I-205 Subcorridor.
- d. The most likely route for an LRT facility south of Jackson St. (in Milwaukie) in the McLoughlin Blvd. Subcorridor would follow the McLoughlin Blvd./Portland Traction Company (PTC) right-of-way to Park Ave., McLoughlin Blvd. south to Abernethy Lane, and then proceed along the PTC right-of-way through Gladstone and across the Clackamas River. This route consists of the optimum segments of the McLoughlin Blvd. and PTC rights-of-way in terms of service provision, operational considerations and accessibility. It also represents significantly less residential disruption than would occur if the portion of the PTC right-of-way between Park Ave. and Abernethy Lane were used (see II.D.).
- e. At a ridership level of the projected magnitude in the segment north of Milwaukie (40,000 passengers per day in 2000), the operating cost savings of LRT compared to a bus system providing equal capacity (due to the larger capacity vehicle and faster speeds) would offset the greater capital costs of LRT construction.

- f. Current transit ridership levels in the Southern Corridor, however, average only 6,000 passengers per day. This patronage base, combined with the fact that the year 2000 forecasts are based upon significant increases in gasoline cost over the next 20 years, indicates the need for less costly transit improvements in the short-term. These improvements will assist in developing the substantial transit ridership growth (from 6,000 to 40,000 riders) necessary to justify the capital expenditure for an LRT facility. Metro travel forecasts indicate that an improved bus system would attract 80% of the ridership projected for an LRT facility in the Corridor. As such, an improved bus system in the interim would be nearly as effective in attracting ridership as LRT, and would provide for growth in ridership over time at a much lower cost.
- g. Even at the 40,000 passenger per day level, LRT patronage in the Southern Corridor would still be only about one-half of the levels projected for the Banfield and Westside Transitway projects. The recommendation to pursue a bus improvement in the short-term, therefore, is consistent with established regional priorities and commitments of available funding to the various corridors.

2. Recommendations

a. Long-Term Strategy

It is recommended that, at this time, the implementation of an LRT alternative not be pursued in the McLoughlin Corridor. However, preservation of the option to provide LRT at a later date should be included in the RTP and periodically reexamined to take into account:

- 1) Actual changes in energy costs and supplies;
- 2) Effects of improved bus service on transit ridership patterns and volumes in the corridor;
- 3) Acquired experience in the operation of LRT as a result of the completion of the Banfield facility; and
- 4) Funding availability.

b. Interim Strategy

In the interim, it is recommended that:

- 1) A high-quality trunk and feeder bus service should be implemented in the Southern Corridor to connect the City of Portland, Milwaukie, Gladstone and Oregon City to meet mid-term demands. This alternative will assist in developing the transit ridership patterns and volumes necessary to justify the capital expenditure for an LRT facility;
- 2) ODOT, Tri-Met and the affected local jurisdictions should proceed to develop and implement a package of highway and bus transit improvements on McLoughlin Blvd. using funds authorized and reserved by Metro to: a) relieve existing and projected congestion and neighborhood infiltration problems; b) support the improved bus service in the McLoughlin Corridor; and c) protect the option of future construction of LRT in the Corridor in a cost-effective manner.
- 3) In order to protect the option of future construction of LRT in the Southern Corridor, Tri-Met and affected local jurisdictions should:
 - (a) Examine alternative routes between Milwaukie and Portland and determine which are feasible and should be protected for future LRT construction north of Hwy. 224 based upon service to population and employment markets, transfer connection to bus routes, right-of-way availability, engineering constraints and compatibility with local plans;
 - (b) Examine alternative routes in the Hwy. 224/I-205 Corridor between Milwaukie and Oregon City to determine which are feasible and should be protected for future LRT construction based upon service to population and employment markets, transfer connection to bus routes, engineering constraints and compatibility with local plans;
 - (c) Determine which alignment options should be protected for the future development of LRT over the entire length of the Southern Corridor;
- 4) Based on the data obtained from the evaluations outlined above (3a through 3c), the Oregon Department of Transportation (ODOT), Tri-Met and affected local jurisdictions should:

- (a) Design proposed interim highway and transit improvement projects in the Southern Corridor to allow for future construction of the protected LRT alignments in the McLoughlin Blvd. and the Hwy. 224/I-205 Subcorridors;
- (b) Examine and preserve (as necessary) right-of-way opportunities as they become available in the Corridor; and
- (c) Take the necessary planning and zoning actions to preserve the protected alignments from encroachment by other private or public development and take steps to minimize property access conflicts along segments of LRT that parallel existing streets (particularly on McLoughlin Blvd. south of Milwaukie).

B. McLoughlin Blvd. Projects North of Hwy. 224

1. Findings

- a. Travel projections developed by Metro for the RTP indicate that 24-hour traffic volumes on McLoughlin Blvd. will average about 60,000 vehicle trips per day in the section north of SE Tacoma St. (the most constrained segment in the McLoughlin Subcorridor north of Hwy. 224). In addition, a significant number of these trips have eastside origin/destination points which are scattered throughout north, northeast and southeast Portland.
- b. Metro analysis indicates that an additional (above existing capacity) 1950 peak-hour southbound vehicle trip capacity is needed to provide an adequate level of service (D) on McLoughlin Blvd. and remove 600 through vehicle trips from neighborhood streets.
- c. The addition of two mixed traffic lanes (one in each direction) will provide only about one-half (900 vehicles per hour) of the required additional capacity.
- d. Previous analysis indicates that the provision of an exclusive or priority bus/carpool facility (in addition to the two lanes of mixed traffic capacity) will provide the highest level of service on McLoughlin Blvd.
- e. However, it is likely that the construction of an LRT facility in the median of McLoughlin Blvd. (if that proves to be the preferred alignment and route

option) would replace the median HOV lanes. If necessary, the mixed traffic lanes could be converted to HOV use. If LRT were constructed, a reduction in peak hour, peak direction demand of from 500 to 800 vehicle trips could be expected through diversion of trips from automobiles to transit (LRT). This demand reduction would significantly lessen the impact of a travel lane replacement and therefore, would reduce the difficulty of converting the median HOV lane(s) to LRT. Accordingly, with proper design, the conversion problem should not be considered as fatal to the development of an interim HOV lane in the median of McLoughlin Blvd. north of Milwaukie.

- f. The capacity limitations encountered at the Union/Grand couplet north of the Ross Island Bridge serve as a constraint to improved flows in the McLoughlin Corridor. It can be expected that the implementation of the East Marquam Interchange Project will have a significant positive impact on this constraint.

2. Recommendations

ODOT, Tri-Met and affected local jurisdictions should proceed with the design and implementation of the combination bus transit and highway project on McLoughlin Blvd. north of Hwy. 224 to include:

- a. The provision of high quality trunk route bus service connecting both downtown and eastside Portland and the Southern Corridor via McLoughlin Blvd. (Map 1, No. 1) to divert single-occupant auto trips onto transit and to reduce the neighborhood infiltration of through trips;
- b. Two additional traffic lanes on McLoughlin Blvd. from S.E. Reedway to Hwy. 224 to relieve the current and future congestion and neighborhood infiltration problems without severely affecting the trees on McLoughlin Boulevard. (Map 1, No. 4);
- c. Provision of exclusive or priority bus facilities for the improved trunk route bus service on McLoughlin between Milwaukie and the City of Portland (Map 1, No. 3);
- d. Development of major transit stops and amenities along McLoughlin Blvd. for bus transfer and walk-on access at key points to the improved trunk bus service (Map 1, No. 2);
- e. Consideration of (a) reserved lane for buses and carpools/vanpools between Milwaukie and Portland, and

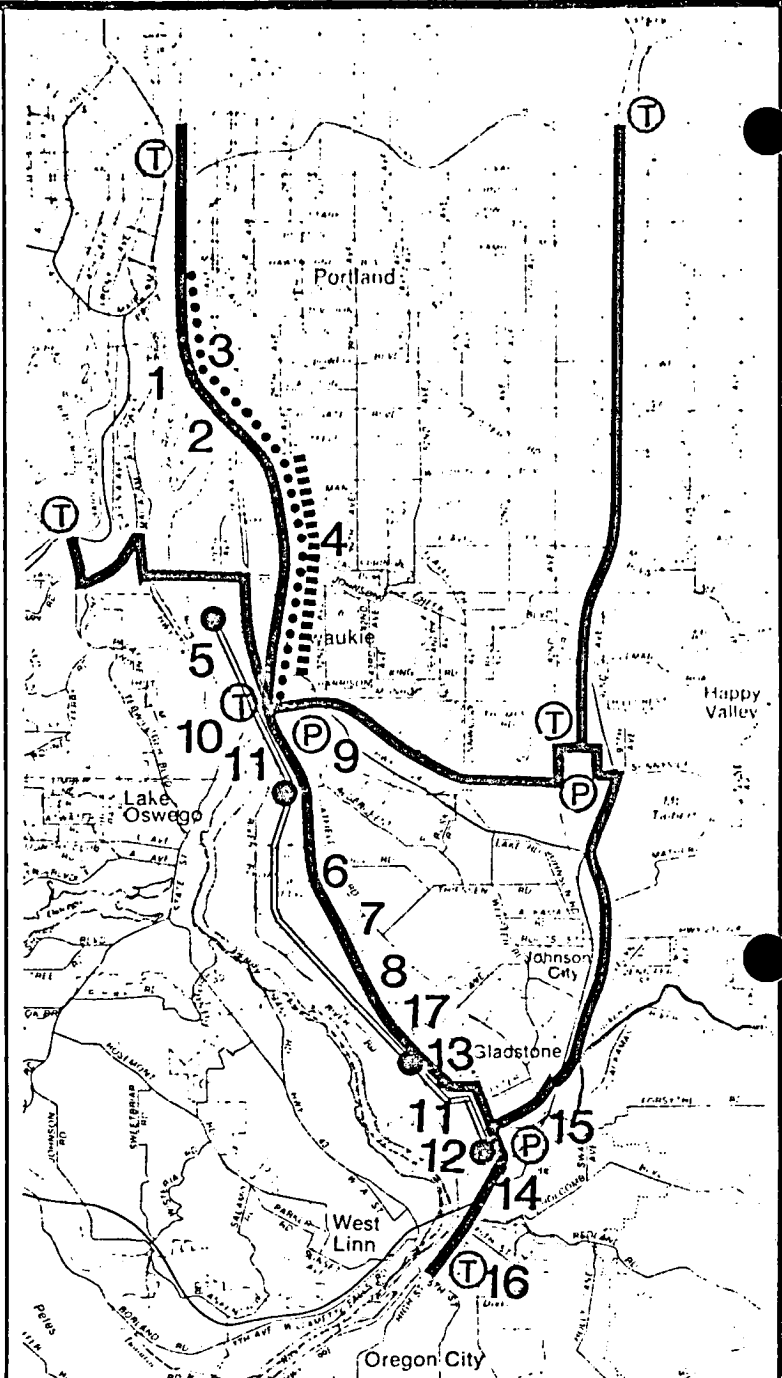
KEY TO McLOUGHLIN BLVD. IMPROVEMENTS

NORTH OF HWY. 224

1. HIGH QUALITY BUS TRUNK ROUTE SERVICE
2. TRANSIT STOP DEVELOPMENT AND PEDESTRIAN AMENITIES
3. EXCLUSIVE OR PRIORITY BUS FACILITY
4. TWO ADDITIONAL HIGHWAY LANES
5. PURCHASE OF PTC RIGHT-OF-WAY

SOUTH OF HWY. 224

6. HIGH QUALITY BUS ROUTE TRUNK SERVICE
7. TRANSIT STOP DEVELOPMENT AND PEDESTRIAN AMENITIES
8. BUS PRIORITY TREATMENT
9. MILWAUKIE AREA PARK AND RIDE(S)
10. MILWAUKIE TRANSIT STATION
11. PURCHASE PTC RIGHT-OF-WAY
12. RECONSTRUCTION OF PTC BRIDGE FOR BUS-ONLY USE
13. UPGRADE ABERNETHY LANE FOR TRANSIT TRUNK LINE USE
14. PRESERVE TRANSIT RIGHT-OF-WAY
15. OREGON CITY AREA PARK AND RIDE
16. OREGON CITY AREA TRANSIT STATION
17. TRAFFIC OPERATIONS IMPROVEMENTS



- MAJOR REGIONAL BUS TRUNK ROUTE
- EXCLUSIVE OR PRIORITY BUS FACILITY
- ADDITIONAL HIGHWAY CAPACITY

- PORTLAND TRACTION CO. RIGHT-OF-WAY
- (T) TRANSIT STATION
- (P) PARK AND RIDE



McLOUGHLIN BLVD. IMPROVEMENT STRATEGY

Map 1
June 1980

if the inclusion of a lane is found to be the most viable alternative (in addition to the two mixed-traffic lanes) to achieve the project objectives, it is recommended that the HOV lane is designed to provide high quality transit operations through:

- (1) Economical station location and design that allows for efficient passenger walk-on and transfer opportunities;
 - (2) Controls on auto occupancy that ensure an adequate level of service in the HOV lane; and
 - (3) Priority treatment (if feasible) for buses over carpools;
- f. Protection of future LRT construction by designing the bus/carpool lane(s) to be converted to LRT and/or reserving right-of-way for LRT (Map 1, No. 5) in the event McLoughlin Blvd. is selected as the preferred route north of Milwaukie;
 - g. Compatibility with the preferred East Marquam Interchange Project design;
 - h. Development of a program to increase ridesharing and to spread the peak demand; and
 - i. An examination of origin/destination patterns in the Sellwood/Eastmoreland area and development of a series of projects to discourage through trips from infiltrating adjacent neighborhoods.

C. McLoughlin Project Package South of Hwy. 224

1. Findings

- a. Previous Metro analysis concluded that the most critical traffic operations and safety problems in the section of McLoughlin Blvd. south of Hwy. 224 are expected to occur as a result of frequent access points, conflict between through traffic and turning movements, intersection constraints and signal delay.
- b. In addition to a package of traffic operations projects, significant improvements in transit service and pedestrian amenities would be necessary to attract the ridership necessary to minimize traffic demands at the most constrained portion of McLoughlin Blvd. north of Hwy. 224. These transit improvements would also support the comprehensive planning efforts of the local jurisdictions in the area which have proposed a land use development patterns surrounding McLoughlin Blvd. that is highly transit supportive.

2. Recommendations

ODOT, Tri-Met and the affected local jurisdictions should proceed with the design and implementation of a package of transit and highway improvement projects in the McLoughlin Corridor south of Hwy. 224 to include:

- a. Provision of high-quality trunk route bus service connecting Oregon City with Milwaukie and Clackamas Town Center (Map 1, No. 7);
- b. Traffic operations improvements (i.e., signal intertie and channelization of traffic) on McLoughlin Blvd. from Hwy. 224 to I-205 to reduce turn conflicts and improve traffic progression (Map 1, No. 17);
- c. Provision of bus priority facilities for trunk route bus service between Milwaukie and Gladstone (Map 1, No. 8);
- d. Development of major transit stops at key points along the preferred McLoughlin bus trunk route for feeder bus transfers and walk-on access to support Clackamas County plan designations for high density development (Map 1, No. 7);
- e. Development of timed-transfer transit stations in Milwaukie and the Oregon City area to provide a focus for local feeder bus routes and a transfer point to trunk route service (Map 1, Nos. 10 and 15);
- f. Implementation of park and ride facilities south of downtown Milwaukie on McLoughlin Blvd. and east of Milwaukie on Hwy. 224 to intercept auto traffic and support the trunk route system (Map 1, No. 9);
- g. Development of an expanded Oregon City park and ride lot located either south of the PTC Bridge or in the vicinity of the Clackamas River Bridge and served by the McLoughlin Subcorridor bus trunk routes that will intercept auto traffic in the Oregon City Bypass/I-205 junction area (Map 1, No. 15). This effort should include the following activities:
 - (1) Reconstruction (if feasible) and purchase of the PTC Bridge across the Clackamas River to accommodate trunk route buses connecting Oregon City with both Milwaukie and the Clackamas Town Center (Map 1, No. 12);
 - (2) Upgrading of Abernethy Lane (if feasible) to accommodate trunk route buses between McLoughlin Blvd. and Gladstone (Map 1, No. 13); and

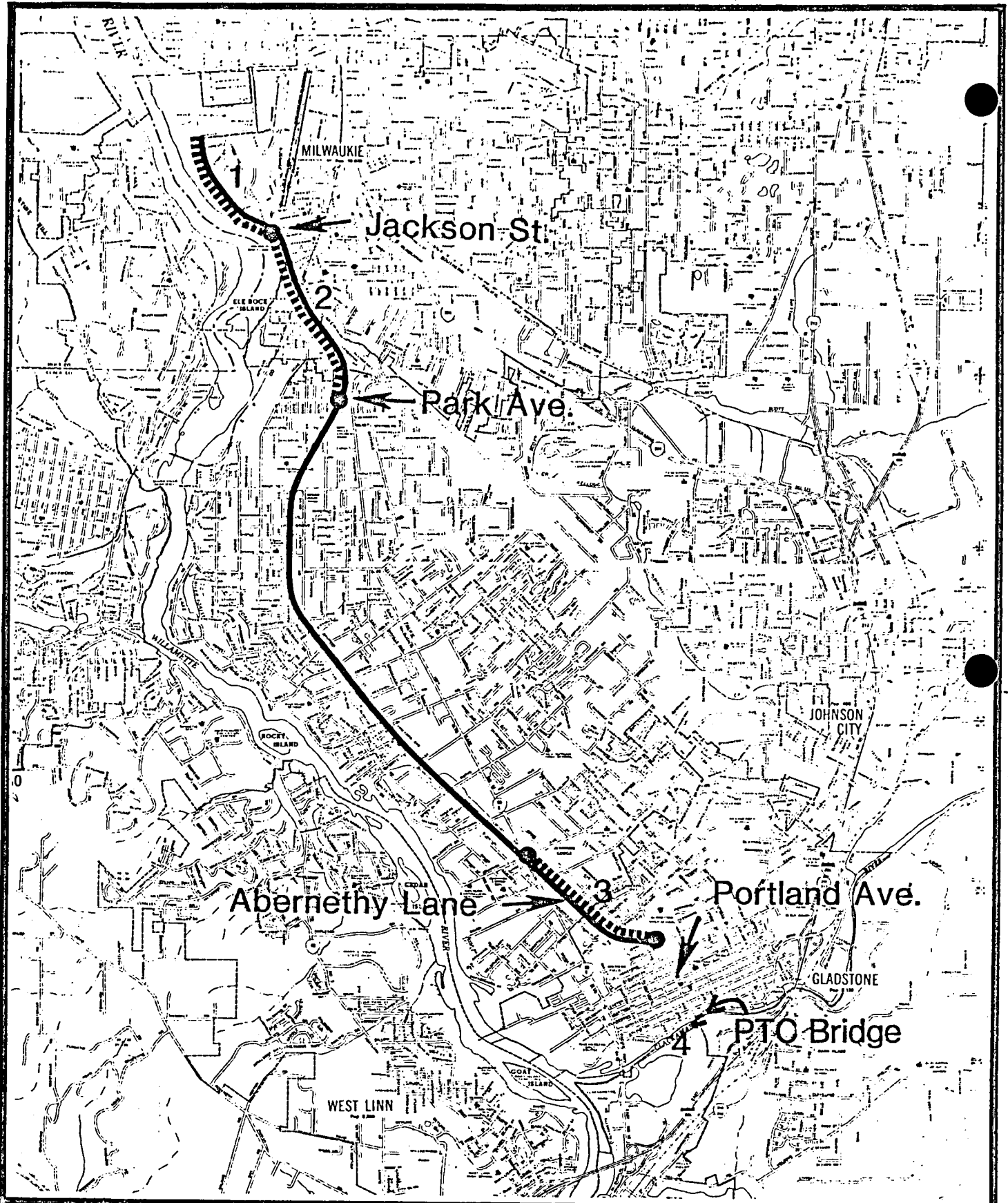
(3) Provision of an auto access route from the Oregon City Bypass/I-205 junction to the park and ride (in the event the park and ride is located adjacent to McLoughlin Blvd.); and

- h. Protection of future LRT construction by (1) siting and designing transit stops, stations and park and ride lots for conversion to LRT, and (2) negotiating with the Tri-Cities Sewer District to reserve the necessary right-of-way to preserve (if feasible) an LRT route into Oregon City via the PTC Bridge.

D. Portland Traction Company Right-of-Way

1. Findings

- a. The PTC right-of-way between the Hawthorne Bridge and I-205 in Oregon City is a potential route for the construction of LRT in the long-term.
- b. All McLoughlin Blvd. Subcorridor LRT route options would pass through a major transit station located in Milwaukie. Therefore, all route options north of the Milwaukie station would be independent of, and compatible with, all route options south of the station.
- c. At the present time, the only portion of the PTC right-of-way for sale extends from the Waverly Country Club south to the vicinity of I-205.
- d. The section of available PTC right-of-way from the Waverly Country Club to Jackson Street in Milwaukie (Map 2, No. 1), is necessary to protect one of several LRT route options between Portland and Milwaukie.
- e. At least two significant LRT corridors exist to connect Milwaukie and Oregon City: (1) the Milwaukie Blvd. Subcorridor, and (2) the Hwy. 224/I-205 Subcorridor. In the McLoughlin Blvd. Subcorridor, two alternative rights-of-way were examined, McLoughlin Blvd. and the PTC right-of-way, to determine the most appropriate location for LRT and, therefore, which portions (if any) of the PTC right-of-way to purchase.
- f. In the Subcorridor segment from Jackson St. to Park Ave., the McLoughlin Blvd. and the PTC right-of-way are adjacent to each other and would provide similar benefits.
- g. In the Subcorridor segment from Park Ave. to Abernethy Lane, the McLoughlin Blvd. route is



—— PTC Right of Way Available
----- Segments Recommended for Purchase

Map 2
June 1980

preferred because it offers superior service potential with a minimum of disruption.

- h. In the Subcorridor segment from Abernethy Lane to I-205, the PTC right-of-way route is preferred because it appears to provide better operations and service potential, especially to Gladstone and the Oregon City Bypass/I-205 junction area (for a potential park and ride lot location).

2. Recommendations

In order to protect for the future development of LRT in the Southern Corridor, Tri-Met should:

- a. Negotiate the purchase of the portion of the available PTC right-of-way between the Waverly Country Club and Jackson St. (in Milwaukie) in the event LRT along the PTC right-of-way north of Milwaukie is the preferred LRT alignment (Map 2, No. 1);
- b. Negotiate the purchase of three portions of the PTC right-of-way south of Milwaukie to protect this alignment option for future construction when it is feasible in the event McLoughlin Blvd. is the preferred LRT route between Milwaukie and Oregon City: (1) between Jackson St. and Park Ave. (along McLoughlin Blvd.) (Map 2, No. 2); (2) between McLoughlin Blvd. and Portland Blvd. along Abernethy Lane (Map 2, No. 3) (this segment is also necessary to upgrade the roadway for trunk route bus service); and (3) the PTC Bridge across the Clackamas River (Map 2, No. 4) (the bridge is also under consideration for use as a bus-only bridge); and
- c. Negotiate with the Tri-Cities Sewer District to reserve necessary right-of-way south of the Clackamas River (Map 1, No. 14) to (1) preserve the LRT route into Oregon City; (2) site the Oregon City park and ride in the vicinity of the Oregon City Bypass/I-205 junction area; and (3) provide a connection for buses from the park and ride location to the PTC bridge over the Clackamas River.

8516/146

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: Reallocating Interstate Transfer Funds From the Highway
212 East Reserve and the I-505 City Reserve

I. RECOMMENDATIONS:

A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution No. 80-184 for the following purposes:

1. Reallocating \$5.66 million previously reserved for the Highway 212 project (east of Highway 224) in Clackamas County to five projects and the McLoughlin Blvd. Reserve;
2. Reallocating \$816,000 from the I-505 City Reserve to the McLoughlin Blvd. Reserve.

B. POLICY IMPACT: The action requesting reallocation of \$5.66 million from the Highway 212 project (east of Highway 224) was initiated by the Oregon Department of Transportation (ODOT) in cooperation with Metro and local jurisdictions pursuant to the Metro funding guidelines. The funds reallocated from this reserve will cover cost increases on higher priority projects including the Banfield Corridor Project (highway portion), Highway 212/224 (east of I-205), Lake Oswego Bridge (Highway 43), Oregon City Bypass, and the Boones Ferry Road projects. Reallocation of funding from the Highway 212 (east of Highway 224) improvement will delete this project from the region's Transportation Improvement Program as a near term project. Due to lack of local match commitments, it is not possible to advance the project. The reallocation will advance the higher priority projects which are currently experiencing funding shortfalls. Improvements to Highway 212 east of Highway 224 will be identified in conjunction with future refinements of the Regional Transportation Plan (RTP).

In addition, funds from the Highway 212 Reserve and the I-505 City of Portland Reserve will supplement the McLoughlin Corridor Reserve allowing additional transit improvements (including possible bus purchases) and neighborhood traffic controls.

The Transportation Policy Alternatives Committee (TPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) have reviewed and approved this project.

- C. BUDGET IMPACT: The approved Metro budget includes funds to monitor federal funding commitments and coordinating project reallocation proposals.

II. ANALYSIS:

- A. BACKGROUND: In December 1978, the CRAG Board of Directors established as part of the I-505 Withdrawal process, a Reserve fund to improve a section of Highway 212 east of Highway 224 in Clackamas County. This account has since escalated to some \$5.66 million (in March 1980 dollars).

The Banfield Corridor, Highway 212 (I-205 to Highway 224), Oregon City Bypass, McLoughlin Corridor, Lake Oswego Bridge, and Boones Ferry Road in Lake Oswego were established by the CRAG Board of Directors/Metro Council as priority projects.

By Resolution No. 79-103, the Metro Council established funding guidelines describing a process for reallocating Interstate Transfer funds. Pursuant to this process, ODOT in cooperation with Metro, Clackamas County, Tri-Met and the City of Portland staffs, have requested the funds reserved for the Highway 212 (east of Highway 224) be reallocated based on several considerations:

1. At this time, it does not appear that sufficient local matching funds will be available to implement the project.
2. Preliminary engineering has not yet started on the Highway 212 east project.
3. Preliminary engineering has been completed for the five highway projects and funding shortfalls have developed.
4. The other five committed regional projects to receive the funds have higher priorities.
5. Funds are needed to supplement the Metro Corridor Improvement Strategy as it affects the McLoughlin Corridor for transit improvements and neighborhood traffic controls.

The Highway 212 Reserve is proposed to be reallocated as follows:

. Banfield Freeway	\$2,374,809
. Oregon City Bypass	1,358,391
. Hwy. 212/I-224 East to I-205	406,567
. Oswego Creek Bridge	289,727
. Boones Ferry Rd.	415,774
. McLoughlin Corridor Reserve	816,000
Total	<u>\$5,661,268</u>

The preliminary engineering has been completed on the first four projects listed above and are scheduled to enter right-of-way acquisition in calendar year 1980. Preliminary engineering has been completed on the fifth project; however, the project cannot proceed until these additional funds are provided.

It is also proposed that this reallocation of Highway 212 reserve be supplemented by \$816,000 reallocated from the I-505 City Reserve to the McLoughlin Corridor Reserve. A recommendation for authorizing these funds to a specific set of improvements (including bus purchases) is included as the following agenda item.

- B. ALTERNATIVES CONSIDERED: Selection of the above projects were predicated upon Metro funding guidelines, the immediacy of implementation of priority projects, regional priorities and amount of funding shortfall. Other projects were reviewed as candidates for these funds.

At the September 8 Regional Planning Committee meeting, JPACT was requested to provide additional clarification of three issues relating to alternate use of the funding:

- Is it appropriate to drop the Hwy. 212 project?
- Is it appropriate to transfer part of the funding to the Banfield Freeway project?
- Is Clackamas County receiving sufficient other improvements in exchange for these funds?

Responses to these questions are included in the attached memo from JPACT.

- C. CONCLUSION: Metro staff recommends that the attached resolution redistributing the noted funds be approved based on (1) the progressing of the priority projects identified, and (2) the benefit gained by supplementing the McLoughlin Blvd. Reserve.

BP/gl
9372/92
9/25/80



METRO

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

MEMORANDUM

Date: September 11, 1980
To: Metro Council
From: Joint Policy Advisory Committee on
Transportation (JPACT)
Regarding: Highway 212 Reallocation

The Metro Regional Planning Committee raised several questions regarding the proposed reallocation of \$5.66 million of Highway 212 funding east of Carver Junction. They requested a response from JPACT to the Council before action on the Resolution at the September 25 meeting. Presented below are the questions and responses. Based upon these considerations, the Resolution is recommended for adoption.

Question: Is it appropriate to drop the Highway 212 project? The Council felt that it is an important project since Highway 212 is a hazardous road and is intended to provide a principal arterial connection to U.S. 26 from Clackamas County and southeastern Washington County.

Response: Yes. In April, 1979, the Oregon Department of Transportation (ODOT) estimated that to adequately upgrade Highway 212 would cost approximately \$20 million to provide full lane widths, turning lanes and climbing lanes and eliminate hazardous locations and bypasses of Damascus and Boring (this cost has likely inflated). However, ODOT estimated that 1990 average daily traffic would be far less than the current capacity of 12,000 vehicles per day and the improvement would do little to relieve traffic problems through Gresham to U.S. 26. The \$5.66 million available would not adequately correct the problems and only a partial benefit would be realized. Finally, Highway 212 is outside the Urban Growth Boundary (UGB) and may conflict with Metro's urban containment goals.

While it is recognized that Highway 212 is an important connection to the region, the need for improvement is primarily to serve long-range travel demands. Therefore, it is of lower

priority than Metro planned regional improvements. This is reflected by the lack of local matching funds from either ODOT or Clackamas County. In order to advance other priority projects to construction, additional funding should be reallocated from Highway 212.

ODOT should be encouraged to clearly specify the required improvement to Highway 212 for inclusion in the Regional Transportation Plan and consider alternate funding sources for the improvement in development of the six-year Highway Improvement Program.

Question: Is it appropriate to transfer part of the Highway 212 funding to the Banfield Freeway project (\$2,374,809)? The Committee felt that the funding was primarily intended for Clackamas County improvements and should be reallocated to other Clackamas County projects.

Response: Yes. Highway 212 should be viewed as primarily serving an east/west travel demand to solve traffic problems in the eastside of the region. The Banfield Freeway also serves this need.

Secondly, I-205 and the Banfield Freeway are essential links for Clackamas County trips to relieve the traffic burden on McLoughlin Boulevard north of Highway 224.

Finally, the allocation of funding to Highway 212 was originally from a regional source and, therefore, should be considered for transfer to solve the highest regional priority.

Question: Is Clackamas County receiving sufficient other transportation improvements in exchange for these funds?

Response: Yes. In conjunction with Metro's McLoughlin Boulevard Improvement Strategy and Tri-Met's Transit Development Program, a major transit service expansion is planned for Clackamas County.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF REALLOCATING	)	RESOLUTION NO. 80-184
INTERSTATE TRANSFER FUNDS FROM)	
THE HIGHWAY 212 EAST RESERVE	)	Introduced by the Joint
AND THE I-505 CITY RESERVE	)	Policy Advisory Committee on
	)	Transportation

WHEREAS, The CRAG Board of Directors in December, 1978, established a reserve fund for improvements on Highway 212 East of Highway 224 and the I-505 City Reserve; and

WHEREAS, Over time the Highway 212 East Reserve account has escalated to some \$5.66 million (in March, 1980 dollars); and

WHEREAS, Clackamas County and the Oregon Department of Transportation (ODOT) has recommended that the reserved funds be reallocated because local matching funds will not be available for the Highway 212 East project; and

WHEREAS, Clackamas County, in reviewing alternatives with ODOT, the City of Portland, Tri-Met and Metro staff, has formulated a plan for use of these funds; and

WHEREAS, The Reserve funds can be reallocated to the McLoughlin Blvd. Reserve and other worthwhile projects with implementation imminent; and

WHEREAS, The City of Portland has recommended that a portion of the I-505 City Reserve be reallocated to the McLoughlin Corridor Reserve; now, therefore,

BE IT RESOLVED,

1. That the project known as Highway 212 East be dropped from the Transportation Improvement Program (TIP).

2. That the Reserve funds for the Highway 212 East project be reallocated as follows:

. Banfield Freeway	\$2,374,809
. Oregon City Bypass	1,358,391
. Hwy. 212/I-224 East to I-205	406,567
. Oswego Creek Bridge	289,727
. Boones Ferry Rd.	415,774
. McLoughlin Blvd. Reserve	<u>816,000</u>
Total	\$5,661,268

3. That \$816,000 of the I-505 City Reserve be reallocated to the McLoughlin Blvd. Reserve.

4. That the TIP and its annual element be amended to reflect these reallocations.

5. That the Metro Council requests ODOT to clearly specify the required improvements to Highway 212 for inclusion in the RTP and consider alternate funding sources for the improvement in development of the six-year Highway Improvement Program.

6. That the Metro Council finds these actions to be in accordance with the region's continuing, cooperative, comprehensive planning process and hereby gives affirmative A-95 Review approval.

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

Presiding Officer

BP:gl
8983/33

Res. No. 80-184
Page 2 of 2

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

TO: Metro Council
 FROM: Executive Officer
 SUBJECT: Authorizing Federal Funds for Projects Included in the
 McLoughlin Blvd. Corridor Improvement Strategy

I. RECOMMENDATIONS:

A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution No. 80-185 authorizing funding from the McLoughlin Blvd. Interstate Transfer Reserve fund for the following projects included in the Corridor Improvement Strategy:

1.	Construction of a transit station in Milwaukie	\$1,050,000
2.	Preliminary Engineering for jointly developed permanent station in Milwaukie developed in conjunction with parking and shops.	100,000
3.	Construction of a transit station in Oregon City.	465,000
4.	Preliminary Engineering and construction of intersection improvements on McLoughlin Blvd south of Hwy. 224.	850,000
5.	Preliminary Engineering for transit improvements on McLoughlin Blvd., siting of the Oregon City park and ride, and feasibility analysis of using the Portland Traction Company (PTC) bridge over the Clackamas River for bus use.	120,000
6.	Preliminary Engineering and construction of neighborhood traffic diversion devices in the Sellwood area.	405,000
7.	Purchase of eight articulated buses.	1,632,000
	TOTAL	\$4,622,000

In addition, the remaining funds from the McLoughlin Blvd. Interstate Transfer Reserve fund would be reserved for implementation of two components of the Corridor Improvement Strategy:

1.	Permanent Milwaukie Transit Station Reserve - Construction of a permanent station in Milwaukie.	\$665,000
2.	McLoughlin Transit Improvement Reserve - Construction of transit improvements	

along McLoughlin Blvd., purchase of the PTC right-of-way, refurbishing of the PTC bridge over the Clackamas River to serve buses and construction of approach roads for buses serving the Oregon City park and ride.

TOTAL

1,096,413
\$1,761,413

- B. POLICY IMPACT: This action will allow implementation of the policy direction establishment in the McLoughlin Blvd. Corridor Improvement Strategy adopted by Metro Resolution No. 80-175. TPAC and JPACT have reviewed and approved this recommendation.
- C. BUDGET IMPACT: The existing Metro budget provides for Metro staff involvement in allocating Interstate Transfer funds.

II. ANALYSIS:

- A. BACKGROUND: The previously established McLoughlin Blvd. Interstate Transfer Reserve funds contains \$6,383,413 (as of March 30, 1980) for the purpose of implementing improvements related to the previously authorized McLoughlin Blvd. improvement north of Milwaukie. Metro staff, working with staff from the Oregon Department of Transportation (ODOT), Tri-Met and affected local jurisdictions, prepared a McLoughlin Blvd. Corridor Improvement Strategy which responds to problems in the Corridor. This strategy was recommended by the Joint Policy Advisory Committee on Transportation on August 17, 1980, for Metro Council endorsement and is being considered by the Metro Council on September 25, 1980. The strategy recommends a number of improvement projects. One of the projects, the Oregon City Park and Ride, is eligible for Interstate funding. Funds do not appear to be immediately available for the Milwaukie Park and Ride. Sponsors for the remaining projects have been identified and requests have been made by the sponsors for Interstate Transfer funds to implement the projects. This Resolution responds to these requests.
- B. ALTERNATIVES CONSIDERED: Alternative improvements in the McLoughlin Blvd. were examined and dismissed in preparing the Corridor Improvement Strategy. Alternative funding sources are not available for most of these improvements. There are, however, some possible exceptions:
1. The Urban Mass Transportation Administration (UMTA) has a program to loan funds to protect potential rail rights-of-way. Tri-Met should pursue this source before requesting authorization of reserved Interstate Transfer funds for this purpose. If this funding is not available, then a portion of this Reserve could be used for purchase of the PTC right-of-way.

2. Private developers along McLoughlin Blvd. could contribute funding and/or right-of-way for portions of the envisioned transit improvements. This should be pursued by Clackamas County before the Reserve funds are allocated for transit.
3. Private funding will be necessary to fully implement a permanent transit station in Milwaukie integrated with parking and shops. These funds need to be committed before authorization of the permanent Milwaukie Transit Station Reserve fund.
4. \$6,165,781 of Interstate Transfer funds are reserved in the Southern Corridor-Related Reserve. These funds are intended for projects that would complement the McLoughlin Blvd. strategy. If UMTA loan funding is not available for purchase of the PTC right-of-way and refurbishing of the PTC bridge over the Clackamas River is found to be feasible and preliminary cost estimates are borne out, part of this McLoughlin-related reserve may be needed to supplement the Milwaukie Transit Improvement Reserve.

C. CONCLUSION: Adoption of the attached Resolution will allow for implementation of critical components of the McLoughlin Blvd. Improvement Strategy. Funding reserves would be established to implement the remaining projects included in the strategy.

AC:ss
60B/92

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING	)	RESOLUTION NO. 80-185
FEDERAL FUNDS FOR PROJECTS)	
INVOLVED IN THE MCLOUGHLIN BLVD.	)	Introduced by the Joint
CORRIDOR IMPROVEMENT STRATEGY	)	Policy Advisory Committee
	)	on Transportation

WHEREAS, The Metro Council, through Resolution No. 79-65 adopted the McLoughlin Blvd. Corridor Improvement Strategy; and

WHEREAS, The strategy was established to provide policy guidance for establishing corridor funding priorities; and

WHEREAS, The Metro Transportation Improvement Program (TIP) includes \$4,751,413 (as of March 30, 1980) in the McLoughlin Blvd. Reserve to implement the proposed strategy; and

WHEREAS, Resolution No. 80-184 reallocated an additional \$1,632,000 of Interstate Transfer funds to the McLoughlin Blvd. Reserve, increasing the Reserve to \$6,383,413; and

WHEREAS, The Metro TIP includes a separate \$6,165,781 (as of March 30, 1980) in the Southern Corridor-Related Reserve to implement improvements related to the Corridor Strategy; and

WHEREAS, The Southern Corridor Working Group, composed of representatives for Tri-Met, the Oregon Department of Transportation (ODOT) and affected local jurisdictions, has recommended a proposed funding allocation; and

WHEREAS, Sponsors for the projects to be funded by the allocation of McLoughlin Blvd. Reserve have been identified and requests have been made for federal funding; now, therefore,

BE IT RESOLVED,

1. That the Metro Council authorizes from the McLoughlin Blvd. Reserve funding for the projects shown on Attachment "A."

2. That the Metro Council reserves funding for future allocation at the conclusion of preliminary engineering to the projects shown on Attachment "B."

3. That the Metro Council will consider allocation of some of the funds included in the Southern Corridor-Related Reserve if they are needed to support the projects included in the McLoughlin Blvd. Transit Improvement Reserve in the event insufficient funds are available.

4. That Tri-Met should pursue loan funds from the Urban Mass Transportation Administration to purchase the Portland Traction Company Right-Of-Way before requesting authorization of Interstate Transfer funds for that purpose.

5. Clackamas County should pursue private funding and/or right-of-way acquisition for portions of transit improvements proposed along McLoughlin Blvd. before funds are requested to be authorized for that purpose.

6. That the TIP and Annual Element be amended accordingly.

7. That the Metro Council finds the project in accordance with the region's continuing cooperative, comprehensive planning process and hereby gives affirmative A-95 Review approval.

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

Presiding Officer

ATTACHMENT "A" -- Funding Authorizations

	<u>LOCATION</u>	<u>PROPOSED IMPROVEMENT</u>	<u>SPONSOR</u>	<u>FISCAL YEAR</u>	<u>FEDERAL FUNDING ALLOCATION</u>
1.	McLoughlin Blvd. -- Hwy. 224 to I-205	Preliminary engineering, right-of-way acquisition, and construction of intersection and signal improvements	ODOT	1982	\$ 850,000
2.	Milwaukie	Purchase of land and contruction of an interim timed-transfer transit station	Tri-Met	1981	\$1,050,000
3.	Milwaukie	Preliminary engineering for a permanent transit station	Tri-Met/ Milwaukie	1981	\$ 120,000
4.	Oregon City	Purchase of land and construc- tion of a timed-transfer transit station	Tri-Met	1981	\$ 465,000
5.	Sellwood Neighborhood	Preliminary engineering and construction of devices to shift through traffic off of neighbor- hood streets	Portland	1982	\$ 405,000
6.	McLoughlin Blvd. -- Hwy. 224 to I-205	Preliminary engineering for transit improvements along McLoughlin Blvd., site the Oregon City park and ride and determine feasibility of using the Portland Traction Company bridge over the Clackamas River for bus use	Tri-Met	1982	\$ 120,000
7.	McLoughlin Blvd.	Purchase of 8 articulated buses	Tri-Met	1981	<u>\$1,632,000</u>
				TOTAL	\$4,622,000

ATTACHMENT "B" -- Funding Reserves

<u>LOCATION</u>	<u>PROPOSED IMPROVEMENT</u>	<u>SPONSOR</u>	<u>FEDERAL FUNDING ALLOCATION</u>
1. Permanent Milwaukie Transit Station Reserve - Milwaukie	Construction of a permanent transit station and a pedestrian crossing over the McLoughlin Blvd. These improvements would be made in conjunction with locally funded parking and commercial shopping space.	Milwaukie/ Tri-Met	\$ 665,000
2. McLoughlin Transit Improvement Reserve - McLoughlin Blvd. -- Hwy. 224 to I-205	Transit improvements along McLoughlin Tri-Met Blvd., purchase of the Portland Traction Co. right-of-way, refurbishing of the PTC bridge over the Clackamas River for buses, and bus connections to the Oregon City Park and Ride		<u>\$1,096,413</u> \$1,761,413

AC:bk
62B/D4



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

MEMORANDUM

Date: September 12, 1980
To: Metro Councilors
From: Charlie Williamson *CW*
Regarding: Transportation Improvement Program

The attached Transportation Improvement Program (TIP) must be adopted annually before the beginning of the federal fiscal year - October 1, 1980. Any projects that use federal funds in the upcoming fiscal year must be included in an adopted TIP. Please be prepared to vote on the TIP so that project funding is not jeopardized.

All of the projects in the listing have been reviewed by the Council in the past. Several project additions were questioned by the Regional Planning Committee and have been deleted at the recommendation of staff and JPACT.

If you have any questions before the meeting, call me or Andy Cotugno.

CW:AC:lmk

Enclosure

AGENDA MANAGEMENT SUMMARY

TO: Metro Council
FROM: Executive Officer
SUBJECT: Adopting the FY 1981-1984 Transportation Improvement Program and the FY 1981 Annual Element

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adopt the Transportation Improvement Program (TIP) and Annual Element and accompanying Air Quality Consistency Statement to serve as the basis for receipt of federal transportation funds by local jurisdictions, Oregon Department of Transportation (ODOT) and Tri-Met. The Transportation Policy Alternatives Committee (TPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) have reviewed and approved the Annual Element.
- B. POLICY IMPACT: Adoption of the TIP continues past policy actions in support of federal funding for numerous transportation improvements throughout the region. Updates to the funding schedule for individual projects reflect most recent cost estimates, funding availability and implementation schedules. In addition, this action represents policy support for funding several new improvements in the TIP.
- C. BUDGET IMPACT: The existing Metro budget provides for development of the TIP.

II. ANALYSIS:

- A. BACKGROUND: The Metro TIP describes how federal transportation funds for highway and transit projects in the Metro region are to be obligated during the period October 1, 1980, through September 30, 1981. Additionally, in order to maintain continuity, funds are estimated for years before and after the Annual Element year.

Projects have been developed through cooperative participation of the cities and counties in the region, the states and special districts such as Tri-Met. The TIP Subcommittee has prepared the recommended TIP for FY 1981.

TPAC had additionally recommended several new projects be added to the TIP consisting of:

- transit stations at Burlingame, Sylvan, Raleigh Hills, Lents, Hillsboro and Tannasbourne
- park and ride lots at Lake Oswego and Hillsboro
- purchase of an additional 30 articulated buses and 147 standard buses for service expansion.

- repowering of 165 buses
- preliminary engineering and right-of-way acquisition for an upgrading to 82nd Avenue in Portland
- ramp metering on I-5 South

JPACT, in its review, felt that the lack of sufficient and detailed information on the above projects did not warrant inclusion in the TIP at this time. JPACT recommended that these projects be included at a later date when their role in the RTP can be better defined.

The projects appear in the attached listing but adoption of the TIP will specifically exclude them.

- B. ALTERNATIVES CONSIDERED: If the TIP is not adopted, projects will not be eligible to receive federal funds with the start of federal fiscal year 1981 on October 1, 1980. Future amendments to reflect changing priorities and funding availability can be adopted at a later date.
- C. CONCLUSION: Adoption of the resolution will allow timely flow of federal funds into the region.

KT/gl
88B/135

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING THE FY)	RESOLUTION NO. 80-186
1981-1984 TRANSPORTATION IMPROVE-)	
MENT PROGRAM AND THE FY 1981)	Introduced by the Joint
ANNUAL ELEMENT)	Policy Advisory Committee
	on Transportation

WHEREAS, Metro staff and the Transportation Improvement Program Subcommittee have prepared a final draft of the Transportation Improvement Program (TIP) for the Metro urban area which implements the adopted Interim Transportation Plan and complies with federal guidelines as set forth in 23 CFR--Part 450; and

WHEREAS, Such a program was prepared and released for review; and

WHEREAS, In accordance with the Metro/(Regional Planning Committee) of Clark County Memorandum of Agreement, the TIP has been submitted to the RPC for review and comment; and

WHEREAS, Projects using federal funds must be specified in the TIP by the fiscal year in which obligation of funds is to take place; and

WHEREAS, A determination of the consistency of the TIP with Air Quality Plans has been prepared; and

WHEREAS, Some 1980 Annual Element projects may not be obligated in FY 1980 because the exact point in time for obligation is indeterminant; now, therefore,

BE IT RESOLVED,

1. That the Metro Council adopt the TIP for the urban area as contained in the Attachment to this Resolution marked Exhibit "A" and the accompanying Air Quality Consistency Statement

as contained in the attachment to this Resolution marked Exhibit "B," which by reference are made an integral part of this Resolution with the exception of the following:

- a. transit stations at Burlingame, Sylvan, Raleigh Hills, Lents, Hillsboro and Tannasbourne;
- b. park and ride lots at Lake Oswego and Hillsboro;
- c. purchase of an additional 30 articulated and 147 standard buses for service expansion;
- d. repowering of 165 buses;
- e. preliminary engineering and right-of-way acquisition for an upgrading to 82nd Ave. in Portland; and
- f. ramp metering on I-5 South.

These projects will be considered for inclusion in the FY 1981 TIP when more information is available.

2. That projects that are not obligated by September 30, 1980, be automatically reprogrammed for FY 1981 for all funding sources.

3. That the TIP is in conformance with the Regional Transportation Plan.

4. That the Metro Council allows the use of funds to be transferred among the particular phases (PE, ROW or Construction) of a given project.

5. That the Metro Council hereby finds the projects in accordance with the region's continuing, cooperative, comprehensive planning process and, hereby, gives affirmative A-95 Review approval.

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

Presiding Officer

KT/gl
87B/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: Council Coordinating Committee
SUBJECT: Reporting Relationship of Council Created Task Forces

I. RECOMMENDATION

- A. ACTION REQUESTED: Adoption of attached Resolution No. 80-187, which establishes a reporting relationship between Council appointed task forces and Council substantive committees. The recommendation consists of the following:
- 1) The charges or mission statements of a Council appointed task force will be formally approved by the Council at a regular business meeting.
 - 2) Reports of the task forces will be sent to the Council as a whole for information. The Chair will then assign the task force report to the appropriate substantive Council committee for review and comment.
 - 3) Any public hearings on the task force recommendation will be held by the Council substantive committee or the Council acting as a committee of the whole.
 - 4) Substantive committees will not bury or veto through "pigeon-holing" the task force report. While the substantive committee has full latitude to alter the task force recommendation, the possibility for holding a task force report captive or not reporting it out will not be condoned.
- B. POLICY IMPACT: The action requested allows the continuation of the task force concept whereby Councilors can participate in the development of specific plans or policies that will benefit Metro. The action also structures a formal procedural relationship between the Council and its substantive committees. The proposal allows for initiative and a certain latitude of action for the task force, reserving, however, the right and authority to conduct public hearings on the task force product and make final policy determinations on the task force recommendation to the Council and Council substantive committees.
- C. BUDGET IMPACT: This recommendation has no direct budget impact on the Metro approved budget.

II. ANALYSIS

- A. BACKGROUND: There has recently been some question as to the formal procedure that should be followed by Council appointed task forces as to reporting methods, the conduct of public hearings on finished task force recommendations, and methods of liaison with the Council for substantive Council committees. The Coordinating Committee discussed this matter at their regular meeting on September 15, 1980, and recommended the process which is included in the Recommendation section of this Summary.
- B. ALTERNATIVES CONSIDERED: The alternative considered was a direct relationship between the task force and the Council without review and comment from substantive committees. However, this alternative was rejected by the Coordinating Committee.
- C. CONCLUSION: It is recommended that the Council formally authorize a relationship between Council appointed task forces and substantive committees as outlined in the Recommendation section.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ESTABLISHING	)	RESOLUTION NO. 80-187
A REPORTING RELATIONSHIP BETWEEN)	
COUNCIL APPOINTED TASK FORCES AND	)	Introduced by the Council
COUNCIL SUBSTANTIVE COMMITTEES	)	Coordinating Committee

WHEREAS, The Council finds a need for a procedure that will better define the Council's expectations of Council appointed task forces; and

WHEREAS, There is a need for effective Councilor participation in the development of plans and policies by Council appointed task forces; and

WHEREAS, There is a need for a formal procedure for task force reporting and liaison with the Council and Council substantive committees; now, therefore,

BE IT RESOLVED,

1. The charges or mission statements of a Council appointed task force will be formally approved by the Council at a regular business session.

2. All task force reports will be sent to the Council as a whole for information. The Chair will assign the report to the appropriate substantive committee.

3. Any public hearings on task force reports will be held by the Council substantive committee or the Council.

4. Council substantive committees shall proceed in a timely manner in considering task force reports. Substantive committees shall have full latitude to alter the task force report,

but shall not unreasonably delay or fail to report the task force report to the Council.

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

Presiding Officer

DK:MH:bb
379B/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: Regional Planning Committee
SUBJECT: Appointment of Members to Fill Vacancies on WRPAC

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Appoint the following representatives to fill remaining vacancies on WRPAC.

<u>Nominee</u>	<u>Representing</u>
Eleanor Adelman	Citizens At Large Multnomah County
Bruce Warner	Cities in Washington County
Peter Harvey	Cities in Clackamas County
Michael Grant	Clark County Regional Planning Council
Robert M. Lee	Portland General Electric Water Recreation Organization Construction Industry
Dee Patrick	Water Recreation Industry

- B. POLICY IMPACT: This action follows through on earlier Council action establishing WRPAC.

- C. BUDGET IMPACT: None.

II. ANALYSIS:

- A. BACKGROUND: In July, 1980, the Council appointed members to the reorganized WRPAC. Several positions remained vacant in the following categories:

1. Public Officials

Clark County Regional Planning Council

2. Special Districts and Cities At Large
Cities in Washington County
Cities in Clackamas County
3. Special Interest Groups
Water Recreation Organization
Construction Industry
Water Recreation Industry
Portland General Electric
4. Citizens At Large
Multnomah County

B. ALTERNATIVES CONSIDERED: None.

C. CONCLUSION: The above listed nominees should be appointed to fill the remaining vacancies on the WRPAC.

JL/gl
108B/92

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

TO: Metro Council
FROM: Executive Officer
SUBJECT: Agreement with Friends of the Washington Park Zoo

I. RECOMMENDATION

- A. ACTION REQUESTED: Council authorization for the Executive Officer to execute the Agreement with the Friends of the Washington Park Zoo.
- B. POLICY IMPACT: Metro continues to recognize the Friends' organization as the official citizen support group for Washington Park Zoo and provides, on a reimbursable basis, closer staff assistance for certain Friends' activities. However, responsibility for maintenance and operation of the Zoo clearly remains with Metro.
- C. BUDGET IMPACT: Direct costs to Metro involve providing meeting space and staff liaison. Metro receives reimbursement for the staff services.

II. ANALYSIS

- A. BACKGROUND: In 1958, the Portland Zoological Society was incorporated to continue the citizen support for the Zoo that was manifest in the successful bond levy election of 1954. Over the years, the Zoological Society assisted in building (and then opening) the Portland Zoo Railway, the Children's Zoo, and the Zoo's Research Center. Additionally, they raised funds and conducted numerous volunteer educational programs, including the Zoomobile, docent tours, handicapped programs, etc.

The Society took over total operation of the Zoo in July, 1971, but transferred that function back to the City of Portland in 1976. The City, in turn, deeded the Zoo to the Metropolitan Service District in July of that same year.

The Society published a monthly newsletter for its membership of between 1,000 to 2,000 people.

In August, 1978, the Portland Zoological Society was dissolved, and the Friends of the Washington Park Zoo was established.

The Friends of the Washington Park Zoo is a non-profit Oregon corporation organized for the purpose of providing citizen support for the Zoo. The Agreement first entered

into two years ago clearly recognized that, pursuant to Oregon laws, Metro maintains and operates the Zoo while the Friends, as a non-profit organization, provide a means for citizen interest in and support for the Zoo. The renewal Agreement has been thoroughly reviewed by staff, the Services and Coordinating Committees of the Council, and the Friends' Executive Committee. The Agreement provides for the following.

The Friends agree to:

1. Recruit a broad-based membership of the Friends from throughout the Metro area;
2. Develop general community support for the Zoo;
3. Encourage volunteer participation at the Zoo;
4. Publicize information about the Zoo and activities of the Friends through a newsletter, a calendar, an annual report and other means of communication;
5. Assist in promoting the Zoo's capital development program by conducting fund raising campaigns for projects mutually agreed upon;
6. Promote programs such as guest lectures, seminars, etc., at the Zoo that will broaden the public's knowledge of animals and other similar activities;
7. Provide membership on its Board of Directors for two members of the Metro Council and a designee of Metro's Executive Officer;
8. Pursue these activities at its own expense; and
9. At the request of Metro, perform other services that will benefit the Zoo and are acceptable to the Friends.

Metro agrees to:

1. Provide, for a fee, an annual admission pass to the Zoo and gift shop discounts for members of the Friends;
2. Provide meeting space on a space available basis for the Friends' Board of Directors and committees;
3. Sponsor at least three events for the Friends on the Zoo grounds as approved by the Zoo Director and coordinated with the Zoo staff;
4. Provide publicity and space at the Zoo to assist the Friends in carrying out their duties;
5. Provide staff assistance and liaison to assist the Friends in carrying out their duties (such costs to be reimbursed by the Friends).

The Agreement may be reviewed annually and can be terminated by either party upon thirty days' written notice.

- B. ALTERNATIVES CONSIDERED: One alternative would be to provide annual passes to the Zoo to the general public without consideration of membership in the Friends of the Zoo. This would seriously impact the membership drive for the Friends and consequently negatively impact the goal of a broad based Zoo support group throughout the Metro area and the benefits to be derived therefrom.
- C. CONCLUSION: Nationally, most zoos and aquariums have citizen support groups and offer passes as a benefit of membership. Locally, OMSI, Western Forestry Center and the Art Museum have similar arrangements. For the services and benefits noted in the summary of the agreement above, it is concluded that it is in the best interest of Metro's Washington Park Zoo to enter into the proposed agreement with the Friends of the Washington Park Zoo.

AGREEMENT

This agreement is made effective July 1, 1980 by and between the METROPOLITAN SERVICE DISTRICT, a municipal corporation (Metro) and FRIENDS OF THE WASHINGTON PARK ZOO, and Oregon non-profit corporation (Corporation).

R E C I T A L S

A. Pursuant to Oregon law, Metro maintains and operates the Washington Park Zoo (Zoo).

B. Corporation is a tax-exempt, non-profit Oregon corporation organized to encourage and aid the development of the Washington Park Zoo as an educational and recreational center and for the purpose of providing citizen support for the Zoo.

C. To facilitate implementation of the duties and purposes of Metro and Corporation with respect to the Zoo, the parties wish to enter into this agreement defining the relationship between them.

IT IS THEREFORE AGREED AS FOLLOWS:

1. Term of Agreement. This agreement shall become effective when signed by both parties and shall continue in force until June 30, 1981 and thereafter unless terminated by either party.

2. Termination. This agreement may be terminated by either party without cause. Termination shall be accomplished by written notice delivered or mailed to the other party specifying a date, not less than 30 days from the date on which the notice is received, on which termination is to become effective.

3. Amendments. This agreement may be amended by mutual

consent. Amendments may be suggested in writing by either party and shall become effective when signed by both parties.

4. Duties of the Corporation. At all times during the term of this agreement, the Corporation shall:

4.1 Recruit a broad-based membership in the Corporation from throughout the Metro jurisdiction;

4.2 Develop general community support for the Zoo;

4.3 Encourage volunteer participation at the Zoo;

4.4 Produce and disseminate in a timely and scheduled manner information about the Zoo and activities of the Corporation through a monthly newsletter, a Zoo Calendar, an annual report, an information booth at the Zoo, and other means of communication;

4.5 Promote the Zoo's capital development program by conducting fund-raising campaigns, soliciting and obtaining grant funds and encouraging bequests to the Corporation for the use and benefit of the Zoo;

4.6 Keep and maintain membership files;

4.7 Schedule, coordinate, publicize and underwrite special events, classes and lectures which will educate the public and promote public awareness of the Zoo;

4.8 Sponsor educational classes and wildlife trips to enhance member interest in, and knowledge of, animals;

4.9 Pursue these activities in close cooperation with the Zoo staff and at its own expense, except as hereafter provided, or as agreed by the parties from time to time;

4.10 Upon agreement between Metro and the Corporation, perform such other services as will benefit the Zoo; provided,

however, that the Corporation shall do nothing inconsistent with, or which would jeopardize, its status as a tax exempt, non-profit corporation.

5. Duties of Metro. At all times during the term of this agreement, Metro shall:

5.1 Provide a Zoo staff person under the supervision and direction of the Zoo Director to assist the Corporation in performance of its duties hereunder, including assistance in preparation of membership drives, the annual calendar, newsletters and annual report and such other matters as the parties shall mutually agree; provided, however, that the Corporation shall reimburse Metro for its actual costs incurred in providing services to the Corporation;

5.2 Provide an annual Zoo pass and discounts in the Zoo gift shop for Corporation members who have been issued individual, numbered and dated annual membership cards on the basis set forth in Section 6 hereof;

5.3 Provide publicity and space at the Zoo to assist the Corporation in performing its duties hereunder, as follows:

5.3.1 Meeting space on a regularly scheduled basis for the Corporation's board of directors and committees;

5.3.2 Office space for the Corporation's secretary or other employee; provided, however, that Corporation shall pay all costs associated with any equipment, supplies, and telephone installed in such office;

5.3.3 Provide space for an information booth, the cost of which shall be paid by the Corporation, located in a conspicuous place on Zoo grounds from which

information regarding the Zoo and the Corporation can be dispensed;

5.3.4 Provide space for signs and such other publicity on the Zoo grounds relating to the Corporation as the parties shall agree from time to time;

5.3.5 Such other space as the parties shall agree from time to time.

5.4 Sponsor at least three events at the Zoo for the Corporation's membership, the nature and timing of which shall be determined by mutual agreement and in coordination with the Zoo Director and staff;

5.5 Provide two Metro Councilors and a designee of the Executive Officer to serve as members of Corporation's Board.

6. Coordination between Metro and Corporation. Metro and the Corporation shall coordinate their efforts and actions with respect to the Zoo so as to accomplish the goals and purposes of each as effectively as possible. Specifically:

6.1 Designated representatives of the Corporation and the Zoo shall meet at least once each calendar quarter to set goals, evaluate past and pending projects, and review financial matters with respect to Corporation;

6.2 Solicitation of grant funds from specific sources shall be made by mutual agreement between Metro and the Corporation;

6.3 The Corporation and Metro shall mutually agree as to specific fund raising goals for specific projects. The nature and extent of Corporation's participation in any given project and the method and timing of fund raising efforts

shall be determined by Corporation.

6.4 Metro recognizes that it is in the best interest of both parties, during the first few years of this Agreement, that the Corporation be established on firm financial basis and accordingly will consider proposals from the Corporation for funding of specific projects.

7. Allocation of Membership Fees and Special Contributions.

As additional consideration for the obligations to be performed by Metro hereunder, the Corporation shall allocate to the Zoo the following amounts:

7.1 From the fee received for an individual membership, a sum equal to $2\frac{1}{2}$ times the Metro resident adult admission to reimburse Metro for the cost to Metro of such individual member's annual pass and discounts. Such sum shall be paid to the Zoo fund by the tenth of each month for memberships received during the previous month;

7.2 From the fee received for a family membership, a sum equal to $2\frac{1}{2}$ times the Metro resident admission for 2 adults and 2 children to reimburse Metro for the cost to Metro of such family's annual pass and discounts; such sum shall be paid to the Zoo fund by the tenth of each month for memberships received during the previous month;

7.3 The amounts to be paid by the Corporation pursuant to sections 7.1 and 7.2 are assumed to constitute at least 80% of the total gate fees which would otherwise be paid by Corporation members for annual zoo admission.

7.4 Any sums received by the Corporation in excess of the minimum amount established for an individual or family

membership, and any other donations received by the Corporation (unless otherwise provided by the donor thereof) shall be deposited in a special account which shall be designated the Friends of the Washington Park Zoo Building Fund. Disposition of this fund shall be as provided in Section 8 hereof.

8. Building Fund. At the beginning of each year the Corporation and Metro shall mutually determine the project or projects for which the Building Fund shall be used and, if more than one project, the relative percentage of the Building Fund which it shall contribute to each such project. Contributions from the Building Fund to such project or projects shall be made at least annually.

IN WITNESS WHEREOF, the parties have executed this agreement on this _____ date of _____, 1980, but effective July 1, 1980, any corporate signatures being by authorization of the board of directors.

FRIENDS OF THE WASHINGTON
PARK ZOO

METROPOLITAN SERVICE DISTRICT

By: _____
President

By: _____
Executive Officer

By: _____
Corporate Secretary

MEETING TITLE

Regular Council Meeting

DATE

9-25-80

NAME

AFFILIATION/ADDRESS

Melvin P. Friendly

11th & 20th SW Drift Hill View
Beaverton OR 97005Jeff P. Luning
Donald L. Lumb
Bruce Ettinger1450 NW 87th 97229
2145 NW 135th Ave, Port. 97229Hui Adamsak
Michael Alesto
Beth Plant
Bob BurrOregon Journal
The Oregonian
WW. ObserverGeorge A. Habel
Jennifer Sims

Metro

Russell

Metro

Ken McFarling
Kristen Kuntz7417 SE 20th Av 97202
Clark Co.

Bob Weil

Ray Polani

Citizens for Better Trout
2717 SW Spring Garden St.
Portland OR 97219

HENRY KANE

DON MCINTIRE

prairie ally
UP-THE-CREEK GRESHAM
OREGON

Douglas R. Allen

2247 SE 51st Ave Portland 97215

Richard C. Levy

2611 NE 17th 97212

Brenda Gates-Monarch

Multnomah Co. Human Services Dept.

PAUL BAY

TRI-MET

UDC ARAMELLA

J. LORENZ CAMPAIGN

Judy B.

MEETING TITLE

Reg Council Meeting

DATE

9-25-80

NAME

AFFILIATION/ADDRESS

Andy Jordan

Jill Hinkley

Caryl

Paula

Sonmi

Pat

Ike

Holstrom

John LR

Kelston

Hui

Morisch

Mike Butte

Bieberle

Adams

Alcho

Steele

Dennedy

Sitzman

Sliff

Miller

MSD COUNCIL
ROLL CALL ROSTER

AGENDA ITEM

MEETING DATE

Roll Call

9-25-80

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

MSD COUNCIL
ROLL CALL ROSTER

AGENDA ITEM

MEETING DATE

Roll Call - RECONVENE

9-25-80

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



METRO

METROPOLITAN SERVICE DISTRICT

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

MEMORANDUM

Date: September 25, 1980

To: Metro Council

From: Executive Officer

Regarding: Changing the Regional Planning Committee's
Recommendation from a Continuance to Approval
of the City of Gresham's Request for
Acknowledgment of Compliance with LCDC Goals

The city of Gresham submitted its comprehensive plan to Metro and LCDC for acknowledgment review in June, 1980. The Regional Planning Committee took action on Gresham's request for acknowledgment on September 8. The Committee recommended a continuance be granted to the city to correct plan/ordinance deficiencies identified under Goals #2, 6, and 7 and noted that Gresham was in the process of correcting the deficiencies. Subsequent to the Committee's action, Gresham adopted plan amendments which address acknowledgment issues raised by Metro.

The Gresham plan deficiencies identified by the Regional Planning Committee included: (1) plan contains vague and discretionary approval standards for new residential development (Goals #2 and #10), and (2) plan is not consistent with all provisions of the "Interim Johnson Creek Basin Stormwater Runoff Plan" (Goals #2, #6 and #7).

Gresham has adopted the following qualifying language which adequately satisfies Metro's concerns regarding vague and discretionary approval standards and is consistent with LCDC's action on the city of Tualatin's request for acknowledgment.

"Additional development costs incurred shall be minimized to the extent possible. Needed housing types will not be excluded as a result of special conditions. Densities will not be reduced without findings that are based upon an adopted policy or implementation strategy of the comprehensive plan."

The following amendments adopted by the city adequately satisfy Metro's concern regarding consistency with the "Interim Johnson Creek Basin Stormwater Runoff Plan."

Memo to Metro Council
September 25, 1980
Page 2

"Riparian vegetation that protects stream banks from eroding shall be maintained or enhanced along major drainageways for a minimum of 20 feet from the channel bottom centerline plus one additional foot for each one percent of bank slope greater than ten percent; along minor drainageways for a minimum of ten feet from the channel bottom centerline plus one additional foot for each one percent of slope greater than ten percent; along seasonal drainageways for a minimum of ten feet from the channel bottom centerline. This standard policy should not be construed to mean that clearing of debris from the streambed itself is prohibited; normal clearance of the streambed to allow for unimpaired flow of water is encouraged."

"The rate of runoff from a developed site in the Johnson Creek Drainage Basin during a 25 year recurrence interval storm shall not exceed the pre-development rate of runoff released based on a 10 year recurrence interval storm unless there is a detention basin downstream from the site which will fulfill the intent of this requirement. Approved methods to satisfy this requirement in order of preference are: groundwater recharge, surface storage, underground storage."

In light of the above, Metro finds that the Gresham plan, together with recently adopted amendments, are in compliance with regional plans and statewide planning goals. Therefore, in accordance with the Regional Planning Committee's recommendation of September 8 (see Agenda Management Summary) the Committee's recommendation is amended whereby Gresham's request for acknowledgment of compliance with LCDC goals should be granted.

MB:pd



MULTNOMAH COUNTY OREGON

DEPARTMENT OF HUMAN SERVICES
7th FLOOR, J. K. GILL BUILDING
426 S.W. STARK STREET
PORTLAND, OREGON 97204
(503) 248-3782

Donald E. Clark
County Executive

Department of Human Services
Testimony on Metro's 5-Year Operational Plan
September 25, 1980

My name is Brenda Gates-Monasch and I am here on behalf of Dr. David Lawrence, Health Officer and Director of the Multnomah County Department of Human Services.

We have discussed our concerns about Metro's 5-Year Operational Plan at previous Metro meetings. I would thus take this opportunity to support the Plan generally. More specifically, we wish to commend you for your sensitivity to local government concerns and your appreciation of the inter-relationships between human needs and the specific functions for which Metro currently has responsibility. We look forward to continuing cooperation as we strive to develop policies and conduct programs that serve all of our constituents.

HENRY KANE
ATTORNEY AT LAW
220 PARK PLAZA WEST
10700 S.W. BEAVERTON HY.
P. O. BOX 518
BEAVERTON, OREGON 97005

AREA CODE 503
TELEPHONE 646-0566

TO: METROPOLITAN SERVICE DISTRICT COUNCIL:

Sept. 25, 1980

PREPARED STATEMENT OF HENRY KANE

My name is Henry Kane, a resident of Metro, and I appear before you to request that you repeal Goal 22 of the housing goals and objectives ordinances pertaining to sexual deviates generally known as homosexuals:

" * * * all segments of society including
but not limited to sexual preference * * *."

In the interest of brevity I incorporate by this reference my Sept. 7, 1980 letter to Executive Director Rick Gustafson, a copy of which is attached.

Whatever the rationale behind Goal 22 as quoted, Metro voters reject forcing homosexuals upon them by such a "goal."

Query: would Metro voters have approved Metro if the voters were aware in advance that you would adopt Goal 22?

I respectfully submit that Goal 22 is outside the scope of authority the Legislature and Metro voters gave this Council.

If the challenged part of Goal 22 is not withdrawn, there will be an organized campaign against any future Metro tax levies.

If that is what this Council wishes, that is what the Council will encounter: organized opposition to Metro because it is on the side of sexual deviates, a number of whom are child molesters and worse.

I'll be happy to answer questions.

Respectfully,


Henry Kane

HENRY KANE
ATTORNEY AT LAW
220 PARK PLAZA WEST
10700 S.W. BEAVERTON HY.
P. O. BOX 518
BEAVERTON, OREGON 97005

AREA CODE 503
TELEPHONE 646.0566

Sept. 7, 1980

Rick Gustafson, Executive Director
Metropolitan Service District
527 S.W. Hall
Portland, Or. 97201

Re: Housing goal 22 as amended - mandating housing access for homosexuals

Dear Mr. Gustafson:

Please consider this letter a formal request by a resident of the Metropolitan Service District that I be given the opportunity to speak no more than five minutes at the "public input" part of the next Metro Council meeting.

The Sept. 6, 1980 Oregon Journal contains an article titled "Metro OKs gay rights housing goal." Assuming the article is correct, I wish to speak as a Metro voter and private citizen in opposition to Goal 22 of the housing goals and objectives ordinance pertaining to homosexuals:

" * * * all segments of society including
but not limited to sexual preference * * *."

Under present state and federal law, a homeowner can refuse to sell his home, and a landlord can refuse to rent his premises to, among others, a known child molester who happens to be homosexual, or a homosexual whose public conduct and "recruiting" is offensive.

If Goal 22 becomes enforceable law, an unwilling homeowner or landlord would be compelled to sell or rent to a convicted homosexual child molester because Metro forbids "discrimination" against homosexuals. Who protects children?

Despite the successful propaganda of the homosexual political movement, homosexuals can be dangerous. Earlier this year a male homosexual preyed on young boys in the Southeast Portland area, and has not, to my knowledge, been caught.

Also see the enclosed March 13, 1980 Oregon Journal article titled "Gacy guilty of 33 murders; death penalty hearing slated." Gacy was convicted of the homosexual sex slayings of 33 boys and young men.

Metro is asking the voters for a new tax base; I doubt it will obtain voter approval if Goal 22 in favor of sexual perverts remains unrepealed.

I urge prompt repeal of the "sexual preference" part of Goal 22. Otherwise, neither the voters nor the 1981 legislature will fund Metro, it is submitted.

Sincerely,

Henry Kane

encl.

cc: Hon. Charles Williamson
Friends of Metro
Jerry Tippens

Gacy guilty of 33 murders; death penalty hearing slated

CHICAGO (UPI) — Attorneys who failed to convince a jury John Wayne Gacy was insane Thursday prepared their pleas to try to save the man convicted of the most murders in U.S. history from the death penalty.

The jury of seven men and five women who listened to five weeks of trial testimony needed only one hour and 55 minutes of deliberations Wednesday to convict Gacy of the sex slayings of 33 boys and young men.

The verdict means Gacy, a building contractor and part-time clown, could face the death penalty.

Gacy winked and waved at a bailiff as he left the courtroom after the decision was read.

"I'll see you tomorrow," Gacy told one court guard as he exited the courtroom where his death penalty hearing was scheduled to begin Thursday.

Attorneys were to meet with Cook County Circuit Judge Louis B. Garippo to discuss who would decide Gacy's fate — the judge, or the jury that found him guilty.

Gacy Wednesday stood emotionless as Court Clerk Violet Botica read 33 murder verdict forms, one for each of the victims killed during Gacy's seven-year rampage.

Over and over, 33 times, she read, "We, the jury, find the defendant guilty of the murder of Robert Piast . . . guilty of the murder of John Butkovich . . . guilty of the murder of Darrel Samson . . . guilty . . ."

Eleven times she substituted numbers for the names of victims because 11 of the bodies pulled from the fetid dirt crawl space beneath Gacy's suburban were too decomposed to be identified.

Gacy, described as an intelligent, jovial man, a "workaholic" and a braggadocio, concealed seven years of killings from close friends and relatives until late December 1978, when 29

bodies were found under his home by authorities investigating the disappearance of Piast, his last victim. Four other bodies were found in nearby rivers.

After the jury was removed from the room, Gacy left also, winking and waving at a bailiff.

Asked if Gacy understood the impact of the decision, his attorney Sam Amirante said, "I don't know. You saw his reaction in court. You saw his demeanor."

The jury rejected arguments by Amirante and co-counsel Robert Motta that Gacy was an insane and compulsive killer who should have been found innocent by reason of insanity.



Gacy



United Press International

'VERY HAPPY' — Mrs. Eugenia Godzik, mother of one of John Wayne Gacy's victims, has mixed emotions after a guilty verdict of murder of 33 boys was brought in Wednesday in Chicago. Mrs. Godzik said, "I'm very happy. We just hope they will sentence him as soon as possible. It will not bring our boys back but it will make all the families feel better."

"Mr. Motta and I believe and will always believe John Gacy is mentally ill and we believe very strongly that he should be studied," Amirante said.

Relatives of the victims rejoiced and called for a swift sentencing.

"For the first time in 15 months I'm pleased," said Ken Piast, brother of slain Robert, 15. Gacy also was convicted of deviate sexual assault and indecent liberties with a child in the Piast slaying.

"In the name of my brother I'm pleased. There's only one verdict now that will satisfy everyone. It's not revenge. It's justice."

Prosecutors were jubilant.

"Doubts about his guilt?" Chief Deputy State's Attorney William Kunkle asked. "None whatsoever. I had no doubts about his sanity either."

Assistant State's Attorney Terry Sullivan said the decision "just simply means the jury rejected any evidence of an insanity defense. I just hope it sends a message to other people who try to calculate that kind of a defense."

Prosecutor Robert Egan said the swift verdict indicated "the jury was sure of what they were doing."

The jury, chosen in Rockford on a change of venue and brought to Chicago for the trial, had heard graphic, tearful and sometimes complex testimony from 101 witnesses, including Gacy's mother, younger sister, friends, and 13 psychiatrists and psychologists.

The number of Gacy's murder charges was unparalleled in U.S. history. However, unofficially, Gacy's murder toll was surpassed by two other killers — also from Chicago, crime historian Jay Robert Nash said.

The bodies of more than 200 women were found under the South Side "Murder Castle" of Herman Webster Mudgett, alias H.H. Holmes, in the late 1800s. Mudgett lured dozens of women to his home during the 1893 World's Fair, choloformed them in his bedchamber, and dropped the bodies down a chute to a lime pit in his basement.

Another Chicagoan, Johann Otto Hock, was suspected of slowly poisoning to death at least 50 women between 1887 and 1906, Nash said.

HENRY KANE
ATTORNEY AT LAW
220 PARK PLAZA WEST
10700 S.W. BEAVERTON HY.
P.O. BOX 518
BEAVERTON, OREGON 97005

AREA CODE 503
TELEPHONE 646.0566
Sept. 7, 1980

Hon. Jack Nelson, Mayor, City of Beaverton
Hon. Alan Brickley, Mayor, City of West Linn
Hon. Frank Roberts, State Senator
Friends of Metro
529 S.W. Third, fourth floor
P.O. Box 1348
Portland, Or. 97207

Re: Your Sept. 4, 1980 fund solicitation letter
Metro Housing Goal 22 - mandating housing access for homosexuals

Gentlemen:

The enclosed letter is self-explanatory.

This Metro supporter prior to Sept. 6, 1980, urges Friends of Metro to urge the Metro Council to repeal the pro-homosexual Goal 22.

As a practical matter it is poor public policy for the Metro Council to approve Goal 22 as amended shortly before a Metro tax base election.

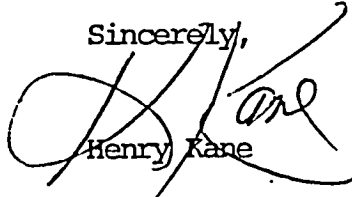
It calls into question the judgment of Metro, its Council, and its staff.

Unless promptly repealed, Goal 22 will be used to defeat Metro and/or 1981 legislative proposals to give Metro a permanent tax base.

There is also the question of whether Metro has the legal authority to adopt the sexual pervert part of Goal 22.

Shades of Ronald Reagan-type "blunders." First we have the Metro Johnson Creek fiasco that created a militant anti-Metro voting element. Now we have a pro-sexual pervert "goal" that will alienate many other voters.

Sincerely,



Henry Kane

encls.



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

MEMORANDUM

Date: September 12, 1980
To: Councilor Jane Rhodes
From: Judy Roumpf
Regarding: Regional Services Committee Recycling Center Action

The following is a summary of the action taken by the Regional Services Committee regarding the location of the southeast recycling center. Attached is a transcript of the Committee discussion in case you would like to alter this summary.

The Regional Services Committee voted unanimously to support the location at 39th and Powell as the site for the Metro Southeast recycling drop center, and to recommend formal support for this location by the full Council.

Committee discussion reaffirmed that this is a one-year proposal; there should be a commitment to making this a model facility (i.e., no cutting of frills which make the operation more acceptable to the community); and the recycling drop centers will be considered in the context of the solid waste management plan through the waste reduction program.

cc: Cynthia Wickmann

REGIONAL SERVICES COMMITTEE

9/12/80

Discussion and Action

Southeast Recycling Center

Rhodes: Council, we have before we got the 39th and Powell by kind of saying yes, go ahead and stick a leaf on it. But it has not been an option. It has not been to the Council. Rather than asking our staff to go ahead with all of the agenda and schedule of things and then decide, well maybe we really don't want to pursue it. I would like to have a motion go to the Council from this Committee to either support that location or to find something else to do besides a location for the recycling.

Peterson: I move we support the location at 39th and Powell.

Rhodes: It has been moved, we don't need a second. It has been moved that we recommend to the Council that we support the location on 39th and Powell. Comments?

If it helps any, Corky said that although she's not here, that if it would be technically a good location, that she could support it but she was unwilling to die for it. Ernie said essentially the same kind of thing.

Deines: I would like to pursue this site. But I would also like to pursue it in a context of our total solid waste management plan and a look at the recycling switchboard that's been offered and all the things which is what I made the motion for at the last Council meeting was to begin to look at this program in context with our Waste Reduction Task Force and the whole thing. I guess what I'm trying to say is we have a limited amount of dollars. We have gigantic goals coming out of the Solid Waste Task Force, the Waste Reduction Task Force. We need to have a Solid Waste Management Plan put together that we can implement with something less than \$40 million between now and four or five years down the road. And I just want to make sure that we're going to get the bang for the buck. That's at this point and I guess I would like to continue to pursue this and work with it. I have no problem putting up a grand or whatever it takes to take the 90-day lease option on the thing and see what kind of opposition there is down at City Council to the program and in the mean time, be sitting down and taking a whole look at waste reduction and recycling and the whole nine yards in the total plan of things that we're doing. So, I guess I would say that if I vote for it, that's the pervisio is that I'm saying I willing to put up a grand and take a 90-day hold on that site. And you pay money and take your chances and see where you're going to be.

Banzer: Are we going later to talk about the status of Beaverton? I do want to be briefed on the status of Beaverton. Secondly, I have some similar feelings to what Councilor Deines is talking about. Frankly, I am interested in eventually seeing the haulers offer source separation/recycling as part of their service. Now there may well still be a need for a facility of drop off for us. Like me in the middle of the night when I decide I just can't stand those wine bottles anymore, that paper anymore, you just want to get rid of it. So there may well be that kind of a need. So what I'm saying is the long run and I want to make it clear that I think this is a limited effort and that if we're really going to get into this and we're going to make it taking care of 10 percent of our garbage in the Metro area, we've got to be looking at the most efficient way that if it seems like we should utilize the existing haulers. I'm interested in seeing either, if not right now, in the near future, some kind of a cost analysis of how much it would cost to subsidize the haulers, how much the haulers would incur. Let me talk about some specific sites. I can't think of a better site than 39th and Powell. We can look all over the city, all over the southeast area, if this site isn't acceptable to people, no site will be. It's nearby commercial areas. I think that we have to make a commitment to keep it properly landscaped and properly maintained and monitored, as we all know that first thing that goes in government are all of the frills. It's already happening on the light rail. And I just hope we're making a commitment to make this a model program. It may be just such a model program that we can't afford it anywhere else. I'm hoping that we all agree with that. The last thing I would say is that I several years ago voted for a half-way house in my neighborhood, those people never forgave me and they went out and canvased and worked against me. I hope we all go out and help Ernie when he runs for reelection. I am excited about this site.

Rhodes: May I have a vote then that we send a motion to the Council in support of the location at 39th and Powell with the understanding that we will look at the entire question of recycling in our Waste Reduction Program.

Peterson: Well this was always intended as an interim program, a maximum of two years. And just something we can do right now.

Deines: I tend to agree with Ernie. We're going to have to get down to a hard case in what we are talking about is dollars, if you've got to spend a zillion dollars to satisfy everybody, it may not be the thing that we want to do, but for right now I'm willing to put up with a hand and pursue it.

Rhodes: What we're saying is that this is the site, we can't come up with a better one and if it doesn't fly, we'll find something else to do, but at least we'll get it to the Council.

Banzer: You and Ernie and I drew up some criteria and it meets all the criteria that we've talked about.

Rhodes: Okay, all those in favor of the motion, please say aye.
Opposed, no. Motion is carried.

Judy, how would you like to write up for our approval a motion which says what we said and I will carry it to the Council. It doesn't need to be a resolution, it doesn't need to be a formal on the agenda, it will be simply a motion carried by this Committee for formal support of the 39th and Powell.

Kent: Just a clarification, Jack, on your statement, it's a \$1,000 a month for the option not a \$1,000 for ninety days. Just wanted to clarify that.

Deines: What's the rent, then?

Irvine: \$1,500 per month. The option specifies that if we exercise the lease then 50 percent of the option dollars paid will apply to it.

Deines: Will pay the first month's rent.
Is this for two years?

Irvine: One year.

JR:bb
323B/D2



METRO

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

MEMORANDUM

Date: September 25, 1980

To: METRO Councilors, Executive Officer

From: Caryl Waters, Public Information

Regarding: Newsletter responses

All but about 200 of the approximate 8,500 responses to our "METRO Update" newsletter have now been tallied. The totals for Questions 1 and 4 are listed below, together with a breakdown of the results by subdistrict.

Question 1: In general, do you think having some services provided by a regional government is a good idea?

<u>OVERALL RESPONSE:</u>	YES	--	4,087
	NO	--	2,568
	DON'T KNOW	--	430
			<hr/>
	GRAND TOTAL	--	7,085

RESPONSE BY DISTRICT:

<u>District</u>	<u>Yes</u>	<u>No</u>	<u>Don't Know</u>	<u>Total</u>
1	403	304	40	747
2	400	170	39	609
3	449	217	45	711
4	428	253	37	718
5	243	264	35	542
6	168	233	28	429
7	245	338	27	610
8	404	147	37	588
9	340	161	30	801
10	290	159	23	472
11	368	146	40	554
12	342	146	47	535

Question 4: METRO is now funded by grants, service fees, local government dues and a serial levy for the Zoo. If you were to vote today on a tax measure to partially fund METRO's work, would you vote for or against the measure?

NOTE: This question did not provide specific figures for the proposed tax measure nor did it explain that the proposed tax measure would reduce property taxes next year for homeowners in the region. Both of these are important considerations, and should be kept in mind when studying the results below. Many of the comments on this question indicated respondents did not want to pay more taxes, period. If they had known their property taxes to METRO would be less next year, their answers would probably have been substantially more positive.

OVERALL RESPONSE:

YES	--	2,610
NO	--	4,222
DON'T KNOW	--	1,356
		<hr/>
GRAND TOTAL	--	8,188

RESPONSE BY DISTRICT:

<u>District</u>	<u>Yes</u>	<u>No</u>	<u>Don't Know</u>	<u>Total</u>
1	242	491	158	891
2	242	303	127	672
3	289	370	134	793
4	243	402	138	783
5	125	390	89	604
6	96	338	56	490
7	119	488	81	688
8	265	273	144	682
9	204	293	110	607
10	167	306	101	574
11	257	274	116	647
12	184	293	120	597

Results for questions 2 and 3 are more complex, and have not been totalled as of yet. They will be provided as soon as that tallying is completed.