



A G E N D A -- REGULAR COUNCIL MEETING

Date: November 24, 1981
Day: Tuesday
Time: 7:30 PM - Regular Council Meeting
Place: Council Chamber

CALL TO ORDER

Roll Call

1. Introductions.
2. Written Communications to Council.
3. Citizen Communications to Council on Non-Agenda Items.
4. Consent Agenda (Items 4.1 thru 4.4) (7:35)*

4.1 Minutes of Meetings - October 22 and November 5, 1981.

Development Committee Recommendations:

- 4.2 Resolution No. 81-287, For the Purpose of Recommending a Continuance of the City of Hillsboro's Request for Acknowledgement of Compliance with LCDC Goals.
- 4.3 Resolution No. 81-288, For the Purpose of Commenting on the Transportation Improvement Program and on the Determination of Air Quality Consistency for the Urban Areas of Clark County.

Coordinating Committee Recommendations:

- 4.4 Approval of Contract for Design of Penguinarium Remodel.

5. Ordinances:

- 5.1 Public Hearing on Ordinance No. 81-121, For the Purpose of Amending the Regional Waste Treatment Management Plan and Submitting the Plan for Recertification. (7:40)*

6. Reports:

6.1 Executive Officer's Report. (7:50)*

6.2 Committee Reports. (8:00)*

ADJOURN (8:15)*

*Times listed are approximate.



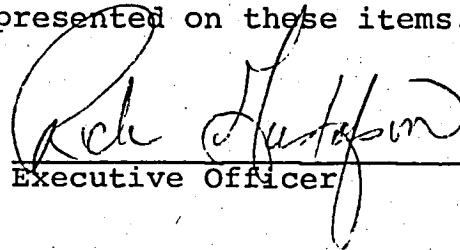
METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST., PORTLAND OR. 97201, 503/221-1646

A G E N D A -- REGULAR COUNCIL MEETING

Date: November 24, 1981
Day: Tuesday
Time: 6:00 PM - Informal Discussion
7:30 PM - Regular Council Meeting
Place: Council Chamber

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

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


Executive Officer

- 4.1 Minutes of Meetings of October 22 and November 5, 1981.
- 4.2 Resolution No. 81-287, For the Purpose of Recommending a Continuance of the City of Hillsboro's Request for Acknowledgement of Compliance with LCDC Goals.
- 4.3 Resolution No. 81-288, For the Purpose of Commenting on the Transportation Improvement Program and on the Determination of Air Quality Consistency for the Urban Areas of Clark County.
- 4.4 Approval of Contract for Design of Penguinarium Remodel.

MINUTES OF THE COUNCIL
OF THE METROPOLITAN SERVICE DISTRICT
OCTOBER 22, 1981

Councilors in Attendance

Presiding Officer Jack Deines
Vice Presiding Officer Betty Schedeen
Coun. Cindy Banzer
Coun. Craig Berkman
Coun. Ernie Bonner
Coun. Mike Burton ✓
Coun. Bruce Etlinger
Coun. Marge Kafoury ✓
Coun. Bob Oleson
Coun. Jane Rhodes
Coun. Charles Williamson

Councilors Absent

Coun. Corky Kirkpatrick /

In Attendance

Executive Officer Rick Gustafson

Staff in Attendance

Terilyn Anderson
Diane Dimon
Doug Drennen
Richard Hertzberg
Jill Hinckley
Marilyn Holstrum
Mike Holstun
Sonnie Russill
Ethan Seltzer
Caryl Waters
Norm Wietting
Sue Woodford

Visitors in Attendance

Kevin Martin, Planner, City of Hillsboro
Ryan O'Brien, Bancroft & Peterson, Planners for W&K Corp.

The meeting was called to order by Presiding Officer Deines.

There were no introductions, written communications or citizen communications to Council on non-agenda items.

4. Consent Agenda

The consent agenda consisted of the following items:

- 4.1 Minutes of Meetings - 9/24/81 and 10/1/81.
- 4.2 Appointment of Solid Waste Review Committee.
- 4.3 Approval of Financing of Rossman's Landfill Closure.
- 4.4 Approval of Bid for Zoo Maintenance Building Construction Contract.
- 4.5 Resolution No. 81-285, For the Purpose of Changing the Designation of Registered Agent for Receipt of Legal Service.
- 4.6 Ratification of Labor Agreement with Municipal Employees Local #483.

Item No. 4.3 was deleted from the agenda. The Executive Officer had informed the Council that the negotiations for this purchase had fallen through.

Motion that the remainder of the consent agenda be adopted; carried unanimously. (Schedeen/Bonner)

5.1 Order in Contested Case No. 81-3, In the Matter of a Petition for an Urban Growth Boundary Locational Adjustment by the City of Hillsboro.

Jill Hinckley briefly reviewed the order which represented the city's petition to remedy an error in the urban growth boundary.

Motion that the order be adopted; carried unanimously. (Bonner/Kafoury)

5.2 Public Hearing on Ordinance No. 81-117, An Ordinance Amending the Metro Urban Growth Boundary in Washington County for Contested Case No. 81-3.

Motion to adopt Ordinance No. 81-117. (Kafoury/Burton)

There was no one present who wished to speak during the public hearing.

5.3 Resolution No. 81-284, For the Purpose of Declaring an Intent to Approve a Locational Adjustment for Tax Lots 1600 and 1700.

Motion that Resolution No. 81-284 be adopted; carried unanimously. (Bonner/Schedeen)

5.4 Order in Contested Case No. 81-4, In the Matter of a Petition for an Urban Growth Boundary Locational Adjustment by Doug Seeley.

Motion that the order be adopted; carried unanimously. (Kafoury/Bonner)

5.5 Public Hearing on Ordinance No. 81-118, An Ordinance Amending the Metro Urban Growth Boundary in Washington County for Contested Case No. 81-4.

Motion to adopt the ordinance. (Berkman/Schedeen)

There was no one present who wished to speak during the public hearing.

5.6 Order in Contested Case No. 81-5, In the Matter of a Petition for an Urban Growth Boundary Locational Adjustment by W GK Development Corporation.

Motion that the order be adopted; carried unanimously. (Kafoury/Schedeen)

5.7 Public Hearing on Ordinance No. 81-119, An Ordinance Amending the Metro Urban Growth Boundary in Washington County for Contested Case No. 81-5.

Motion that the ordinance be adopted. (Schedeen/Bonner)

There was no one present who wished to speak during the public hearing.

5.8 Public Hearing on Ordinance No. 81-120, An Ordinance for the Purpose of Exempting the Recycling Support Fund Program from Competitive Bidding.

Motion that the ordinance be adopted. (Banzer/Rhodes)

There was no one present who wished to speak during the public hearing.

General discussion between the Council and Richard Hertzberg on the selection process for recipients of recycling support funds.

5.9 Ordinance No. 81-114, An Ordinance Repealing Ordinance No. 80-91 (which established the Johnson Creek Basin Flood Control and Pollution Abatement Project Local Improvement District).

A vote on the previous motion (Schedeen/Burton) indicated that adoption of the ordinance carried by the following vote:

YEAS: Banzer, Bonner, Burton, Deines, Etlinger, Rhodes and Schedeen.
NAYS: Berkman, Kafoury, Oleson and Williamson.
ABSENT: Kirkpatrick.
ABSTAINING: None.

5.10 Ordinance No. 81-115, For the Purpose of Providing for a Temporary Partial Waiver of Charges at the St. John's Landfill for Vegetative Yard Debris.

A vote on the previous motion (Banzer/Burton) indicated that adoption of the ordinance carried unanimously.

5.11 Ordinance No. 81-116, An Ordinance Relating to Personnel, Adopting Personnel Rules and Repealing Metro Code Chapter 2.02 (Ordinance No. 79-73).

A vote on the previous motion (Kafoury/Burton) indicated that adoption of the ordinance carried unanimously.

Further discussion of the recycling support funds program.

Item No. 6.1 (Penguinarium Design Contract: Approval of Bid) was removed from the agenda.

7.1 Executive Officer's Report.

Executive Officer Gustafson reported on the following:

1. Metro Officials' Day at the Zoo and the Bird of Prey demonstration, both successful.
2. Block Grants Conference - good participation, 160 people in attendance, including state COG directors.
3. Resource Recovery Facility - Jackson & Associates appeared before the Energy Facility Siting Council and are attempting to establish rules for siting a resource recovery facility.
4. Publishers' Paper has not made a decision what size of turbine generator they will have.
5. Metro Redistricting Hearing - Tuesday, 10/27, 9:30 AM, Room 36 of the State Office Building; maps still not available.

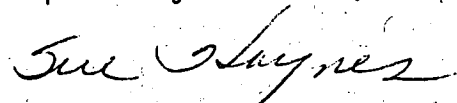
7.2 Committee Reports.

Coun. Burton stated that the Coordinating Committee approved the caucus for the selection of presiding officer and vice presiding officer for the 11/24 Council meeting.

Coun. Burton commented on the 6-year operating plan for transportation and that it will be difficult to decide which of the 6 projects should be dropped if funding is not available.

The meeting adjourned at 8:55 PM.

Respectfully submitted,



Sue Haynes, Clerk of the Council

MINUTES OF THE COUNCIL
OF THE METROPOLITAN SERVICE DISTRICT
NOVEMBER 5, 1981

Councilors in Attendance

Presiding Officer Jack Deines
Vice Presiding Officer Betty Schedeen
Coun. Cindy Banzer
Coun. Craig Berkman
Coun. Ernie Bonner
Coun. Bruce Etlinger
Coun. Bob Oleson
Coun. Jane Rhodes
Coun. Charles Williamson

Councilors Absent

Coun. Mike Burton
Coun. Marge Kafoury
Coun. Corky Kirkpatrick

In Attendance

Executive Officer Rick Gustafson

Staff in Attendance

Diane Dimon
Doug Drennen
Phillip Fell
Richard Hertzberg
Jill Hinckley
Mike Holstun
Mel Huie
Warren Iliff
Merle Irvine
Andy Jordan
Dan LaGrande
Jane Hartline
Mary Ann Yeutter

Visitors in Attendance

Beth Blunt, League of Women Voters
John Green, Recycler

The meeting was called to order by Presiding Officer Deines.

Presiding Officer stated he had received one written communication regarding the Resource Recovery Facility and had turned it over to Coun. Banzer, Chairman of the Services Committee.

4. Consent Agenda

Motion that the consent agenda (4.1 A-95 Review) be adopted; carried unanimously. (Schedeen/Bonner)

5.1 Ordinance No. 81-117, An Ordinance Amending the Metro Urban Growth Boundary in Washington County for Contested Case No. 81-3. (Second Reading)

A vote on the previous motion (Kafoury/Burton) indicated that adoption of the ordinance carried unanimously.

5.2 Ordinance No. 81-118, An Ordinance Amending the Metro Urban Growth Boundary in Washington County for Contested Case No. 81-4. (Second Reading)

A vote on the previous motion (Berkman/Schedeen) indicated that adoption of the ordinance carried unanimously.

5.3 Ordinance No. 81-119, An Ordinance Amending the Metro Urban Growth Boundary in Washington County for Contested Case No. 81-5. (Second Reading)

A vote on the previous motion (Schedeen/Bonner) indicated that adoption of the ordinance carried unanimously.

5.4 Ordinance No. 81-120, An Ordinance for the Purpose of Exempting the Recycling Support Fund Program from Competitive Bidding. (Second Reading)

A vote on the previous motion (Banzer/Rhodes) indicated that adoption of the ordinance carried unanimously.

Resolution No. 81-286, For the Purpose of Declaring a Public Necessity to Acquire Real Property in Oregon City Adjacent to the Clackamas Transfer and Recycling Center and the Resource Recovery Facility.

Executive Officer Gustafson stated that passage of this resolution would clear the way for Metro to send a letter to Southern Pacific Railroad threatening condemnation of the property in order that Eucon Corp. may proceed to expand the property under their present contract which expires January 1, 1982.

Motion that Resolution No. 81-286 be adopted; carried unanimously. (Schedeen/Bonner)

General discussion.

6.1 Executive Officer's Report.

Executive Officer Gustafson introduced Jane Hartline, the Public Involvement Coordinator for the Zoo.

Executive Officer then introduced Mary Ann Yeutter, who spoke to the Council about her recent trip to Europe and Africa, where she spent some time with Jane Goodall on the Gambay Reserve studying chimpanzees. Her trip was funded through a grant program and was very educational.

Executive Officer then introduced Phillip Fell, the newest Local Government Assistant.

Executive Officer reported that the election results in Oregon City were favorable for Metro--1,485 voting no; 1,281 voting yes. He stated all the credit belongs to the community of Oregon City, acknowledging the time and effort put forth by Alice Norris, Chuck Clemens, Pat Blue, Vern Buttolph, Matt Walters, etc.

General discussion.

John Green, a visitor, had several questions regarding the resource recovery facility. Presiding Officer Deines suggested he speak with Merle Irvine after the meeting.

6.2 Committee Reports.

Coun. Bonner commented on his plans for attending meetings of county government and encouraged other Council members to do the same.

Coun. Williamson stated that the Regional Transportation Plan draft would be ready soon and there would be a joint meeting of the Development Committee and JPACT on December 1 or the week thereof.

Coun. Banzer stated that some members of the Services Committee would be visiting the Eugene Transfer station next Thursday.

The meeting adjourned at 8:30 PM.

Respectfully submitted,



Sue Haynes, 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: Recommending a Continuance of the City of Hillsboro's
Request for Acknowledgment of Compliance with LCDC Goals

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adoption of the attached Resolution recommending that LCDC grant a continuance of the city of Hillsboro's request for acknowledgment of compliance. Council action at this meeting will ensure that its recommendation is considered by LCDC.
- B. POLICY IMPACT: This acknowledgment recommendation was developed under the "Metro Plan Acknowledgment Review Schedule," June 20, 1980. This process provides jurisdictions an opportunity to work with Metro staff and interested parties to discuss and clarify acknowledgment issues prior to Regional Development Committee action.
- C. BUDGET IMPACT: None

II. ANALYSIS:

- A. BACKGROUND: Hillsboro submitted its plan to LCDC for acknowledgement in June 1980. LCDC had scheduled a hearing on the City's request for acknowledgement for January 1982. Hillsboro has prepared an "active" plan, i.e., is seeking acknowledgement for its plan for its entire Urban Planning Area (UPA), rather than just the area within its city limits. The City cannot, therefore, be acknowledged until Washington County both adopts a UPA agreement with the City and rezones land in the City's UPA as necessary to be consistent with the City's plan.

Metro conducted a draft review of elements of the Hillsboro plan in November 1979 and February and March of 1980, and forwarded its comments to the City at that time.

Hillsboro's plan is one of the earliest and most thorough plans completed in the region. All the issues of regional concern identified by Metro are primarily technical rather than policy problems, and City Planning Director David Lawrence has expressed the City's willingness to undertake the changes proposed.

On November 9, the Regional Development Committee recommended Council adoption of the attached Resolution, which recommends that LCDC grant the City a continuance to correct deficiencies under Goal Nos. 2, 10, 11 and 14.

Hillsboro's plan does not yet comply with Goal No. 2 (Land Use Planning) because the City has not concluded an Urban Planning Area Agreement with Washington County.

To address regional concerns relating to Goal No. 10 (Housing), the City must:

1. amend plan and ordinance provisions to specify clear and objective criteria for attaching conditions to zone changes; and
2. amend plan policy on the assignment of plan designations for the Future Urban area to provide for an overall density of 10 units an acre and a 50/50 mix of single/multi-family housing.

To address regional concerns relating to Goal No. 14 (Urbanization), the City must:

1. amend its plan policies to provide for the conversion of Future Urban lands as needed to provide a six to ten year supply of immediate urban land; and
2. amend its plan map to be consistent with the regional Urban Growth Boundary.

In addition, the County must provide adequate protection for future redevelopment of future urban areas, e.g., by means of a ten-acre minimum lot size.

In the Metro region, Goal No. 11 (Public Facilities and Services) requires recognition of Metro's responsibility for solid waste disposal. Hillsboro has language pledging to cooperate with Metro's Solid Waste Management Plan, but should add explicit recognition of Metro's procedure for siting a sanitary landfill.

- 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.

JH:gl
4464B/283
11/10/81

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF RECOMMENDING	)	RESOLUTION NO. 81-287
A CONTINUANCE OF THE CITY OF)	
HILLSBORO'S REQUEST FOR	)	Introduced by the Regional
ACKNOWLEDGMENT OF COMPLIANCE WITH	)	Development Committee
LCDC GOALS)	

WHEREAS, Metro is the designated planning coordination body under ORS 260.385; 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 Hillsboro is now requesting that LCDC acknowledge its Comprehensive Plan as complying with the Statewide Planning Goals; and

WHEREAS, LCDC Goal No. 2 requires that local land use plans be consistent with regional plans; and

WHEREAS, Hillsboro'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 Hillsboro's Comprehensive Plan does not comply with LCDC Goal Nos. 2, 10, 11 and 14; now, therefore,

BE IT RESOLVED,

1. That the Metro Council recommends to LCDC that Hillsboro's Comprehensive Plan be continued to allow the City and Washington County to correct identified deficiencies in Goal Nos. 2, 10, 11 and 14.

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

3. That, subsequent to adoption by the Council of any goals and objectives or functional plans after November 1, 1981, the Council will again review Hillsboro's plan for consistency with regional plans and notify the city of Hillsboro of any changes that may be needed at that time.

ADOPTED by the Council of the Metropolitan Service District this _____ day of November, 1981.

Presiding Officer

JH:gl
4463B/283
11/10/81

ACKNOWLEDGMENT REVIEW

CITY OF HILLSBORO

Goal No. 1: Citizen Involvement

No regional acknowledgment issues identified.

Goal No. 2: Land Use Planning

The City and county must sign an Urban Planning Area Agreement (UPAA) providing for consistent, cooperative land use planning for the City's planning area in order to meet regional expectations for Goal No. 2 compliance.

Goal No. 3: Agricultural Lands

Not applicable.

Goal Nos. 4 - 9: Forest Lands, Natural Resources, Air, Water and Land Quality, Natural Hazards, Recreation, Economy

The City appears to have done an effective and comprehensive job in addressing these elements. No regional acknowledgment issues have been identified.

Goal No. 10: Housing

The City has done a thorough analysis of its residential land needs and provided for a variety of creative housing opportunities to meet identified needs.

A technical memorandum updating the City's buildable lands inventory by plan designation shows that the City is providing the opportunity for an overall density of 10.7 units an acre and a 40/60 housing split, more than adequate to meet regional density expectations.

Although the City provides for mobile homes as an outright use only in one portion of its Immediate Urban area, Metro is satisfied that moderate priced housing needs are adequately met by this and other provisions, e.g., allowing up to 20 percent duplexes in single family zones.

Although Metro staff had expressed some concern about the discretion provided on subdivision approvals, a November 5 memorandum from Planning Director David Lawrence has provided Metro with sufficient assurance that the subdivision approval standards are not intended and may not be used to arbitrarily deny or attach conditions to proposed subdivisions.

The regional acknowledgment issues identified which Metro recommends be corrected prior to acknowledgment are as follows:

1. Upzoning: Much of the land in the City has not been upzoned to be consistent with local plan designations. Although the plan includes clear and objective standards for upzoning to achieve consistency with plan designations, plan policy and ordinance provisions allow for the imposition of conditions at the time of the zone change subject to only vague and discretionary criteria.

The City should amend plans and ordinance provisions to provide clear and objective standards for attaching conditions at the time of upzoning.

2. Regional Density Expectations for Future Urban Area: The City has designated a large area in its planning area for future urban use. The precise plan designations will be determined as provided by plan policy. Plan policy provides for the land to be designated in such a way as to meet regional density expectations, but relies on obsolete numbers (65/35 mix overall).

The City should amend its plan policy to provide that the Future Urban area will be assigned plan designation adequate to achieve an overall density of 10 units an acre and a 50/50 split on new construction.

With these changes, along with those recommended under Goal No. 14, Metro is satisfied that Hillsboro's Future Urban designation will be administered in a manner that minimizes negative impacts on the housing market and is consistent with current LCDC policy as expressed in an April 23, 1981, memo to LCDC from Wes Kvarsten regarding Housing Policy Discussion.

Goal No. 11: Public Facilities and Services

The City has carefully evaluated and planned for its public facility and service needs.

The City has adopted language agreeing to cooperate with and assist Metro in solid waste planning but should explicitly accept Metro's procedures for siting a sanitary landfill prior to acknowledgment.

Goal No. 12: Transportation

No regional acknowledgment issues identified.

Goal No. 13: Energy

No regional acknowledgement issues identified.

Goal No. 14: Urbanization

Three regional acknowledgment issues have been identified:

1. Timing for Conversion of Future Urban Lands: The City's Immediate Urban area includes a sufficient supply of land to meet housing needs for at least 10 years. However, future conversions will be subject to plan policy that provides that need should be evaluated for a three to five year time frame. Particularly because of the length of the plan amendment process and the potential of litigation subsequent to a decision, planning for a longer time frame will assure the adequate availability of land to accommodate a market choice on an ongoing basis.

Prior to acknowledgment the City should revise its policies to provide that it will provide a six to ten year supply of Immediate Urban land.

2. Protecting Redevelopment Potential: Although sewer connections are not allowed in the Future Urban area, land can be partitioned into lots as small as one acre under County zoning in the City's planning area. This does not adequately protect future redevelopment opportunities.

The City should not be acknowledged until Washington County has implemented by Ordinance its current growth management policies, or other policies that adequately protect future redevelopment opportunities.

3. Urban Growth Boundary: The City has not yet amended its plan to reflect the precise location of the UGB amendment southwest of the City, recently approved by Metro.

The City should amend its plan to show UGB is consistent with Metro's.

Goal No. 15: Willamette Greenway

Not applicable.

JH/gl
4558B/274

Metropolitan Service District

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

Memorandum

Date: March 10, 1980
To: David Lawrence, Planning Director, City of Hillsboro
From: Kenneth Lerner, Metro Plan Review *KL*
Subject: Draft Review of the Public Facilities Element of the Hillsboro Comprehensive Plan

We have completed our review of the Public Facilities Element and find the City staff has once again developed an excellent and thorough report. The Public Facilities report addresses most of the evaluation criteria on the plan review checklists and therefore we do not foresee any major difficulties with the plan element.

If you have any comments or questions please do not hesitate to contact us at the Metro office.

Listed below is a summary of recommended additions; Numbers referring to criteria on the Metro Plan Review Manual checklist worksheets.

(11.1.1) While there are identified problems with sewer service, the Unified Sewerage Agency (USA) is responsible for treatment. Therefore, it is advisable that a written statement, or agreement, (as per. 2.2.2.1b), from the service provider be submitted with the plan. Generally, the agreement should state that the USA has reviewed Hillsboro's comprehensive plan and is willing and able to provide services commensurate with the plan.

(11.1.1.5) and (11.2.2.3) The plan lacks the necessary regional sample language that recognizes Metro's role in '208', air quality and solid waste planning. The required regional language can be included in your proposed air, water and land quality element which has not yet been submitted. The recognition of Metro's role in these activities is important for plan acknowledgment. Adopting the sample language found in Section III J of the Plan Review Manual would be sufficient for compliance.

(11.1.5) The Public Facilities Element should also include a brief discussion of solid waste disposal needs. This discussion could be based upon the information in Metro's "Disposal Siting Alternatives," a copy of the relevant portions of which are attached.

David Lawrence - Memo
Page 2
March 10, 1980

(11.3.1) The implementation measures identified in the plan are good. Upon their submittal, Metro will review these documents to insure that the plan policies are adequately implemented and that development is permitted consistent with the City's ability to provide services.

As a final note, the Public Facilities Element included two items that were previously identified as plan deficiencies during the review of your Transportation Element (i.e., air transportation and the transportation disadvantaged). Both of these issues are adequately addressed in the Public Facilities Element.

KL:lz

Attachment

cc: Donna Stuhr, Metro Councilor
Linda Macpherson, DLCD Field Representative
Sue Klobertanz, Metro Coordinator
Art Schlack, Washington County Coordinator

Metropolitan Service District

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

Memorandum

Date: February 5, 1980

To: David Lawrence, Planning Director, City of Hillsboro

From: Ken Lerner, Metro Plan Review

Subject: Draft Transportation Element of the Hillsboro Comprehensive Plan

The Metro staff has reviewed Hillsboro's Transportation Element. It is an excellent report and Hillsboro should be commended. The report includes good inventories and discussions of transportation systems including a recognition of the Westside transit corridor and a high degree of emphasis on mass transit.

There are three concerns which should be mentioned: The need for some additional analysis and inclusion of data in certain areas, some functional classification inconsistencies between the Hillsboro plan and the ITP, and apparent disparities in the year 2000 traffic assignment volumes between Hillsboro and the Discussion Draft of the Regional Transportation Plan or RTP.

The following items have not been addressed either by disclaimer (that the item is not applicable) or inventory and policy: rail (12.1.1.3), air (12.1.1.4), water (12.1.1.5), pipeline (12.1.1.8) and for the transportation disadvantaged (12.2.1.1.a). In addition there was policy and planning on bikeways but there was no indication of existing conditions. Pedestrian walkways were included as sidewalks in street standards but existing conditions and plans were unclear. We suggest you contact DLCD to find out if and how they expect these items to be addressed. We do urge you to address the needs of transportation disadvantaged somewhere in the plan. A needs analysis based on demographic data, discussion of and policy on any current or planned local programs and policy language coordinating with Metro and Tri-Met plans would fully satisfy this requirement.

The other two issues, functional classification inconsistencies and traffic assignment volume disparities, are discussed in detail on the attached copy of a memorandum from the Metro Transportation Division. While neither of these problems need to be resolved prior to acknowledgment, we do urge you to seek resolution through the process for review and comment on the Regional Transportation Plan (RTP), as any inconsistencies

Memo - Hillsboro
Page 2
February 5, 1980

which remain after adoption may require that Hillsboro's plan be "re-opened" for amendment. We might add that for functional street classifications differences in terminology alone need not entail an inconsistency.

Finally, while Metro appreciates and supports the proposal to serve every resident by mass transit within two or three blocks, this recommendation is not consistent with Tri-Met policy. If the City wishes to include this proposal as policy, the inconsistency with Tri-Met should be clearly indicated. The plan should show how the City intends to provide for the proposed service by lobbying Tri-Met for change, or providing for their own alternative service.

In summary, we do not feel that any of the concerns expressed would affect a Metro recommendation or compliance acknowledgment, but we do urge you to: (1) include material on transportation disadvantaged somewhere in the plan, (2) discuss other inventory and policy deficiencies with DLCD and Tri-Met staff to determine what additional work in those areas, if any, they feel is needed for compliance, and (3) participate in the process for review and comment on the RTP.

KL:lz

Attachment

cc: Sue Klobertanz
Linda Macpherson

Metropolitan Service District

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

Memorandum

Date: February 6, 1980

To: Ken Lerner

From: Mike Saba, Gary Spanovich

Subject: Metro Staff Review of the Transportation Element of the Hillsboro Comprehensive Plan

The Transportation Element of the city of Hillsboro Comprehensive Plan was developed under contract by a private consultant. The result is a thorough and sophisticated transportation plan which addresses most areas of concern to Metro staff. However, two issues have emerged which should be discussed further with Hillsboro. These issues deal with functional classification inconsistencies and disparities between the year 2000 traffic volume projections found in the Hillsboro plan and the work currently being conducted by Metro.

Functional Classification Issue

The Hillsboro plan identifies six levels of roadway functional class: (1) Freeway, (2) Expressway, (3) Arterial Street, (4) Collector Street, (5) Local Street, and (6) Cul-de-Sac Street. This compares with four basic classifications defined in the Interim Transportation Plan (ITP). These are: (1) Freeway/Expressway, (2) Principal Arterial, (3) Minor Arterial, and (4) Collector.

The greater number of distinctions within the lower order of classifications found in the Hillsboro Plan reflects the appropriate concern with localized circulation patterns by Hillsboro planners; whereas, the Metro classification system focuses on facilities of regional importance (i.e., the arterial classification).

Although collectors, as defined by Hillsboro, appear similar to ITP minor arterials in terms of function and volume capacity, it is probably more valuable to equate Hillsboro collectors with their ITP namesake and assume that Hillsboro arterials are equivalent to ITP principal and minor arterials. Based on this reasoning, Table 1 gives the recommended equivalencies.

TABLE 1

Functional Classification Equivalencies Between The
Hillsboro Transportation Plan and the ITP.

<u>HIERARCHY</u>	<u>HILLSBORO</u>	<u>ITP</u>
1.	Freeway/Expressway	Freeway/Expressway
2.	Arterial	Principal Arterial
3.	Arterial	Minor Arterial
4.	Collector St./Residential Collector St./Local Residential St./Cul-de-Sac St.	Collector

Using the above equivalences, Table 2 lists the inconsistencies
extent between the Hillsboro Plan and the ITP.

TABLE 2

Functional Classification Inconsistencies Between
The Hillsboro Transportation Plan and the ITP.

<u>FACILITY</u>	<u>HILLSBORO</u>	<u>ITP</u>
Evergreen Rd.	Arterial	Collector
Washington St. (east of 9th Ave.)	Arterial	Not Designated
Washington St. (west of 9th Ave.)	Collector	Not Designated
Oak St.	Arterial	Not Designated
Ninth Ave. (part of one-way couplet with 10th)	Arterial	Not Designated
Recommended South By-pass along RR Right-of-Way	Arterial	Not Designated
Jackson Rd. (North of Evergreen Rd.)	Arterial	Collector

Shute Rd. (North of
Evergreen Rd.)

Arterial

Not Designated

Main St. (West of
Ninth Avenue)

Collector

Arterial

Except for those facilities listed above, streets designated as collectors in the Hillsboro plan are either in agreement with ITP designations or are not designated at all in the ITP. Hillsboro collectors which are not designated in the ITP are probably not of regional significance.

Those facilities recommended for arterial standards by Hillsboro but designated as collectors, or not designated at all, in the ITP reflect, for the most part, the differences in traffic volume projections for the year 2000 between the Hillsboro model and the work by Metro systems planners. This is, in fact, the second major area of concern identified in this staff review.

Year 2000 Traffic Projection Disparities

Carl H. Buttke, Inc., the firm responsible for the Hillsboro Transportation Plan, has employed a projection technique similar to the one used at Metro in order to predict the number of person trips on street facilities in the Hillsboro planning area for the year 2000. From the perspective of this review, the Hillsboro model is potentially more accurate than the Metro model because it is based on a smaller geographic area rather than a zonal matrix covering the entire TSA region. Problems may arise, however, because future traffic volume assignments are based on locally conducted projections which, among other things, predict a seven fold increase in the amount of acreage devoted to industrial use (from 170 acres in 1978 to 1,160 acres in 2000). A sample of the disparities in year 2000 traffic assignments between the Hillsboro model and volumes found in the Discussion Draft of the Regional Transportation Plan (RTP) (it should be noted the Draft has not yet been released) is provided in Table 3.

This situation will probably occur with a number of the region's jurisdictions as many of them relied on "208" projections or other assumptions concerning population and employment. The regional plan is dynamic and it is intended that the existing transportation planning process will resolve these disparities over time.

TABLE 3

Year 2000 Traffic Projection Disparities Between the Hillsboro
Transportation Plan and the RTP on Selected Equivalent Links

<u>TRAFFIC VOLUME PROJECTIONS</u> (Range from lowest to highest)		
<u>FACILITY</u>	<u>HILLSBORO</u>	<u>RTP</u>
Evergreen Rd.	11,000	4,000
Cornell Rd.	25,000-35,000	13,000-23,000
Baseline Rd.	15,000-29,000	8,000-11,000
Tualatin Valley Highway	36,000-40,000	29,000-32,000

Except for the two issues discussed above, the Hillsboro Transportation Plan is well conceived and addresses in a professional manner the transportation needs of Hillsboro within a regional context. Especially valuable are the series of recommended prioritized street improvements; the extensive documentation of funding sources and project cost estimates; the degree of public input during the planning process; the ambitious (perhaps overly ambitious) recommendations for local and regional public transportation; and the acknowledgement of the need for compatible high density land use near transit nodes and corridors. (This should be followed up in the housing and land use elements of the Hillsboro Comprehensive Plan.) Also stressed are strategies such as car and vanpooling, flex time, restrictive parking policies, new developments which are amenable to pedestrian use, and park and ride facilities.

Neither of the two issues identified in this memo is significant. It is expected that the ITP will be overhauled regarding functional classification and the traffic volumes in the draft RTP will undergo extensive revision following their release and review by local jurisdictions.

I think Carl has done an excellent job and Hillsboro should be commended for the extraordinarily fine transportation plan they have produced.

MS:ss
6772/99

Metropolitan Service District

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

Memorandum

Date: November 30, 1979
To: Tom Erwert, Planning Director, City of Hillsboro
From: Ken Lerner, Metro Plan Review
Subject: Draft Review of Hillsboro Comprehensive Plan on Agriculture, Forest, Housing and Urbanization

We have completed our review of the four sections of Hillsboro's plan listed above and are impressed with the overall quality and thoroughness of the work. The "self evaluation" you submitted with the documents was very helpful in our review and appreciate the time you took to complete it, and to meet with us to discuss our review.

Following are our comments on each of the concerns outlined in our November 26 meeting. Numbers refer to items on the Metro Plan Review Checklist. If you have any further concerns or question, please do not hesitate to contact myself or Jill Hinckley.

JH:KL:ss
6108A
0084A

cc: Linda Macpherson, DLCD
Jim Knight, DLCD
Art Schlack, Washington County

Attachment

Forest Lands

While the policies in this section are adequate, the open space element of the plan should include more specific identification of wooded areas to be preserved and appropriate implementation techniques for preservation.

Agricultural Lands

This goal does not apply in the urban area. The city's work in this area is an appropriate component of urbanization considerations, however.

Housing

10.2.1 When you submit for acknowledgment, it would be helpful if your housing data and analysis were assembled in one document. This document should include:

1. An explanation of how lands were identified as suitable for residential use (e.g., that no residential zone is subject to flood or other hazard);
2. A table showing:
 - a. Vacant residential land by plan or zone designation (preferably both).
 - b. Calculation of the number of units expected to be built in each zone (netting out land not available for residential use due to market factors or land for streets, public and semi-public uses. The latter can be "netted out" by means of using an estimate of units per gross rather than net acre, but the basis for this estimate should be explained);
3. An estimate of the number of people that can be accommodated in these units, considering vacancy rates and estimated household size;
4. A comparison with housing needs (e.g., a finding that residential land currently available for urban use is adequate to meet housing needs to 1985).

10.2.2 Metro will support the City's designation of land for Future Urban (FU) use without specific land use designations, provided that strong policies are adopted that will address when and how these areas eventually will be designated for residential use adequate to meet the area's housing needs. As we discussed, this means development of policy and procedures adequate to ensure that total

development of the FU area will (1) accommodate expected population, and (2) be consistent with the City's desired 65:35 housing mix for residential areas.

10.3.1

The City must have implementation measures adequate to implement plan policies. Our understanding is that implementation of the policies and measure relating to mobile homes will be accomplished as follows:

1. The zoning ordinance will be amended to provide clear and objective standards for the application of the mobile home overlay zone, consistent with implementation measure "B."
2. Clear and objective standards for the approval of mobile home parks (implementation measure "C") will be provided either in a new overlay zone or in the existing PUD section.
3. The zoning ordinance has been amended to include mobile homes as a single family residence in the geographic area specified in implementation measure "D" and a copy of the provision will be made available to Metro staff.

In addition, a development review ordinance will be prepared to implement Housing Policies C, E, J and M, and these provisions will set clear and objective standards for approval of all needed housing types.

This development review ordinance should not include provisions or standards which would unreasonably increase housing costs so that they are too high to be competitive.

- 10.3.1.1 The material submitted includes data that examines land zoned for each use. However, zone designations are sometimes inconsistent with plan designations. The following table lists the two types of inconsistencies found:

I. Zone allows higher density/intensity

ZONE	DENSITY/USE	PLAN	DENSITY/USE
C-1	Commercial	RL	Low Density Res.
C-1	Commercial	OS	Open Space
M-2	Industrial	RM	Med.Density Res.
M-2	Industrial	RL	Low Density Res.
M-2	Industrial	RH	High Density Res.
A-2	Med. Density Res.	RL	Low Density Res.
C-1	Commercial	RH	High Density Res.
C-4	Commercial	RH	High Density Res.
A-1	Med. Density Res.	RL	Low Density Res.
No flood hazard zone yet applied		FP	Floodplain

II. Plan allows higher density/intensity

ZONE	DENSITY/USE	PLAN	DENSITY/USE
R-7	Low Density Res.	RM	Med. Density Res.
R-10	Low Density Res.	I	Industrial
R-7	Low Density Res.	RH	High Density Res.
A-2	Med Density Res.	C	Commercial
A-1	Med Density Res.	C	Commercial
A-3	High Density Res.	C	Commercial
R-85	Low Density Res.	RM	Med. Density Res.
R-10	Low Density Res.	RM	Med. Density Res.
R-10	Low Density Res.	C	Commercial

The inconsistencies in (I) on the above chart ("Baker" conflicts) must be rectified by zoning these areas to conform to the comprehensive plan designation and it is our understanding that such rezoning will be undertaken. For the inconsistencies in (II) on the above chart, it is necessary to insure that: (1) they will eventually be rezoned to be consistent with the plan map designation, and (2) development will not occur in the interim which is inconsistent with that designation. To address the first point, there should be plan policy identifying the public need for rezoning consistent with plan map designations. The following language would be adequate for this purpose: the comprehensive plan map identifies the most suitable locations for land uses needed in the City by the year 2000. To meet the burden of proof for a proposed zone change, it is both necessary and sufficient to demonstrate that the proposed zone is consistent with the comprehensive plan map designation for that area. The City may, however, attach conditions to the zone change or control its timing, consistent with the procedures and standards in the zoning ordinance, provided that those standards are clear and objective and consistent with the comprehensive plan."

It is up to the City, of course, to select whatever language best expresses its intent. For example, the City might wish to specify that the plan map designations represent the most suitable locations once a need is shown but that the burden is still on the applicant to show need. If this approach were taken, however, the City would have to be able to show that its current zoning was adequate for goal compliance, since rezonings could not be assured.

As we discussed, plan provisions adequate to establish minimum as well as maximum development densities allowable would be adequate to insure that development could not take place prior to upzoning in a manner inconsistent with the plan designation.

In addition, to avoid legal tangles, it would be advisable to amend the zoning ordinance by adding a statement to the effect that each zone specifies development standards that apply only in cases where the application of that zone is consistent with the density designations on the comprehensive plan map and that in other cases the land must be rezoned before development can be authorized.

Urbanization

- 14.2.2.1(a) As we discussed, there are two inconsistencies with the regional UGB: (1) in the area with a plan designation of industrial located S.W. Woods Road, and (2) an area south of the city, between Morgan Road and Winter Hill Rd., with a plan designation of low density residential.

Our understanding is that you will correct the latter problem; we are still investigating whether the former is an error on our part.

- 14.2.2.2(c) Because of the time of its adoption, the wording in the comprehensive plan does not include the recognition of Metro's role in the UGB amendment process. The language in the plan suggests that only the City and county determine such amendments (III, B, 3 and 4). At some point, it would be desirable to update this language to recognize Metro's role.

- 14.2.3.2(b) The inclusion of strong policies to guide land use decisions when future urban land is converted will provide for adequate land to insure market choices (See 10.2.2, above).

- 14.2.3.2
(c) & (e) As discussed, in order to see that future urban lands are protected for urban use, certain provisions are necessary. Washington County's zoning needs to be examined to insure that the zoning is sufficient for such protection (e.g., 10 acre minimum lot size).

It is our understanding that the county will undertake any rezoning necessary for this purpose. The City's policy to maintain existing zoning in future urban areas prior to conversion will be adequate only if this rezoning occurs, (assuming also a signed urban planning area agreement).

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: Commenting on the Transportation Improvement Program and
on the Determination of Air Quality Consistency for the
Urban Areas of Clark County

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council concurrence of a resolution commenting on the Clark County Transportation Improvement Program (TIP).
- B. POLICY IMPACT: Partial fulfillment of the Metro/Regional Planning Council of Clark County (RPC) Memorandum of Agreement setting forth interstate coordination requirements. TPAC and JPACT have reviewed and approved this program.
- C. BUDGET IMPACT: The approved Metro budget funds staff coordination activities with the RPC.

II. ANALYSIS:

- A. BACKGROUND: Each Metropolitan Planning Organization (MPO) prepares a TIP describing projects programmed for its planning area. Coordination of these documents is set forth in the Metro/RPC Memorandum of Agreement.

Metro staff has reviewed the TIP for the RPC and has identified projects which impact the Oregon side of the Columbia River. These projects and improvements consist of:

- I-5/SR-500 Interchange - This provides the first phase of an important east/west arterial between I-5 and I-205; cost - \$14 million.
- Vancouver Freeway and SR-14 Interchange - Reconstruction of interchange and widening of freeway to six lanes on north edge of the Columbia River bridge will improve traffic flow on I-5; cost - \$25 million.
- I-205 completion from bridge to SR-500 - Final paving to eight lanes, signing, lighting and landscaping in accordance with ultimate design; cost - \$15 million.
- Intermodal transportation center - Immediate construction of an interim, on-street facility (cost - \$100,000) followed by a permanent intermodal station (cost - \$5 million) will improve passenger/bus/auto transfers.

- A phased program will be implemented to locate park and ride lots at Battleground, 164th, SR-14 and Camas; cost - \$2 million.

Additional projects may be found in the text for the TIP available at Metro or Regional Planning Council of Clark County.

- B. ALTERNATIVES CONSIDERED: None.
- C. CONCLUSION: Staff has reviewed the documents and finds that the projects proposed to be undertaken in Clark County are consistent with the policies, plans and programs of Metro.

BP/le
4352B/252
11/12/81

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF COMMENTING ON	)	RESOLUTION NO. 81-288
THE TRANSPORTATION IMPROVEMENT)	
PROGRAM AND ON THE DETERMINATION	)	Introduced by the Joint
OF AIR QUALITY CONSISTENCY FOR THE	)	Policy Advisory Committee on
URBAN AREAS OF CLARK COUNTY	)	Transportation

WHEREAS, The Metropolitan Service District (Metro) is the designated Metropolitan Planning Organization (MPO) for the Oregon portion of the Portland/Vancouver urbanized area, and the Regional Planning Council of Clark County (RPC) is the designated MPO for the Washington portion; and

WHEREAS, Metro and the RPC have entered into a Memorandum of Agreement specifying mechanisms to ensure adequate coordination of transportation policies, plans and programs; and

WHEREAS, In accordance with the Metro and RPC Memorandum of Agreement, the RPC has requested comments from Metro on its TIP and Determination of Air Quality Consistency statement; and

WHEREAS, Metro staff has reviewed the FY 1982 TIP for the urban areas of Clark County and the Determination of Air Quality Consistency; now, therefore,

BE IT RESOLVED,

1. That the projects and programs described in the FY 1982 TIP for the urban areas of Clark County and the Determination of Air Quality Consistency are found by Metro Council to be consistent with the policies, plans and programs of the Metropolitan Service District.

2. That the RPC be advised of this concurrence.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1981.

Presiding Officer

BP/le
4354B/252
11/12/81

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

TO: Coordinating Committee
FROM: Executive Officer *ELG*
SUBJECT: Approval of Contract for Design of Penguinarium Remodel

I. RECOMMENDATION

- A. ACTION REQUESTED: Approval of a contract with Jones and Jones for design of penguinarium remodel for the sum of \$112,500.
- B. POLICY IMPACT: The remodel of the penguinarium is called for in the Zoo Development Plan adopted by the Council. It is one of the projects included in the ordinance setting out the purposes of the current capital construction serial levy. Selection procedures adopted by the Council have been followed.
- C. BUDGET IMPACT: Funds for this project are included in the budget adopted for fiscal year 1981-1982.

II. ANALYSIS

- A. BACKGROUND: The present penguinarium facility was built to house Antarctic penguins. Because of health problems, the Zoo ceased to exhibit these animals and changed to Humboldt penguins, native to the Peruvian coast and off-shore islands--thus the major problems with the mechanical aspects of the exhibit. Particularly displeasing to the public are problems relating to water clarity and extreme glare on windows. The underwater viewing is not accessible to the handicapped and there is very little suitable space available for interpretation and education. The goals of the project are: 1) to transform the present Antarctic conditions to Humboldt conditions; 2) to provide a naturalistic looking exhibit; 3) to provide clear, neat and easier maintenance facilities; 4) to provide the means for better education and graphics; and 5) to breed and parent-raise offspring.

Seven firms submitted proposals for the project. All seven firms were interviewed and scored. All firms were informed that the scoring would not be the final determination as the Zoo Director would have to be involved in the final decision. The firms of Travers/Johnston and Jones & Jones were the two top scoring firms with Travers/Johnston scoring 413 points and Jones & Jones 395. However, no majority of the five-member selection committee had scored either firm as their first choice.

The committee agreed to present the above information to the Zoo Director for final resolution. The Director met with the committee and because no consensus was arrived at, it was determined to re-interview representatives of the two firms. This was done with

each committee member independently scoring the firms for a second time. Scoring that time was 424 for Jones & Jones and 392 for Travers/Johnston (not including the Director's score--with his score at 504 for Jones & Jones and 455 for Travers/Johnston). Three of the five committee members had scored Jones & Jones as first choice, one had scored them even and one had scored Travers/Johnston first.

The decision regarding which architectural consultant to recommend was a difficult one. Fees and budget estimates were in the same general range and the Zoo has had previous, good experience with both firms. Jones & Jones is currently doing the beaver-otter project and Travers/Johnston has been involved in six Zoo projects. The latter was selected for the design of the quarantine building and has just completed the maintenance building design. Under an existing retainer contract, they have overseen the design of our new bridge, a re-design of the gift shop/exit area, the front office remodel and the trestle terrace area. Both firms are basically local ones, albeit Jones & Jones headquarters are in Seattle and the major architectural and engineering consultants for Travers/Johnston are located in southern California.

Because of questions regarding the selection process, the Executive Officer established a review group to:

1. Look at the original R.F.P. and selection process;
2. Look at the previous R.F.P. scoring sheets; and
3. Hear architectural consultant presentations by the two firms.

Serving on this review group were Councilor Kafoury, the Executive Officer and the Zoo Director.

The consultants were given a week's notice of the presentations and they took place in the Metro offices on November 4, 1981. Both teams were told that the group would hear their presentations, having already reviewed their "proposals" and would come to a consensus on one of three decisions:

1. Confirmation of the Zoo's recommendation to select Jones & Jones;
2. Selection of Travers/Johnston based on their proposal and presentation;
3. Appointment of a new committee to conduct a new selection process.

The consensus of the group was to confirm the selection of Jones & Jones as architectural consultants for the Penguinarium renovations.

The group felt that their considerable experience in zoo-related exhibit projects, their design approach for both animal and visitor spaces and their integration of interpretive areas into the design was superior to the other proposal. It was felt that the Jones & Jones proposal was somewhat weak in the area of water treatment and that special attention should be addressed to this aspect of their work.

- B. ALTERNATIVES CONSIDERED: The alternatives considered were to conduct a new R.F.P. process or to maintain the exhibit in its present condition.
- C. CONCLUSION: It was concluded that the project should proceed and that Jones & Jones should be selected as the architectural consultants for the project with the stipulation that added emphasis be placed on the water treatment aspects of their design.

WJI:sh
11/6/81

November 24, 1981

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: Adoption of Amendments to the "208" Regional Waste Treatment Management Plan

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adoption of Ordinance No. 81-121, for the purpose of amending the Regional Waste Treatment Management Plan, Chapter 3.04 of the Metro Code.
- B. POLICY IMPACT: 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.

In October 1980, the Metro Council adopted the plan developed by CRAG as Chapter 3.04 of the Metro Code. At that time, Metro staff were in the process of revising regional population estimates as part of the Regional Transportation Plan. It was understood that when these estimates were completed a revision of the plan would be considered. The "208" population projections are used as a basis in awarding Section "201" Sewerage Works Construction Grants within the region as well as in reviewing comprehensive plans of local jurisdictions. Revising the sewer service area population projections based on RTP projections ensures the coordination of public works planning in the region.

In addition to population projection revisions, an amendment to the Treatment System Service Area Map is proposed. This revision removes the "Study Area" classification of a number of service areas based on completed facilities plans and prior actions by the Metro Council.

- C. BUDGET IMPACT: Adoption of the proposed amendments has no impact on the Metro budget. Metro's eligibility for future "208" grants is not an issue at this time since funding for the "208" program has been cut from the federal budget.

Failure to obtain recertification from the Governor could have an impact on local "201" projects.

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, two-year study to develop a plan to meet the federal goals of fishable, swimmable 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. In October 1980, Metro formally adopted the CRAG "208" Plan as Chapter 3.04 of the Metro Code.

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 amendments to the Plan being recommended at this time include:

- revision of the year 2000 population, waste flow and sludge volume projections based on new projections developed in the RTP (Amendment No. 9);
- substituting the RTP population methodology for the original methodology contained in Technical Supplement No. 1, Appendix A. (Amendment No. 10);
- removing the "Study Area" classification from the following Treatment System Service Areas:
 - USA Rock Creek
 - Hillsboro Rock Creek East
 - Hillsboro No. 1 (West)
 - Tri-City Service District
 - Inverness
 - Gresham
 - Troutdale
 - Forest Grove

(The remaining Study Areas are Happy Valley, a small area between Inverness and Gresham south of Sandy Boulevard, and a small area between Gresham and Portland Columbia Boulevard between Division and Powell.)

- B. ALTERNATIVES CONSIDERED: None. The proposed plan amendments were reviewed by the Water Resources Policy Alternatives Committee (WRPAC) on October 19, 1981. With minor changes the WRPAC unanimously approved the amendments and recommended adoption by the Metro Council.
- 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 of local jurisdictions for Section "201" grants.
 3. Revision of the service area population projections based on the RTP ensures consistency between sewerage construction and transportation planning.
 4. Removal of the "Study Area" classification for the Rock Creek, Hillsboro, Tri-City, Inverness, Troutdale and Gresham Service Areas is consistent with Section 3.04.06 of the Metro Code.

JL/le
4441B/252
11/12/81

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING	)	ORDINANCE NO. 81-121
THE REGIONAL WASTE TREATMENT)	
MANAGEMENT PLAN AND SUBMITTING	)	Introduced by the Regional
THE PLAN FOR RECERTIFICATION	)	Development Committee

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1. Amendments numbered 9, 10 and 11 as set out in Appendix A and by this reference incorporated herein, are adopted and added to Part IV of the Regional Waste Treatment Management Plan beginning after page IV-8.

Section 2. This Ordinance incorporates the Findings attached as Appendix B.

Section 3. The Regional Waste Treatment Management Plan, as revised by Section 1 of this Ordinance, shall be forwarded to the Department of Environmental Quality and the Governor for recertification.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1981.

Presiding Officer

ATTEST:

Clerk of the Council

MAH/srb
4430B/252

APPENDIX B

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 Regional Waste Treatment Plan ("208" plan) is required to maintain Metro's designation as Areawide Waste Treatment Planning Agency.

(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. The Governor must then recertify the plan to the Environmental Protection Agency by December 1, 1981.

(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 year 2000 population and waste flow forecasts developed through Technical Memorandum No. 38 Appendix 1, Regional Transportation Plan Growth Allocation to the Year 2000 (Metro, 1981).

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

(8) The "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.

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.

GOAL #2 LAND USE PLANNING. The "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 major change. The present action is taken to incorporate updated long-term population forecasts.

This plan revision has been coordinated with citizens and affected governments 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 swimmable 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 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 may be hampered if the "208" plan is not recertified. A detailed substantive set of amendments is not proposed. The existing plan should be recertified with updated long-term population projections so that the sewerage facilities needed to achieve Goal #14 urbanization goals will not be delayed.

MAH/le

4430B/252

The original population, waste flow and sludge volume forecasts contained in Table 1-3 have been revised based on the 1980 census results, current governmental policies as reflected in local comprehensive plans, revised regional population and employment projections by the Federal Bureau of Economic Analysis and an update of Metro's Land Use/Vacant Land Inventory. The new year 2000 population forecasts were allocated to census tracts in a series of workshops with local jurisdiction planning staff. The census tract population forecasts were then recombined by Treatment System Service Areas. Waste flow and sludge volume forecasts were then computed based on the same methodology used in making earlier projections. This methodology used a regional average for computing waste flow and sludge volumes. These projections are intended for general areawide planning purposes and may be inconsistent with more specific facilities planning studies. In this event, the projections developed in the latter case shall take precedence. (Planning Areas which have been dropped from the Table are outside the revised Metro area-wide Planning Area.)

POPULATION AND WASTEFLOW FORECASTS
FOR SEWAGE TREATMENT SYSTEM SERVICE AREAS

<u>Service Area</u>	<u>Population</u>	<u>Waste Flow (mgd)</u>		<u>Sludge Volume (lb/day)</u>	
		<u>Dry Weather</u>	<u>Wet Weather</u>	<u>CASb</u>	<u>TFc</u>
USA Forest Grove ^d	26,591	2.89	4.92	14,097	
USA Rock Creek ^e (inc. Hillsboro W)	180,800	18.36	31.21	43,990	
USA Durham	169,534	20.04	34.07	38,617	41,703
Columbia Blvd. ^f	423,204	84.69	143.98	175,454	189,475
Tryon Creek	63,592	6.36	10.81	12,256	13,235
Oak Lodge SD	26,054	2.93	4.97	5,646	6,097
Tri-City SD	68,061	6.85	11.65	13,200	14,255
Wilsonville	8,240	.83	1.41	1,599	1,727
Kellogg (C.C.S.D. No. 1) ^g	62,203	6.25	10.63	10,244	13,006
Happy Valley	7,156	.72	1.22	1,387	1,498
Inverness	70,704	7.94	13.50	15,300	16,523
Troutdale	18,387	2.18	3.62	4,201	4,537
Gresham	107,348	11.43	19.42	22,026	23,786

- a Refer to methodology report, Regional Waste Treatment Management Plan, Revised Population, Waste Flow and Sludge Volume Projections, for explanation of base methodology used to generate the projections.
- b Conventional activated sludge process for secondary treatment - 1927 lb. of sludge produced per million gallons (dry weather flow) at influent BOD=200 mg/l and TSS=200 mg/l.
- c Conventional activated sludge process followed by tertiary filtration - 2081 lb. of sludge produced per million gallons at influent BOD=200 mg/l and TSS=200 mg/l.
- d Abnormally high organic loadings experienced during food processing season. Average daily sludge production based on CRAG projected waste loadings instead of standard influent BOD and TSS values. Factor used, based on 1977 CRAG projections is 4878 lb. of sludge produced per million gallons of influent.

- e Sludge production factor used is an average of three separate factors: Rock Creek: Chemical phosphorus removal five months each year produces excess sludge. Sludge production factor of 2159 lb./million gallons based on plant's 201 facility plan. Hillsboro W: High organic loads due to industry results in correspondingly large sludge productions (3101 lb./mg.). Sludge projections based on CRAG projected waste loadings (similar to Forest Grove).
- f Includes combined sludge production of Columbia Blvd. and Tryon plants.
- g Includes Rock Creek basin (Clackamas County).

Amendment No. 10: Technical Supplement No. 1, Appendix A
Population Projection Methodology pp. 123-126

Adopted _____ 1981

The population projection methodology contained in Technical Supplement 1: Planning Constraints - Appendix A is hereby deleted as a support document of the Regional Waste Treatment Management Plan. Revised population projections contained in Amendment No. 9 were based on Technical Memorandum No. 38 Appendix 1, Regional Transportation Growth Allocation to Year 2000. This document shall be used in place of Technical Supplement No. 1, Appendix A as support for the Regional Waste Treatment Management Plan.

4138B/273

REGIONAL WASTE TREATMENT MANAGEMENT PLAN

REVISED POPULATION, WASTE FLOW AND SLUDGE VOLUME PROJECTIONS FOR TREATMENT SYSTEM SERVICE AREAS THROUGH YEAR 2000

I. INTRODUCTION

In October 1980, the Metro Council adopted, as the Regional Waste Treatment Management Plan, the Waste Treatment Management Component of the Public Facilities and Services element of the Columbia Region Association of Governments (CRAG) Regional Plan. This plan which was developed by CRAG with a \$208 Grant from the US Environmental Protection Agency (EPA) must be reviewed on an annual basis. Revisions must be submitted to the Department of Environmental Quality (DEQ) for certification by the Governor.

One of the major components of the plan is the projection of population, waste flow and sludge volume for the individual treatment system services areas in the Metro region through the year 2000. These projections are used by the management agencies, designated in the plan, as the basis for designing future treatment system expansion.

Metro recently completed a process for revising the year 2000 population projections for the individual census tracts within its jurisdiction (see Year 2000 Growth Allocation Workshops, March-April 1981). In order to determine population projections for sewage treatment system service areas, the projections by census tract were reallocated along service area boundaries. This report briefly summarizes the methodology used for both the initial projections and for the reallocation.

II. METHODOLOGY

A. PROJECTIONS BY CENSUS TRACT

In order to ensure that population projections adequately represent local jurisdiction's expectations about the amounts and types of development they plan to accommodate, Metro hosted a series of population and employment growth workshops that were attended by planners from each jurisdiction and agency within the region. The first step in developing projections required workshop participants to decide on a forecasted total population for the entire region. This was determined by projecting the region's future economic growth in terms of its expected share of total US economic growth over the next 20 years. By multiplying forecasted employment growth by an appropriate

employment-total population ratio, a forecasted population increase was generated.

The workshop participants next allocated this 1980-2000 population growth to 20 geographic subdivisions within the region. These 20 districts follow census tract and county boundaries and divide the region into areas having similar growth related characteristics. The allocation procedure involved a multi-step process, beginning with the conversion of population numbers to housing units (since housing type restrictions control growth). The average household size in the year 2000 was estimated based on past and current trends, and the number of housing units required to accommodate the projected population determined. The total number of housing units was then adjusted to allow for a normal vacancy rate in the overall dwelling unit supply, giving a dwelling unit demand forecast.

The next step was to determine the mix of single family and multi-family units that the increase in population would require. A 50/50 split was used based on regional policy for the urban districts 1 through 16. (For districts 17 through 20, a different ratio applies, however, the service areas do not extend into these districts.)

Next, the total number of single and multi-family dwelling units were allocated to each of the 20 districts. The procedure was to analyze past growth trends for the two types of dwelling units in each district, and compare this trend line to the area's holding capacity (total number of units that can be built on available land at permitted densities). Trend lines were adjusted during the workshops, to reflect expectations of future growth. The land in each district was considered "filled up" when 95 percent of the single family and 100 percent of the multi-family holding capacity had been reached. A table was prepared listing each district, the number of single and multi-family units presently existing there, and the projected 1980-2000 increase. Total year 2000 population projections for each district were then calculated by multiplying housing units by the appropriate variables for vacancy rate and household size.

The same basic process was followed to split housing unit and population growth forecasts for each of the 20 districts into the individual census tracts within each district (see Technical Memorandum No. 38, Appendix 1, Regional Transportation Plan Growth Allocation to Year 2000, Metro, 1981).

B. SERVICE AREA POPULATION PROJECTIONS

A census tract map was overlaid with a map of the treatment system service areas to determine which census tracts fall within each service area. For tracts fully within a service area, no adjustment to the population projection determined by the process explained above was necessary. However, there were three categories where census tracts were only partially within one service area and some adjustment was necessary.

1. Service Areas on the Urban Fringe.

In these cases, only a portion of the census tract is within the service area, while the rest of the tract is outside the UGB (Service Area boundaries generally coincide with the UGB boundaries).

In order to estimate the portion of future population allocated to the service area (which is also within the UGB), the population forecast for the entire tract was multiplied by the percentage of the present population of the tract that resides within the UGB. This methodology assumes that the increase in development will be distributed throughout the tract as it has been historically. This methodology is consistent with that used by Metro's Transportation Department although it may underestimate the projected population within the service area. The idea behind the UGB is to accommodate future urban level growth within the boundary, meaning that the future proportion of total census tract growth within the UGB may be higher than the historical rate. Because the UGB is subject to amendment, however, it is impossible to predict, in any reliable fashion, how the future proportion inside the boundary will change.

Sample Calculation:

Tract 315 is partially within the Rock Creek Service District. The portion that is not within the district is outside the UGB.

Ninety percent of the total population of the tract is within the UGB.

Metro's year 2000 population projection for Tract 315 is 30,980 people.

Portion within Service District is $(.9)30980=27882$.

2. Census Tracts Split Between Two or More Service Areas.

The second category required allocating the population projection for the census tract between two or more service areas. The first step in this process involved estimating from Metro's land use inventory maps the percentage of both single and multi-family development presently existing in each service area (sample calculation, step 1). These percentages were multiplied by the number of each type of dwelling unit in the census tract in 1980, to give the number of units in the service area (step 2).

Next, the percentage in each service area of the total vacant land zoned for single and multi-family uses in the tract was estimated using the Metro vacant land maps (step 1). These percentages were used to give the number of the increase (1980-2000) in housing units that can be attributed to each area (step 2).

The numbers of existing and projected single and multi-family units for each service area were then added and converted to population figures by multiplying with the appropriate variables for household size (varies by district and dwelling unit type) and vacancy rate (varies by unit type) (step 2).

A small amount of institutional population (not living in residential dwelling units) is included in the census tract forecasts. This was allocated to the service areas in the last step (step 3), based upon the overall percentage of the number of people projected for each service area.

Sample Calculation:

Step 1.

- Tract 66.01 is split between Durham and Tryon Creek Service Districts. Estimates of the percentage of existing and future development within each service district are listed below:

a. Existing Development (1980)-	<u>Single Family</u>	<u>Multi- Family</u>
Durham	40%	50%
Tyron Creek	60%	50%

b. Vacant Land (1980-2000 increase)-

Durham	60%	0
Tryon Creek	40%	0

Metro's year 2000 population projection:

Census Tract	District ¹	1980 ² SFDU	1980 ² MFDU	1980-2000 ³ SFDU	1980-2000 ³ MFDU	2000 ⁴ POP
66.01	3	700	140	320	0	2,810

- 1 One of 20 geographic subdivisions
- 2 Total number of single and multi-family dwelling units presently existing within the tract.
- 3 Projected increase in dwelling units within the tract.
- 4 Year 2000 population projection for the tract.

Step 2.

Population Calculation⁵:

<u>Durham</u>		<u>SFDU</u>	<u>MFDU</u>
	1980	280	70
	1980-2000	192	0
		<u>472</u>	<u>70</u>
		X .97 (vac. rate)	X .94 (vac. rate)
		X 2.428 (pers/hsehld)	X 1.6 (pers/hsehld)
		= 1,112.	= 105.
		1,112	
		+ 105	
		<u>1,217</u>	
		Total Population	

<u>Tryon Creek</u>		<u>SFDU</u>	<u>MFDU</u>
	1980	420	70
	1980-2000	128	0
		<u>548</u>	<u>70</u>
		X .97 (vac. rate)	X .94 (vac. rate)
		X 2.428 (pers/hsehld)	X 1.6 (pers/hsehld)
		= 1,291.	= 105.
		1,291	
		+ 105	
		<u>1,396</u>	
		Total Population	

⁵ The numbers of single family and multi-family dwelling units for each service area were determined by multiplying the percentage of development within each service district by the total number of dwelling units in the census tract, e.g., Durham 1980 SFDU = .40(700) = 280.

Step 3.

Overall percentage of population projected for each service area.

2,810	(Metro Projection)
- 197	Institutional Population
<u>2,613</u>	

1,217	Durham = 46.4%
+1,396	Tryon Creek = 53.4%
<u>2,613</u>	

2,810 (.466) = 1,308 Durham's Population Share

2,810 (.534) = 1,502 Tryon Creek's Population Share

3. Census Tracts Split Between Two or More Service Areas Also on the Urban Fringe.

The third category is a combination of the circumstances in categories one and two. In this case, both of the above methodologies were combined to split these tracts. The procedure for Category #2 was followed first, splitting the entire census tract population according to the ratio of land use within the service areas. Then the Metro projection of total year 2000 population for the census tract was multiplied by the percentage of the present population that resides within the UGB (which coincides with service area boundaries); this adjusted population was then distributed to the service areas based on the overall percentage of people projected for each area.

Sample Calculation:

Population of Tract 321 is 80% within the UGB.

It is also split between the Durham and Wilsonville service areas as in previous example.

Durham	16,105	Total Population	95.6%	Overall Percentage
Wilsonville	<u>744</u>	Total Population	<u>4.4%</u>	
	16,849		100.0%	

Metro Projection for Tract 321 = 16,870	
- 31	Institutional Population
<u>16,849</u>	

16,870 (.80) = 13,504

Final Population:

Durham: (.956) 16,105 = 12,910

Wilsonville: (.044) 744 = 594

C. WASTE FLOW VOLUME FORECASTS

Year 2000 waste flow volume projections per service area were generated using the revised population projections and forecasts of waste flow per person (mgd in the year 2000) as determined in Technical Supplement 1, Planning Constraints Areawide Waste Treatment Management Study Appendix B (CRAG 1977).

D. SLUDGE VOLUME FORECASTS

Year 2000 sludge volume projections were generated using the revised population projections and the methodology outlined in Technical Supplement 1, Planning Constraints Areawide Waste Treatment Management Study, Appendix C, (CRAG 1977).

SM/le
4138B/273

WASTE TREATMENT SERVICE AREA
YEAR 2000 POPULATION PROJECTIONS BY CENSUS TRACT
OCTOBER 1981

<u>Service Area</u>	<u>Census Tract</u>	<u>Category*</u>	<u>Population</u>
#1 Forest Grove	333	1 (.80)	8,600
	331	1 (.90)	5,958
	332	1 (.95)	6,270
	329	1 (.85)	5,763
	Total		26,591
#2 Rock Creek	326	1 (.95)	27,294
	325	1 (.95)	7,056
	324	Full	23,390
	327	1	150
	315	1 (.90)	27,882
	316	Full	36,960
	317	Full	18,460
	318	2	12,403
	310	2	4,531
	312	2	5,198
	314.02	2	725
	314.01	2	7,516
	301	2	6,461
	70	3 (.7)	2,477
	302	2	297
	Total		180,800
#3 Durham	314.02	2	465
	314.01	2	2,374
	302	2	5,883
	313	Full	6,560
	301	2	3,909
	69	2	1,471
	303	Full	4,750
	68.02	2	2,819
	67.01	2	2,227
	66.01	2	1,308
	304	Full	9,550
	311	Full	2,290
	312	2	672
	310	2	13,399
	318	1 (.95)	5,020
	319	1 (.98)	18,865
	308	Full	15,220
	305	Full	9,750
	65.01	2	4,507

*See Revised Population, Waste Floow and Sludge Volume Projections Methodology report for explanation of categories.

	306	Full	4,940
	309	Full	3,760
	307	Full	2,850
	203	2	10,157
	64	2	2,641
	320	1 (No Adjustment)	13,070
	321	3 (.80)	12,910
	322	1	362
	58	2	1,122
	61	2	725
	67.02	2	665
	65.02	2	805
	68.01	Full	2,850
	227	3 (.40)	1,638
		Total	169,534
#4 Wilsonville	321	2	594
	227	2	6,198
	228	1 (.25)	1,448
		Total	8,240
#5 Tryon Creek	61	2	375
	68.02	2	948
	67.02	2	1,288
	67.01	2	1,253
	66.01	2	1,502
	66.02	2	1,948
	65.01	2	293
	65.02	2	3,795
	62	2	1,205
	64.00	2	10,629
	63	Full	5,110
	203	2	8,243
	201	Full	5,260
	202	Full	5,860
	205	3 (.95)	3,947
	204	3 (.98)	11,936
		Total	63,592
#6 Oak Lodge	212	Full	4,710
	213	Full	5,440
	214	2	2,177
	217	2	4,879
	218	2	5,492
	219	2	1,286
	220	2	2,070
		Total	26,054
#7 Tri-City	205.0	2	12,992
	206	Full	6,820
	207	1 (No Adjustment)	3,750
	226	1 (.90)	19,251
	225	1 (No Adjustment)	7,180
	224	1 (No Adjustment)	4,290

	223	1 (.70)	5,590
	220	2	3,210
	219	2	1,704
	221	2	2,180
	217	2	521
	218	2	573
		Total	68,061
#8 Happy Valley	222	3 (.85)	7,156
		Total	7,156
#9 Columbia Boulevard	70	2	862
	43	Full	1,110
	72	1 (No Adjustment)	3,680
	73	2	173
	29.01	Full	4,850
	29.02	Full	5,520
	29.03	2	4,509
	81.	2	312
	82.01	2	88
	82.02	2	739
	16.02	Full	3,700
	83	2	4,572
	84	Full	2,690
	92.01	2	2,383
	92.02	2	2,413
	97.01	Full	3,830
	97.02	2	4,617
	98.02	2	281
	91	Full	7,250
	89	1 (.95)	8,503
	222	2	730
	216	2	1,180
	210	2	843
	88	Full	3,400
	3.02	Full	6,530
	2.0	Full	6,810
	1.0	Full	5,760
	209	2	305
	63	2	0
	62	2	1,885
	66.02	2	3,302
	67.02	2	1,437
	61	2	940
	58	2	4,908
	68.02	2	173
	69	2	1,549
	42	Full	2,940
	41.01	Full	5,070
	41.02	Full	4,510
	40.02	Full	5,590
	40.01	Full	5,290
	39.01	Full	5,440
	39.02	Full	3,420

44	Full	430
38.01	Full	2,940
38.02	Full	3,440
38.03	Full	3,900
35.01	Full	3,440
35.02	Full	2,040
22.01	Full	550
22.02	Full	380
37.01	Full	3,890
37.02	Full	2,480
34.01	Full	2,940
34.02	Full	2,410
23.01	Full	1,930
23.02	Full	1,720
36.01	Full	3,950
33.01	Full	2,510
33.02	Full	2,700
24.01	Full	2,760
24.02	Full	3,490
36.02	Full	5,910
32	Full	4,030
31	Full	4,420
25.01	Full	4,430
25.02	Full	4,300
36.03	Full	1,890
30	Full	4,640
26	Full	2,830
74	Full	4,020
75	Full	4,380
27.01	Full	3,170
27.02	Full	3,870
28.01	Full	3,070
28.02	Full	3,610
17.01	Full	6,300
17.02	Full	4,110
16.01	Full	5,930
18.01	Full	4,250
18.02	Full	3,270
15	Full	3,410
14	Full	4,710
13.02	Full	3,090
13.01	Full	3,910
19	Full	4,850
20	Full	5,900
12.01	Full	4,780
12.02	Full	3,530
11.01	Full	1,960
11.02	Full	1,660
10	Full	5,400
9.01	Full	4,110
9.02	Full	3,990
3.01	Full	5,220
8.01	Full	4,640
8.02	Full	4,460

4.01	Full	3,590
4.02	Full	3,520
87	Full	3,940
5.01	Full	3,570
86	Full	3,080
5.02	Full	4,010
7.01	Full	4,550
6.02	Full	3,910
6.01	Full	4,130
85	Full	2,580
90	Full	5,990
59	Full	4,120
60.02	Full	2,410
60.01	Full	1,420
57	Full	2,180
56	Full	3,360
55	Full	1,580
46.02	Full	1,840
46.01	Full	2,880
47	Full	4,250
48	Full	3,490
49	Full	3,610
50	Full	700
51	Full	4,030
45	Full	1,570
52	Full	4,740
53	Full	4,470
54	Full	850
7.02	Full	4,270
21	Full	2,520
Total		<u>423,204</u>

#10 Kellogg (CCSD #1)	209	2	3,375
	208	Full	5,340
	210	2	3,647
	216	2	7,290
	222	2	6,811
	221	2	21,580
	232	1	272
	218	2	2,985
	215	Full	3,720
	214	2	2,083
	211	Full	5,100
		Total	<u>62,203</u>

#11 Inverness	73	2	1,197
	79	Full	3,900
	81	2	5,978
	82.01	2	4,982
	82.02	2	4,050
	92.01	2	3,757
	93	Full	6,860
	94	Full	8,110
	96.01	2	50

95	Full	12,450
102	2	52
80.01	Full	2,820
80.02	Full	2,730
78	Full	1,620
77	Full	1,760
29.03	2	471
92.02	2	707
83	2	5,950
76	Full	<u>3,160</u>
	Total	70,704

#12 Troutdale	102	2	393
	104.02	1 (.20)	639
	103	2	14,893
	104.01	2	<u>2,462</u>
		Total	18,387

#13 Gresham	102	2	4,625
	104.02	3 (.20)	341
	96.01	2	10,160
	97.02	2	3,113
	98.02	2	8,259
	99	1 (.75)	14,055
	104.01	1 (.95)	23,838
	103	2	6,987
	100	Full	13,610
	101	Full	10,080
	96.02	Full	7,780
	98.01	Full	<u>4,500</u>
		Total	107,348

SM/srb
4136B/273



Amendment No. 11