

Top Secret

For Your Eyes Only

“We don’t need any of your “intuition” mumbo-jumbo. We need qualitative data! The only way to make decisions is to pull numbers out of the air, call them ‘assumptions’ and calculate the net present value. Of course, you have to use the right discount rate, otherwise it’s meaningless.”

-- Dilbert

11/21/02-11

Bill Atherton - Preliminary population forecast

From: POTIOWSKY Tom P * DAS OEA <Tom.P.Potiowsky@state.or.us>
To: "athertonb@metro.dst.or.us" <athertonb@metro.dst.or.us>
Date: 11/21/02 9:15 AM
Subject: Preliminary population forecast
CC: VAIDYA Kanhaiya L * DAS OEA <Kanhaiya.L.Vaidya@state.or.us>, "yeed@metro.dst.or.us" <yeed@metro.dst.or.us>

Mr. Atherton,

Dr. Vaidya has preliminary population growth estimates for the three county area (Multnomah, Washington, Clackamas) through 2020. The annual growth rate is 1.3%, and could range between 1.2% and 1.4%. Please remember that these are not official forecasts from our office, but are preliminary estimates.

Please contact us if you need further clarification or information.

Regards,
Tom Potiowsky

To: The Honorable Metro Council
From: Bob Adams, City Councilor-elect, Town of West Linn
2310 Century Lane, West Linn, OR 97068 503-557-3514

My name is Bob Adams. I live at 2310 Century Lane, West Linn. I was elected to the West Linn City Council in the November 5 election, and I join the rest of our City Council in opposition to bringing Area 37, or any portion of the Stafford Triangle, into the UGB. The citizens of the Stafford Area and the contiguous towns have repeatedly expressed their desire to retain the rural character of this area, and the City governments have consistently supported the people's position.

We are now faced with the surprising and disappointing recommendation from our three County Commissioners and Executive Officer Mike Burton that varying portions of Stafford be drawn immediately into the UGB. This has caught the citizens of West Linn, Lake Oswego and Tualatin by surprise and is a direct violation of State Goals 1 and 2 which require coordination with local governments and consultation with the local citizenry in such land use decisions.

The Commissioners, and Mr. Burton, took the highly visible public position throughout the recent political campaign that there was no need to consider expanding into the Triangle in the near term. Their last minute reversal, announced after the November 1, 2002 closing of the public record, has now deprived the citizens and local jurisdictions of any meaningful opportunity to address the problems that would be created by the new proposal.

Providing the Stafford Basin with urban services would be prohibitively expensive. Lake Oswego could not provide sanitary sewer service without installing major pumping stations or gravity flow systems from West Linn to the Tryon Creek Treatment Facility. Area domestic water systems currently entirely lack the requisite capacity to serve the projected need. New transmission lines, pumping stations, elevated storage capacity and costly treatment plant expansions would be required.

Urbanization would result in major, ~~probably~~ unacceptable, traffic congestion and facility overload. The Stafford area connects with I-205 and Highway 43, both of which are now intermittently operating at or beyond peak capacity. No matter how much money is spent on expanding roadways in the new urban zone, the impact of thousands of new commuters will inevitably magnify existing traffic problems to intolerable levels.

I strongly urge you not to bring the Stafford Area into the Urban Growth Boundary.

Metro Testimony

Re: UGB expansion into the Stafford Triangle

Testimony in opposition to the proposed expansion of the UGB into the Stafford Triangle by metro.

PRESIDING OFFICER HOSVICH & MEMBERS OF THE METRO COUNCIL. THANK YOU FOR LISTENING TO

MY NAMES Presented by: **Chuck Adams**, Outreach Director-Alternatives to Growth *MY TESTIMONY*
Oregon, 2255 Brandon Place, West Linn, OR 97068

I would like to start by mentioning just a few of the many reasons that I object to the proposed expansion of the Urban Growth Boundary into the ~~the~~ *AREA 37* Stafford Triangle by Metro ~~regardless of the actual acreage proposed:~~
~~INCLUDING AREA 37~~

- The proposed expansion conflicts with regional and city goals of concentrating development in town and neighborhood centers.
- Current infrastructure is inadequate to service such growth and suffers from a lack of funding just to correct current deficiencies much less fund the massive investment in new infrastructure that such growth would require.
- Such growth would precipitate a dramatic increase in local traffic congestion and school overcrowding. In addition police, fire and library services would be stretched to the point of breaking and additional pressures would be placed upon an already undersized and overused park system
- The proposed expansion would have an adverse environmental impact on the area through increased air and water pollution, the elimination of open space and the destruction of wildlife habitat
- The projections used by metro in justifying expansion of the UGB are highly suspect. If we look at "real" growth rates in the recent past, a much lower population growth projection is warranted. The use of a more realistic growth rate would eliminate the need to expand the UGB.

Metro's own criteria call for the maintenance of rural separation and the protection of individual community identities. The proposed ~~Stafford Triangle~~ *AREA 37* expansion ~~blatantly~~ ignores these criteria.

Finally, we have to ask ourselves "how much more growth do we want"? How much more growth can we accept and still maintain our community identity and our quality of life?

Many, if not all of us have seen and experienced first hand the impacts of growth over the past decade. From my perspective those impacts are by no means positive. Unless of course one considers overcrowded classrooms in our schools, more congested highways and city streets, increased noise, light, water and air pollution to be good things. Nor would I be able to argue convincingly that the increased property taxes I pay to subsidize new growth and the decreasing levels of government services have improved my lot in life.

Some would argue that growth is inevitable and that we have no option but to accommodate it, along with its accompanying deterioration of our quality of life. I would dispute that argument. Growth in sheer size is neither inevitable (indeed, the only thing about growth that is inevitable is the fact that it will come to an end sooner or later) nor even economically desirable.

By saying no to an expansion of the urban growth boundary in ^{AREA 37} ~~the Stafford Triangle~~, metro will send a clear message to the people of the Portland area that it has listened to them and to their concerns. That it understands improving the quality of life for those already residing here is of paramount importance. That quality is better than quantity. That better, not bigger will ultimately serve our region and all of its inhabitants best.

Let's focus on making the Portland area better, not bigger. I urge the council to not expand the UGB in ~~the Stafford Triangle.~~
^{INTO AREA 37}

Thank you for your kind consideration of my words.

1121 02C-1A

To: The Honorable Metro Council
From: Dawn Adams
West Linn, OR 97068 503-557-3514

My name is Dawn Adams. I live at 2310 Century Lane, West Linn. Thank you for the opportunity to address the Council today. I am very distressed that you did not spend more time listening to the opinions and concerns of the people in and adjoining the Stafford Triangle. I have the frightening feeling that big brother and big landowners and developers are controlling my future and the future of this area.

My crystal ball shows higher and higher taxes to pay for development of Area 37, or any other part of the Stafford Basin. It shows more traffic and crowded roads, more crime and police, more crowded schools, and less money available to improve our schools and other facets of life. Will our already horrific traffic problems and air pollution be improved by the influx of more cars, commuters and drivers? I think not.

Urban development in this area is undesirable because of soil impermeability. The existing runoff problems will be further aggravated by the increase in impermeable surfaces caused by the construction of roads, driveways, sidewalks, parking lots, houses and commercial buildings. Sewage will have to be sanitized before being pumped down to its final destination in the Willamette River. Water will have to be pumped up from the Clackamas River and stored (where?) for use on the hills.

As more people become aware of the public subsidies to growth, you can be sure that the taxpayers will understand that they themselves will be the ones picking up the massive tab for all this development. They are beginning to understand that growth beyond a certain point decreases rather than increases quality of life. They are now seeing that growth which does not pay its way is becoming an intolerable financial burden to the average taxpayer, who cannot keep up with the ever increasing taxes, rate increases and bond service to pay for unending growth – growth that impoverishes the majority of citizens while enriching a few large landowners and developers.

When you make your final decision, please consider the common people whose quality of life will be degraded by expansion into the Stafford area.

Thank you for listening to my concerns.

Dean Apostol

10/10/15

Key points

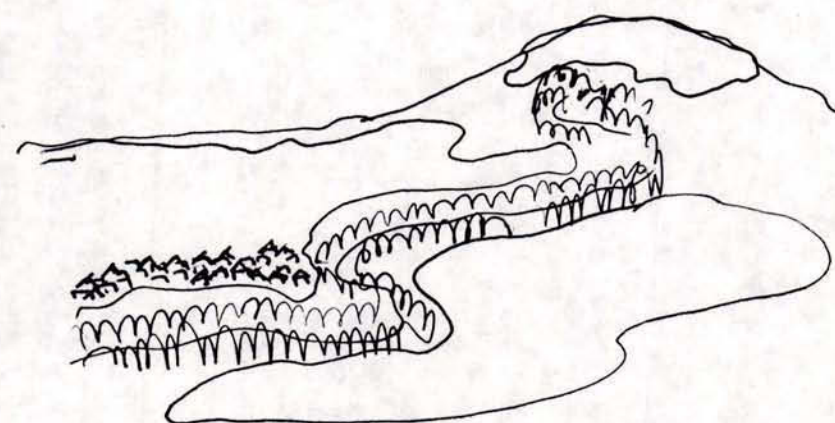
- Introduce self - live in the flat orange blob on lower right of map. otherwise known as the Sunshine Valley.
- Thank them for effort & for listening
- Represent myself tonight
- Reiterate
- Concerned about the numbers. Can we design a small town @ Damascus: keep a functional greenbelt to the north?
 - mention that elect majority oppose UC-B expansion in Damascus area.
- Our numbers show that we could have 45,000 total people
 - 30,000 in Damascus + 15,000 in Burg. ~~that could add~~
 - 10,000 in Caver + Happy valley. for total of $\pm 55,000$
- Your numbers show $\pm 79,000$ total people, and no development @ Burg. I'm not clear how we can make this work.
 - if we are going to conserve the ex. community character (Title 12)
- Who would prefer the maximum amount of flexibility you can give us. A large planning area with variable ^{lower} range on the pop. numbers. w/compact dev. pattern.
- Would like to see ^{more} explicit language in your decision that recognizes what our community wants, and your intent to facilitate our concept plan by there being in our view, "complete communities" have farms, included + greenbelt
- Use you to avoid micro-managing the lines on the map. Let us take a closer, more detailed look and design the edges.
- Not an expert on growth projections or vacancy rates. But am an expert on net. resources and ~~can~~ farm planning. I don't know how much or how fast we will grow. But I know how we can design urban development in Damascus area. Small towns nested in permanent functional greenbelt.

5000
2.5
1000
3000
5000

functional greenbelt supports wildlife habitat connecting from 4,000 km down to Cascades
10,000 meters has space nearly \$14 million to buy 439 acres that premised on functional habitat

65,000 new people
+ 14,000 ex. people
= 79,000 total people in area
30,000 Damascus
± 10,000 Happy valley
+ 4,000 Caver
+ 3,000 ex. greenbelt
47,000 total

65,000 people on 11,000 acres
+ 14,000 ex. people
= 79,000 people on 11,000 acres
less 30% for net. resources = -3,300 acres
79,000 on 7,700 acres
@ 23/acre = 4,000 acres
= 3,700 acre greenbelt



→ Add: Forest Park inclusion is not a good idea for all the reasons mentioned



Public
Facilities
Plan

July 1999 - Version 1.1



Environmental Services
City of Portland

**City of Portland
Environmental Services
Public Facilities Plan
July 1999 - Version 1.1**

This CD contains the entire Public Facilities Plan document and Summary Report in Adobe Acrobat Format (PDF). The plan was developed to address the major sewage infrastructure needs for the City of Portland through the year 2015.

System Requirements:

- Windows 9x/NT 4.0
- CD-ROM drive
- Adobe Acrobat Reader v 4.05s (See directory \Adobe_Reader on this CD for installation software needed to fully utilize indexing features embedded within this document)

Instructions:

The Public Facilities Plan is divided into twelve PDF files as follows:

1. Summary_Report.pdf – Executive Summary of the Public Facilities Plan
2. Opening.pdf – Cover, Preface, Acknowledgements, Table of Contents, Abbreviations, Overview
3. Chapt1.pdf – Introduction
4. Chapt2.pdf – Planning Area Characteristics
5. Chapt3.pdf – Basis of Planning
6. Chapt4.pdf – Southwest Willamette/Tualatin River Watershed
7. Chapt5.pdf – Northwest Willamette Watershed
8. Chapt6.pdf – Columbia Slough/Columbia River Watershed
9. Chapt7.pdf – East Willamette Watershed
10. Chapt8.pdf – Johnson Creek Watershed
11. Chapt9.pdf – Wastewater Treatment Facilities
12. Chapt10.pdf – Recommended Plan, References

Use the "PFP Table of Contents" bookmark to navigate.
For more information contact Lester E. Lee at (503) 823-1111

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Al Burns
CD

1121020-19



The office of
Vera Katz
Mayor Portland Oregon The City That Works

November 21, 2002

The Honorable Carl Hosticka
Presiding Officer
Metro Regional Center
600 NE Grand Avenue
Portland, Oregon 97232-2736

RE: 20-Year Growth Management Decision

Dear Presiding Officer Hosticka and members of the Council:

We are two weeks away from a momentous event. This council will decide what sort of place our metropolitan region will become during the next 20 years. I am honored by this opportunity to submit testimony.

I have always been a strong advocate for the Regional 2040 Growth Concept. This aspirational pattern of centers and main streets is our preferred roadmap to the future. Growing the centers is the key to making the future, and we all say we want this to happen. It is disconcerting in the extreme that the decision you are on the verge of adopting, is all about the edge.

We all talk a good line. We have our 2040 patter down, but when it becomes time to act, we allocate most of the new growth to rural edge. State land use law and Metro's own policies require that plausible opportunities to use existing land more efficiently be exhausted before we expand at the edge. We are not doing that. Please allow me to catalog the decision before you.

Title 1 would be amended to actually lower some of the jobs and housing capacities established for individual jurisdictions in 1997. The urban growth boundary would be expanded to compensate for authorized backsliding, while some of the local governments that did the least to meet their target would be "rewarded" with a boundary expansion. The revised targets may have been set so low that some regional center or town center designations are no longer warranted. The new Title 1 would completely eliminate all mixed-use area targets. Taking the 1997 urban growth boundary as a whole, and comparing it to the proposed 2003 boundary on a "jobs and housing" per acre basis, the 1997 boundary is much more efficient. The new Title 1 is a huge step backwards.

The new Title 6 is the purported replacement for the vanishing centers targets in Title 1. But it has no content, only a requirement to strategize about centers between now and the year 2007. While I agree that non-regulatory strategies are the key to building the centers, the region cannot continue to ignore the fact that many existing local regulations do not even allow the types of development needed to build a center. Maximum heights are set to low, mixed-use buildings are not allowed, or contiguous areas of exclusive commercial and residential zoning are too large to constitute a functioning mixed-use pattern. These kinds of local regulations need to be eliminated, and eliminated this year! If this were done, more than a third of the growth we expect during the next 20 years could be accommodated within the existing UGB.

	1221 SW 4th Avenue, Suite 340 Portland, Oregon 97204-1995
	Phone: 503-823-4120 Fax: 503-823-3588 TDD: 503-823-6868 www.ci.portland.or.us/mayor/

Title 4 is the bright spot in the pending decision. I recognize that the urban growth boundary needs to be expanded for certain categories of industrial uses, because the region has nearly exhausted its supply of specific types of industrial land. The proposed regulations that would preserve industrial land for industrial uses are a huge step forward.

During the next week the Portland Planning Bureau will be introducing materials into you hearings record. I respectfully request that you consider these proposals, and make much needed improvements to Titles 1 and 6.

With warm regards,


Vera Katz
Mayor

Community Planning Worksheet for UGB Expansion

Community Planning Committee 11/19 and 11/20				Areas- Discussed or Not/No action taken			Proposed Councilor Amendments				Comments
Study Areas	Total Acres	Dwelling Units (du)	Employ. Acres	Total Acres	Dwelling Units (du)	Employ. Acres	Total Acres	DU's	Employ. Acres	Councilor	
Damascus Areas											
Area 6p Gresham	377	0	235								Requested by the City of Gresham for employment purposes
Area 10p Damascus	4,623	10,092	467								Needed for development of complete community- Damascus
Area 11 Damascus	777	394	394								Needed to serve the surrounding exception land
Area 12 Gresham	2,038	4,743	175								Needed for development of complete community- Damascus
Area 13 Gresham	1,576	3,065	185								Needed for development of complete community- Damascus
Area 14 Happy Valley	1,275	2,898	247								Needed for development of complete community- Damascus
Area 15 Happy Valley	930	2,607	0								Needed for development of complete community- Damascus
Area 16 Sunnyside	79	118	0								Needed for development of complete community- Damascus
Area 17 Sunnyside	597	432	168								Needed for development of complete community- Damascus
Area 18 Sunnyside	277	0	144								Needed for development of complete community- Damascus
Area 19p Carver	830	1,488	54								Portion of the site is needed to resolve a DEQ groundwater pollution issue
	13,379	25,837	2,069								
Stafford, Wilsonville Areas											
Area 37 West Linn	373	1,166	0								Supports existing West Linn town center
	373	1,166	0								
Bethany/Forest Park Areas											
Area 84 Bethany	210	1,155	0								
Area 85 Bethany	246	1,237	0				246	1,237	0	RM	Examine portion of these areas that can be logically be served with sewer
Area 86 Bethany	136	453	0				136	453	0	RM	Examine portion of these areas that can be logically be served with sewer
Beaverton School District Site/Area 85	10	0	0								
Area 87p Bethany	134	701	0								
Area 89 Portland, 1 parcel	2	7	0								
Area 93p Bethany	159	524	0				159	524	0	RB	Bring in portion of area that could be served fairly easily
Area 94 Portland	517	646	0				517	646	0	RM	Resolves Portland City limit and UGB conflict (most of study area)
	1,414	4,723	0								
Tualatin/Wilsonville											
Area 45 Wilsonville	183	660	0								
Area 47p+small portion 49, Tonquin Industrial Group	62	0	24				50	0	24	CH	Request of Tonquin Group property owners, concept plan to resolve HWY 99 connector alignment
Area 49p Tualatin/Wilsonville	216	0	176				15	0	6	SM	
Area 61p Tualatin	15	0	5				15	0	5	CH	Remove north of HWY 99 due to location in wildlife refuge
	476	660	205								
Sherwood											
Area 54/55p Sherwood	231	914	0								Brookman Road area, majority in 55, concept plan to resolve 99 connector alignment
Area 59p Sherwood	85	313	0								Location of a school site
Sherwood Road Area	18	0	0								Included to resolve road alignment issue, no net change in du's or employmet acres
	334	1,227	0								
Cornelius/Forest Grove Areas											
Area 75 Cornelius	71	0	30				71	0	30	SM	Included at city's request for employment
Area 76 Cornelius	122	0	50				122	0	50	SM	Included at city's request for employment
Area 77 Cornelius- defer to Task 3				16	0	9	16	0	9	SM	
Forest Grove Swap area	0	0	0				*	*	*	SM	Remove 62.1 acres, add 59.9 acres, City of Forest Grove request
	193	0	80								
Oregon City Areas											
Area 24/25/26p Oregon City	512	577	108				661	653	133	CH	Included at the city's request:employment and housing
Area 32p Oregon City	191	413	20				191	413	20	CH	Included at the city's request primarily for comercial
	703	990	128								
North Hillsboro Areas											
Shute Road Site, No Area # - discussed				203	0	189					Requested by City of Hillsboro
Area 82 North Hillsboro -discussed				153	514	0					
	0	0	0								
Westside Areas											
Area 63 Tigard +FP in 62	258	688	0								
Area 64 Tigard	262	1,047	0								
Area 65 Beaverton- discussed				439	1,416	0					
Area 65p Beaverton- discussed				275	1,112	0	275	1,112	0	SM	Reduce size of area
Area 65p Beaverton- discussed				116	588	0	116	588	0	CH	Reduce size of area
Area 66 Beaverton- discussed				114	333	0					Included at City's request for water storage
Area 67 Beaverton	507	1,019	0								
Area 69p Beaverton	384	884	0				384	884	0	RM	
Area 71 South Hillsboro	88	416	0				2,974	6,510	277		
	1,499	4,054	0	1,499	4,054	0	5,948	13,020	555		
TOTALS	18,371	38,657	2,482	2,815	3,963	198					
UGR Residential/Employment		37,400	4,284								
Shortfall or surplus		1,257	-1,802								Based on 11/20 action:68% capture, 4% vacancy, 29% refill, 900ac/schools, 1,100ac/parks, Title 4-employ.

Note: job acreage is net buildable acres
 staffneill\Periodic Review- general\possibleugbamend.xls

area 37
to flood
basin

Preceding Officer Horvick &
Council members

My name is Robert Boveck
we Campbell house etc.

followed

- 60 A parcel from Wm City Hall
- we essentially located on 7 acres by
the city limits of Wm.
- when we go down we felt we should
work in city to determine decrease
of land
- we met a previous city council
& they expressed interest in being
involved in this parcel of land
- hired engineering firm
preliminary impact studies
of traffic, water, air quality
- several proposed drawings were
presented to council
- Public hearing one evening
many pos. comments

Letter from Wm. planning dept.
want to cut or steady land
for future use of city of Wm.

I have lived in wupc area for over 43 yrs
and have seen significant growth - I
have not seen a deterioration of livability



- I have farmed for 43 years - To my knowledge
there is no longer a self-sustaining farm
in area 37

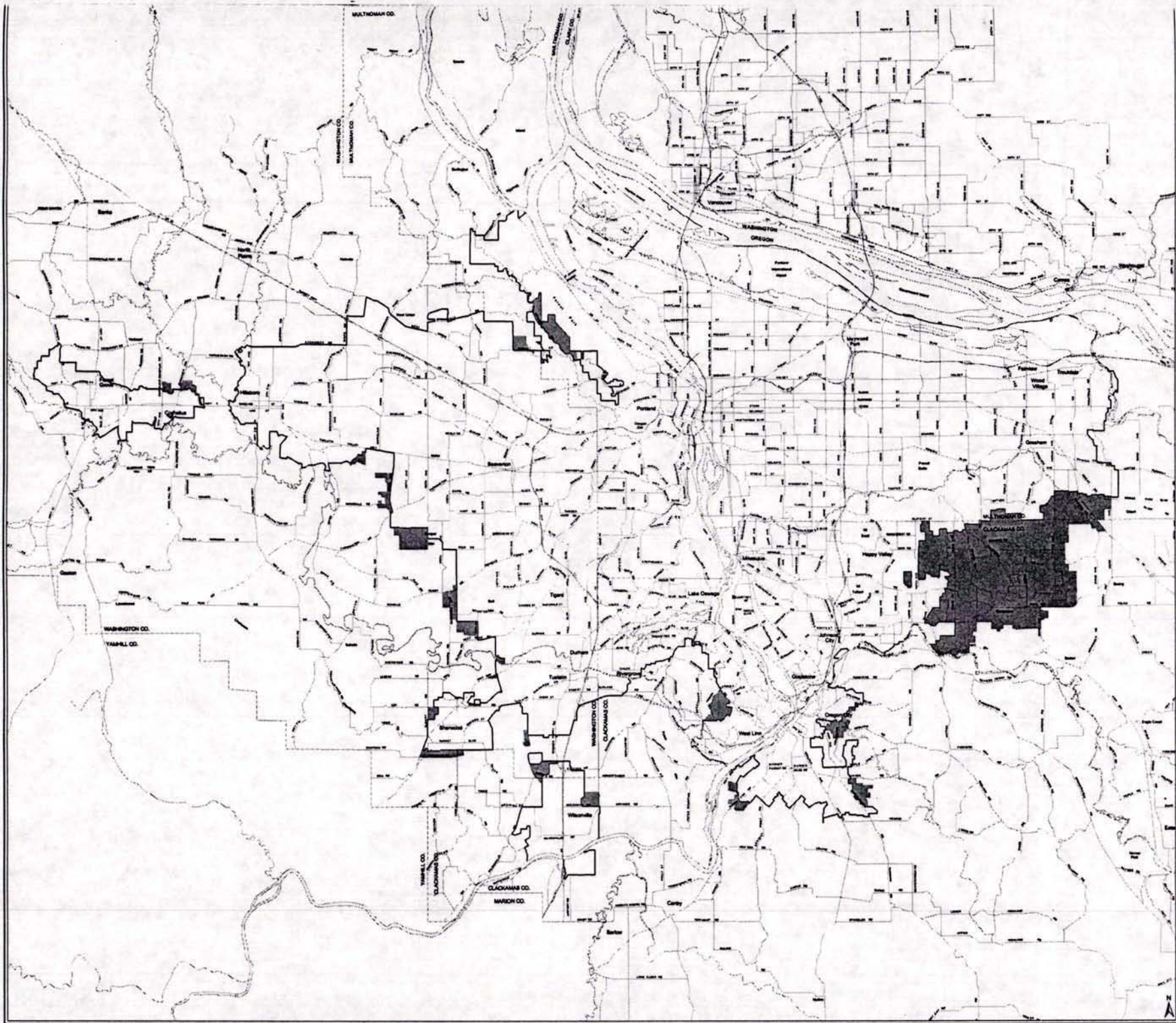
UGB Expansion Areas

Ordinance 02-969

DRAFT

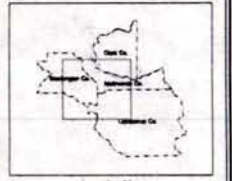
November 21, 2002

 Current UGB
 UGB Expansion



SOURCE:
 2002 Data
 Clackamas County Planning Department, 2002. This map is based on the 2002 UGB Expansion Ordinance 02-969. The map is a draft and is subject to change. The map is not intended to be used for any other purpose. The map is not a warranty, representation, or endorsement of any products or services. The map is not a guarantee of accuracy. The map is not a contract. The map is not a license. The map is not a franchise. The map is not a partnership. The map is not a joint venture. The map is not a consortium. The map is not a collaboration. The map is not a joint project. The map is not a joint effort. The map is not a joint undertaking. The map is not a joint venture. The map is not a joint project. The map is not a joint effort. The map is not a joint undertaking.

1 inch equals 1.5 miles
 0 0.5 1.0



Location Map

METRIX
 10000 NE 28th Street, Suite 200, Portland, OR 97219
 503.253.1111 Fax 503.253.1112
 www.metrix.com

Presiding officer & Members of the Council ^{11/21/02-17} ^{to discuss Area 65} ^{My name is} Brian Bellairs.
I am here on behalf of my wife's extended family. They would all like to be here but with 9 kids & 15 grandchildren we were concerned there would not be enough room. Area 65 ~~consists of~~ is immediately adjacent to the UGB & consists of exception lands that have little or no agricultural value. Most of the parcels consist of 1-5 acre tracts which are already urbanized. The land is within easy commuting distance to the hi-tech corridor of Nike. Because of this, the land is in high demand ~~among developers who have contacted us to purchase the property when it is included in the UGB~~

It is my understanding that this land has been assessed by Metro's own staff. Metro's own objective staff members have rigorously assessed this land on the basis of the objective criteria that were established for inclusion into the UGB. Metro's staff members ~~evaluated~~ gave area 65 high scores on these objective criteria & recommended the land for inclusion.

In addition, Mike Burton came to the same conclusion & this land was included in the executive officer's recommended ~~Expansion~~ expansion area.

So why after a recommendation by Metro's own staff & the executive officer ~~th~~ has the Council decided not to include it in the expansion.

I understand the answer is not based on the merits of the land. The answer is a political one. Some of our neighbors have land that would not benefit by inclusion. Many of them have already developed their land. Now they do not want us to develop ours.

I distinctly remember the UGB expansion process 5 years ago. Millions of dollars were spent evaluating the merits of the land. This land (now area 65) was slated for inclusion. It was thrown out at the last minute for political reasons.

I am here today on behalf of my family to discuss area 65 which borders Beaverton's Murrayhill/Cooper Mountain area. This land consists largely of exception lands that are of little or no agricultural value. Most of the parcels in this area consist of 1-5 acre tracts which already are partially urbanized. This land is within easy commuting distance to the hi-tech corridor and Nike. Because of this, the subject land is also in high demand among developers who have contacted us to purchase the property in the event that it is included in the UGB.

It is my understanding that this land has also been assessed by Metro's own staff. Metro's own objective staff members have rigorously assessed this land on the basis of objective development criteria that were established. Metro's own staff members found that this land ~~met~~ ^{Exceeded} the established objective criteria and was recommended for inclusion in the UGB.

In addition, Mike Burton came to the same ^{Conclusion} inclusion and this land was included in the Executive Officer's Recommended Expansion Areas.

So why after a recommendation by Metro's own staff and the Executive Officer that this land be included has Metro now decided not to include it in the expansion of the Urban Growth Boundary.

I understand that the answer is not an objective one based on the merits of the land. The answer is a political one. Some of our neighbors have land that would not benefit by inclusion of the land. ~~Therefore, they do not want the land included.~~ ^{of the some have developed their parcels} Ironically, the leaders of the group opposed to the inclusion of the property went to great extent to develop a 10 acre parcel a few years ago. They applied for a rural planned development so they could develop this land. Washington County balked about granting the approval and acquiesced only when this neighbor artificially increased the visibility of the street by artificially raising a surveyors sight monument. ~~As a result, they developed their land.~~ Now they don't want us to develop ours.

I distinctly remember the UGB expansion process that occurred 5 years ago. There were millions of dollars spent in evaluating the merits of the land. This land was ^{area} recommended for inclusion. According to John Kvistadt this area was removed because a Washington County official had the ear of a Metro Councilor. ~~As John stated, you got hosed this land should have been included, but it was not of political significant to fight the battle to do what was right.~~ ^{At the very last minute this area was thrown out due to political reasons}

I am here today because the public was promised that this time around the process would be different. It would not be political. Land would be included on the basis of its own merits. Your staff has painstakingly evaluated land. You have hired experts. Please listen to them. ~~BP~~

~~The charter of Metro is to provide land planning that is~~

As such

112102C-18

Dear Metro Council,

11/21/02

I am unable to appear today at your hearing due to conflicts with other public meetings and hearings, so I'm sending in testimony via Greg Malinowski, a fellow CPO-7 Executive Committee member.

About 3 months ago, our CPO-7 met in public session with Susan McLain, our Metro Councillor, to develop a compromise expansion that we could all support. We carefully agreed to 200 acres - bringing in those who wanted to urbanize their property, while omitting the many farmers in CPO-7 who wanted to remain farmers - and help maintain Washington County as Oregon's 5th largest agriculture economy.

Consequently, we are very surprised and disappointed to learn that Susan, now that elections are over, is sponsoring 800 acres in our area for expansion - contrary to her earlier pre-Nov-elections' position, and contrary to anything that our CPO-7 supports for its area of Washington County.

There are many reasons to stay with the 200 acres and not expand to 800 acres. Most important among these reasons are the terrible shortage of money to support urban services and planning. As should be obvious to all elected officials in Oregon, Oregon is broke - over 200 million in state funds and decades away from funding adequate public services at the county and city level.

In addition, the northern area of Washington County is hilly terrain, separated by mountains from Portland, and upland of urban improvements and facilities to the south - about the worst possible location to expand to from a construction standpoint.

The soils, geology, and soil stability/earthquake susceptibility of the area is also poor to bad for construction.

The area is also farthest from existing cities and urban services.

For these and many other reasons, we respectfully urge the Council to maintain the 200 acres expansion in CPO-7 that was what we understood was being proposed and what we agreed to when we were asked our opinion as the regional public representatives in this unincorporated area of Washington County.

Thank you.



John Breiling, CPO-7 Chair

~~Area 37~~

Area 37 is not EFU Land
" " is adjacent to west Lynn city
" " immediate home owners Hall.
are in favor of U.B.G. inclusion

W. L. CAMPBELL

The best urban houses
are ~~not~~ ^{located} ~~in~~ ^{along} ~~the~~ ^{the} ~~river~~ ^{W. River}.
W. L. C. wish to thank
for opportunity to speak in favor of area 37 into U.B.G.
of ~ 45 yrs
as a long time property owner in Clack County since 1959
We appreciate PDX Metro's efforts to complete a well
planned expansion of non-~~Exclusive~~ ^{EFU} Farm Use Land
Such as area 37 - ~~373 acres~~ ^{1166 homes}
Without this effort, we'll have more 5-20 acre
"gentleman-farms" gobbling up the surrounding land
which certainly is not good ~~carbon~~ ^{carbon} land use.
We wish to support your efforts to expand
the Urban Growth Boundaries ^{in a well} ~~in a~~ ^{well} thought out problem solving direction to
accommodate ^{the} ~~the~~ ^{needed} ~~needed~~ ^{2 million} ~~2 million~~ ^{new residents in next}
20 yrs - This will happen + it needs planning
now - Not simply the "No Growth" stance
you've heard plenty of this P.M. Thank you

Mayor
L. Bobb says Area 15 66 69 are better
says west Lynn ^{has} ~~has~~ ^{had} ~~had~~ ^{greater} ~~greater~~ ^{growth} ~~growth~~ ^{fast} ~~fast~~ ^{factor} ~~factor~~
+ greater than was projected
I find this contrary to their "No Growth"
the U.B.G. to include area 37 which is immediately ^{adjacent} ~~adjacent~~ ^{to city limits} ~~to city limits~~
~~area~~ should maybe look at the ^{very} ~~very~~ ^{narrow} ~~narrow~~ ^{margin} ~~margin~~ he + his causal were elected by
which means there is ~ 50% of the population
does not agree + them + didn't solicit
by mail + Bess a cheering group at
tax payers expense.

~~Atkins, John~~

Mayor, Council - IF YH

[Handwritten signature]
11/20/02-21

From: Dave Carr [davidlcarr@earthlink.net]
Sent: Friday, November 15, 2002 9:49 AM
To: jatkins@ci.west-linn.or.us
Subject: FW: Please Keep West Linn livable and postpone the inclusion of the Stafford Triangle into the UGB

Dear Mr. Atkins,

I wanted to share with you a copy of the email I sent to all of the Metro Councils and Clackamas County Commissioners whose email addresses were provided in this week's Tiding's editorial page. I hope this helps in the efforts of the West Linn council to constrain growth. Please feel free to use this as you see fit in pursuit of this objective.

Thanks,

Dave

David L. Carr, President
Visionary Software Consulting, Inc.
Cell/Vmail: 503-421-5409
Email: DavidLCarr@earthlink.net

-----Original Message-----

From: Dave Carr [mailto:davidlcarr@earthlink.net]
Sent: Friday, November 15, 2002 9:34 AM
To: 'bcc@co.clackamas.or.us'
Subject: Please Keep West Linn livable and postpone the inclusion of the Stafford Triangle into the UGB

Dear Commissioner Kennemer,

My wife and I moved to Oregon a decade ago from Boston. We know urban sprawl. We moved away.

We are appalled by recent reports of Metro's plan to include the Stafford Triangle in the UGB. We live in West Linn, about a mile from Wanker's Corner. If you were our neighbor, you'd also experience hour-long commutes every Friday summer night along a few miles of I205, daily 10-20 minute rush hour backups 3 out of 4 directions at Wanker's Corner, and realize that the gridlock we now experience will approach Bostonian levels if the Stafford Triangle were developed with the current infrastructure in place.

I am a realist. I understand that West Linn will change. But the mere existence of ghost towns in our nation's history should be enough to convince anyone that rampant growth is not inevitable, while exhibiting the equally deleterious effects of negative growth. Growth can be managed, but not if it is managed by the few developers and speculative land owners who will most benefit from expansion, and then move safely away from its negative effects.

A more responsible and rational approach to growth is to provide the infrastructure, and then grow into it. In our area, widening I205 to 4 lanes (and please, don't waste our months of suffering from highway construction for just a one lane improvement) in each direction, in the vicinity of I5, to PREPARE for growth, and relieve current suffering, would bring far fewer objections from area residents when expansion is proposed. Until the

11/15/2002

infrastructure can support it, legislating for massive population growth is utterly irresponsible.

The obviously developer-friendly political strategy of waiting until the 2002 elections were over to make public Metro's plans is despicable, and your support of these shady tactics will not likely help to re-elect you to the position of power you now hold. Your political, and my and my neighbor's residential, best hope for a sustainable future is for you to assist Metro in approving a plan that will postpone the inclusion of the Stafford Triangle into the UGB.


Sincerely yours,

David L. Carr
Julie B. Carr

David L. Carr, President
Visionary Software Consulting, Inc.
Cell/Vmail: 503-421-5409
Email: DavidLCarr@earthlink.net

112102C-22

WILSONVILLE PLANNING DIVISION
Memorandum**30000 SW Town Center Loop E**
Wilsonville, Oregon 97070
(503) 682-1011
(503) 682-1015 Fax
(503) 682-0843 TDD**November 20, 2002**

TO: Tim O'Brien
FROM:  Maggie Collins
CC: Brenda Bernards
Eldon Johansen

SUBJECT: Proposed UGB Expansion Area #45

The attached map shows a total of 1.66 acres in four tax lots on the east side of Stafford Road that are proposed for inclusion with the approximately 172.46 acres on the west side of Stafford Road.

After review, Planning Staff can find no compelling planning rationale for including these tax lots. No potential urbanizable land exists that could possibly contribute to the region's future housing stock, since subject tax lots are already developed; provision of public services could prove disproportionately high for the possibility of two to three additional accessory units; and the general rule of using roads as convenient and efficient land use boundaries is violated.

Therefore, it is requested that Tax Lots 3 1E 7 700, 3 1E 7 800, 3 1E 7 900, and 3 1E 7 1000 not be included in Expansion Area #45.

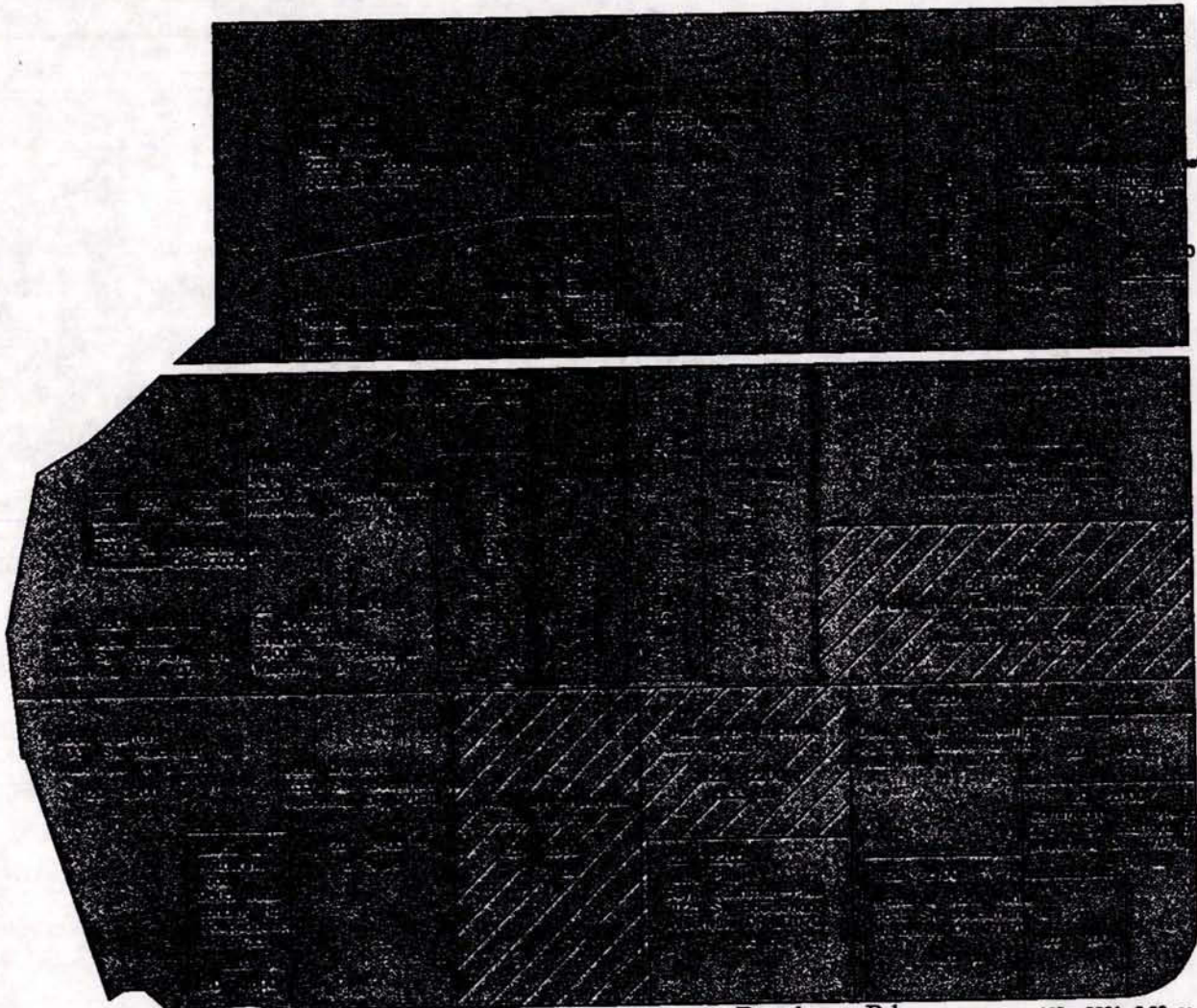
If there are questions, please contact me at 503-570-1571.

Thank you.

Attachment

Annex/Wd/Planning/Maggie/Area#45memo11-20-02





3 1 E 7 700
 .43 ac.
 Betty Fuller
 506 W 17th
 McMinnville OR 97128

3 1 E 7 800
 .60 ac.
 Frog Pond Grange
 Hilda Boeckman
 6978 SW Hollybrook Ct
 Wilsonville OR 97070

3 1 E 7 900
 .21 ac.
 Frog Pond Grange
 Hilda Boeckman
 6978 SW Hollybrook Ct
 Wilsonville OR 97070

3 1 E 7 1000 .42 ac
 Ira & Clara Kirkpatrick
 27520 SW Stafford Rd
 Wilsonville OR 97070

12D 1902 .94 ac
 Juan & Maria Barroza
 27667 SW Stafford Rd
 Wilsonville OR 97070

12D 1903 1.88 ac
 Umatta Young
 27767 SW Stafford Rd
 Wilsonville OR 97070

12D 2001 2.00 ac
 Donald E Killinger
 6851 SW Boeckman Rd
 Wilsonville OR 97070

Stafford Rd

Boeckman Rd



Community Development Planning Area #1, 172.46 ac.



West Linn/Wilsonville School District Property

Additional Parcels included in METRO Planning Area #45, 1.66 ac.

City of Wilsonville
 Community Development Departmen
 August 27, 2002

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112102C-23

John Atkins
The Metro Council
December 19, 2002

Not being available to attend the hearing November 21, here are my written opinions of the proposed Rosemont/Stafford development.

To visualize the exploding population and traffic is mind boggling. West Linn is a beautiful country city and to continue building, widening streets, shortage of water, electricity, school space, polluting the environment - and all the noise from traffic and humans is a nightmare.

I could continue with my adverse opinions but I hope there are many of you who think the same.

I must add my final complaint - a very important and disheartening one. Where is the wild life to go when this expansion begins. We need our little critters. Don't complain about ~~a~~ one coming to your door. You are most likely living on what was once his home. That little critter was here ~~first~~ first!! You are the invader! His food and water supply is suddenly curtailed.

more →

and finally, will this explosion invite
crime?

Thank you for listening.

Carolina Cooley

6794 Tretness Dr.
Shelbourn, OK 97068

November 20, 2002
Metro Council
METRO Regional Government
600 NE Grand Ave.
Portland, OR 97232

Re: 2002 Urban Growth Boundary Expansion: Stafford Basin

Dear Metro Councilors:

We are most discouraged and perplexed by your recent consideration of inclusion of the Stafford Basin within the Urban Growth Boundary (UGB). We ask that you delay action on the Stafford Basin for five years, when you have the opportunity to more fully review the issue, and Lake Oswego citizens can appropriately participate.

We are loyal supporters of Metro Government and tireless workers and generous financial supporters for bond measures that support metro services and open spaces. We have wholeheartedly embraced the Metro vision of a healthy core community. We are delighted with the huge crane in downtown Lake Oswego, the proposed adaptation of the rail line into Lake Oswego with a high density residential community surrounding its terminus, and a nearby newly acquired park site. It exemplifies the development of a healthy, viable suburban community. Tremendous resources of time, energy, and money have been devoted to the revival of the downtown core. **And the task is not complete.** To ask that Lake Oswego citizens redirect these limited resources to the Stafford Basin means the downtown focus will be lost.

We truly believe that our hard work has paid off and our vision for a healthy core community is finally coming to fruition. But suddenly, we are abandoned by Metro, our good work ignored, and we are asked to chart a new direction which will undermine and destroy our first priority, the downtown core.

We urge in the strongest terms that Stafford **not** be included in the UGB.

Debbie Freepons Craig
David H. Craig M.D.
850 Cedar Street
Lake Oswego, OR
97034

~~Roger Meyer - past legisl.
resident of Stafford~~

Debbie J. Craig
David H. Craig M.D.

38
39
40

1121020-25

Miss Ann Culter
144 S. W. Tualatin Loop
West Linn, OR 97068

November 19, 2002

Metro Council
600 N. E. Grand
Portland, Oregon

Dear Council Members:

As a resident within the Stafford Triangle, I am both angered and disappointed to learn that this area is even being considered for inclusion into the Urban Growth Boundary. One cannot help but notice the high density of housing and commercial establishments outside this area, which have affected the livability of the area. It has forced the wildlife into an increasingly smaller area, has destroyed habitats, and has made wildlife more vulnerable to disease.

For years, other residents and I have said 'no' to urbanization of this area. We have shown that the water table will not support mass development; there is no support system for sewers; the roads will not support mass transportation, the school systems are hard-pressed to serve the students they have, and the farm/forest designation of the area is fragile habitat for a diversity of birds and animals.

When an area is incorporated, it is immediately subjected to the breaking down of zoning, pressure from special interest groups to construct more roads (we've been trying to go with mass transportation, remember?), and pressure from builders to gobble up the land and build big barn-like houses with no regard for wetlands, forestation, wildlife, etc. One doesn't have to look far to see the carnage.

Both Lake Oswego and West Linn are trying to preserve their communities. We, in the Triangle, are trying to preserve ours, helping to clean up the Tualatin River and preserve the fish so that the blue herons, osprey, and variety of diving ducks can flourish. I have hung nesting boxes for the wood ducks, which have had much of their habitat destroyed, and have raised corn in a small garden so that the raccoons can strip it when it becomes ripe. A pileated woodpecker, which likes the maple forests, comes to the feeder during the spring and summer; not many people are so lucky to have such a magnificent bird. And during the summer, I watch the beavers and otters along the banks of the river.

I do not want Metro to destroy my way of life and disregard my preference to be among wildlife. There are other areas, perhaps not as "convenient" to develop, but certainly better suited for expansion. I am respectfully requesting that Metro exclude the Stafford Triangle from inclusion in the Urban Growth Boundary.

Sincerely,


Ann Culter

Nota Cantis

112102C-26



Clean Water Services

Our commitment is clear.

November 4, 2002

Mr. Tim O'Brien
Metro
600 NE Grand Avenue
Portland, OR 97232-2736

Subject: Sanitary Sewer Service
UGB Study Areas 83-87

This letter is in response to your request for further information regarding sanitary sewer service options for Study Areas 83, 84, 85 and 86. In order to provide an indication of the relative efficiency of the range of possible service options for these areas, I have briefly outlined three theoretical service scenarios below. It is important to note that these scenarios are not intended to be specific masterplans for these areas and do not represent a recommendation from Clean Water Services as to which areas Metro should include or exclude from consideration. The accuracy of the cost information and the service details of all of the options are limited by the level of topographic and planning information currently available. Providing efficient and cost-effective sanitary sewer service to these study areas will also be dependent on the specific land use conditions that would be applied to subsequent development. For example, the ability to use extra-territorial line extensions to cross areas outside the UGB and the application of stream corridor buffers will impact the actual amount of land that can be served.

General Service Comments

Clean Water Services preferred service alternative is to use gravity sanitary collection systems following natural topography rather than pump station/pressure line systems. Gravity systems offer increased long-term service reliability and decreased annual maintenance costs over pump stations which rely upon mechanical and electrical systems. The cost of installing and maintaining gravity sewers increases with depth, and the majority of the District's collection system is less than 25 feet deep. Pump stations that serve multiple lots are required to be public; private pump stations that serve multiple lots are not allowed. Because of the potential negative impact of failing septic systems on water quality, the District's Board of Directors has recently emphasized programs to eliminate septic systems within the urban area. From a planning perspective, septic systems are generally not an option for new developments within the urban area because the amount of land required for these types of systems does not allow development to occur at the required density.

General Study Area Comments

Study Areas 84 and 86 have similar service challenges related to sanitary sewer. There is a main ridgeline that runs across both areas in a southeasterly direction from the northwest corner of Study Area 84. The area north of this ridge slopes away from the District's service area. Several stream corridors transect both Study Areas. In the areas that drain toward the District's service area, crossing these drainage ways and minimizing the cost of providing gravity service would require gravity sewer lines to be routed through adjacent Study Areas.

For the purposes of this study, each pump station has been estimated to cost \$300,000. Force mains have been estimated at \$60 per lineal foot and gravity lines have been estimated at \$100 per lineal foot. Other interior collection system improvements are not included in these estimates.

Service Scenario 1: Provide service without modifying the current boundaries of Study Areas 84 and 86.

Under this service scenario, all new public sanitary sewer infrastructure would be kept within the boundaries of Study Areas 84 and 86; i.e. no extra-territorial line extensions would be used. This scenario would require the installation of at least five public pump stations and force mains as shown in Exhibit A. Each pump station would serve an area of 40-75 acres, generating flows of 150,000 to 280,000 gallons per day. Force mains would be 500 to 2500 feet in length.

At least three pump stations would be located in Study Area 84 to serve the north, central, and western portions; one additional station may be needed to serve the north section. Two pump stations are needed to serve Study Area 86.

Estimated cost:	
Pump Stations	\$1,500,000-\$1,800,000
Force Mains	<u>\$ 528,000</u>
	\$2,028,000
Acres served	334

Service Scenario 2: Provide service by gravity through portions of Areas 83, 85 & 87.

Under this service scenario, four of the five pump stations considered in Scenario 1 would be eliminated through the construction of gravity sanitary sewer across portions of Areas 83, 85, and 87 as shown in Exhibit B.

In Study Area 84, the central and west pump stations could be eliminated and the flow routed across taxlots in Area 83. The pump station(s) in the northern area could not be eliminated in this scenario. Eliminating the central pump station entails construction of 1000' of gravity sewer across the corner of taxlot 1N11800-00200 in Area 83 to reach the panhandle of Study Area 84. Eliminating the west pump station entails construction of approximately 3200' of gravity sewer across taxlots 1N21300-1200 and portions of 1N21300-2100 and -2102 in Area 83 to reach existing sanitary sewer.

In Study Area 86, both pump stations could be eliminated. Flow from the northern section would be routed by gravity across taxlot 1N117B0-00100 in Study Area 87 to reach the northeast corner of Study Area 84. This requires the construction of approximately 2000' of gravity sewer. Flow from the central section of Study Area 86 would be routed by gravity across taxlots 1N117C0-00100,-00500, and -00900 and 1N117CD-05800 in Study Area 85 to reach an existing sanitary sewer in NW Sickle. This requires the construction of approximately 1700' of gravity sewer.

Estimated cost:	
Pump Stations	\$ 300,000-600,000
Force Mains	\$ 114,000
Gravity Sewer	<u>\$ 920,000</u>
	\$1,334,000
Acres Served	606

The acreage served in this scenario includes the total acreage of the taxlots noted above. This scenario could also be accomplished using extra-territorial line extensions. However, having the additional acreage available might increase the economic feasibility for development by helping to offset the required infrastructure investment for the gravity sewer. (Ideally, only the areas of the additional lots that drain toward the service area would be added. For example, the area north of the ridgeline on 1N117B0-00100 would not be included.)

Service Scenario 3: Maximize efficiency of providing service to general area.

Under this service scenario, the boundaries of the study areas would be adjusted to exclude the areas north of the main ridgeline and to include portions of areas 83 and 85 that drain toward Clean Water Services' current service area. This service scenario eliminates the need for any pump stations and allows the most efficient use of the existing and proposed infrastructure consistent with the District's service policies.

Approximately 78 acres north of NW Brugger Road in Study Area 84 and approximately 78 acres north of the extension of NW Brugger Road in Study Area 86 would be eliminated.

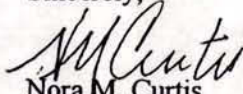
Approximately 143 acres in Study Area 83 and 146 acres south of NW Brugger Road in Study Area 85 would be added to the UGB.

Estimated cost:

Pump Stations	\$ 0
Force Mains	\$ 0
Gravity Sewer	<u>\$ 920,000</u>
	\$ 920,000
Acres Served	469

Thank you for the opportunity to comment on this area. Please feel free to contact me at 503-846-3623 if you have further questions.

Sincerely,



Nora M. Curtis

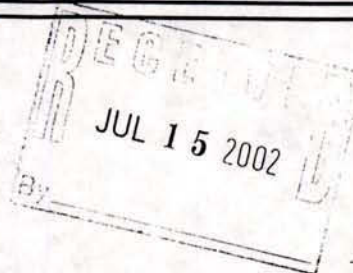
Engineering Division Manager

Enclosures

MALINOWSKI FARM

13450 NW Springville Ln
PORTLAND, OREGON, 97229
USA

Phone 503-359-2609, Days



July 14, 2002

Honorable Mike Burton, Executive Officer,
Metro, 600 NE Grand Ave.
Portland OR, 97232

Dear Mr. Burton,

Malinowski Farm is a Certified Organic Farm that has been at this site since the early 1940's. We are now in our Third Generation. 40 acres of our farm are Zoned EFU and are located in Metro's site 90. We are also surrounded on 3 sides by exception land in your site 91, some of which we also Farm.

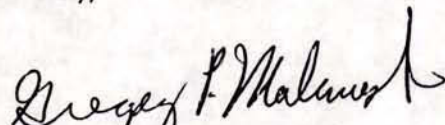
In addition to the hay and beef we have historically raised we also have fruit orchards that we are establishing. We are home to Grinning Goat Farm, a subscription farm that in the year 2001, sold shares of weekly harvested fresh Organic fruit and Produce to over 100 families, yielding in excess of \$60,000 gross revenue, helping to support 3 families. This on 5 acres of class 3 soils, I might add. We wish to continue to serve the urban community near us. We have set aside wetlands and woodlands to protect native animals and plants.

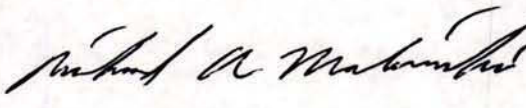
To continue our stewardship of this land and our service to the community we need to remain in a Rural area. We oppose the addition of any or all parts of Sites 90, 91, and site 92, to a urban or future urban area.

We also would like to note that the 'Oat field fault Line, passes through sites 90 and 91 and is very close to site 92. We are in a special Wildlife zone in Mult. County and have had deer ,elk, bobcats and other wildlife on our Farm in the last year. Metro has stated that municipal services are best provided in urban areas by Municipal governments, Sites 90,91, and 92 have no adjoining Cities to provide those services. If these sites were urbanized, they would be isolated from other existing urban areas in Mult. county. The Portland Public Schools would be forced to spend millions on new facilities for hundreds of new school children.

In closing we oppose any movement toward urbanization near our Farm and wish to remain and expand our services to the nearby urban communities. Thank you for your time.

Sincerely,


Gregory P. Malinowski


Richard A. Malinowski

July 20, 2002

To: Executive Officer Mike Burton and the Metro Council

PETITION

I am a resident and property owner in the Springville Road area of Multnomah County, identified as #90 and 91 of your special study area, designated as Tier 1 Exception Land Contiguous to Urban Growth Boundary.

I want you to know that I want my home and area to remain outside the urban growth boundary. Here are a few reasons why:

1. **Home to exceptional wildlife meadow and forest habitat buffering Forest Park Preserve.** Our properties form a wildlife corridor to the Coast Range and Forest Park. There are over-wintering elk, deer, Canadian geese, ducks, over 40 species of birds, and over 70 kinds of native trees, shrubs, and wildflowers found here.
2. **To support existing second-generation farms and organic farm subscription businesses located here.** These small parcels include current farm use for sheep, llamas, horses, cattle, and goats. The current parcel sizes allow for these uses.
3. **To maintain watersheds.**
4. **To protect rural livelihoods and lifestyles.**
5. **To preserve Portland history.** Springville Road was the overland transportation route between valley crops and the river before 1900.
6. **Most importantly, to protect one of the last pristine areas of Multnomah County and the City of Portland.**

The majority of landowners in this area want to remain outside of the expansion of development and outside the Urban Growth Boundary. We have an exceptional area which needs to be protected.

We request your attention and thank you for your support.

Sincerely,

Richard Malinowski

Name

13130 N.W. Springville Rd

Portland OR 97229

Address

July 20, 2002

To: Executive Officer Mike Burton and the Metro Council

PETITION

Walzing

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2. **To support existing second-generation farms and organic farm subscription businesses located here.** These small parcels include current farm use for sheep, llamas, horses, cattle, and goats. The current parcel sizes allow for these uses.
3. **To maintain watersheds.**
4. **To protect rural livelihoods and lifestyles.**
5. **To preserve Portland history.** Springville Road was the overland transportation route between valley crops and the river before 1900.
6. **Most importantly, to protect one of the last pristine areas of Multnomah County and the City of Portland.**

The majority of landowners in this area want to remain outside of the expansion of development and outside the Urban Growth Boundary. We have an exceptional area which needs to be protected.

We request your attention and thank you for your support.

Sincerely,

Greg Malinowski

Name

16450 N.W. Springville Ln

Port OR 97229

Address

July 20, 2002

To: Executive Officer Mike Burton and the Metro Council

PETITION

I am a resident and property owner in the Springville Road area of Multnomah County, identified as #90 and 91 of your special study area, designated as Tier 1 Exception Land Contiguous to Urban Growth Boundary. *W. Burton*

I want you to know that I want my home and area to remain outside the urban growth boundary. Here are a few reasons why:

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The majority of landowners in this area want to remain outside of the expansion of development and outside the Urban Growth Boundary. We have an exceptional area which needs to be protected.

We request your attention and thank you for your support.

Sincerely,

Jan T Malinowski (JPM) signed for my Brother
who gave his permission
but is out of town

Name Jan T Malinowski (JPM)
13432 N.W. Springville Ln
Port OR 97229
Address

JUL 16 2002

JACK & VICKI VENABLES
7120 SW 60TH AVENUE
PORTLAND OR 97219-1182
503-246-7544
E Mail Address vivenables@att.net

July 14, 2002

Mr. Mike Burton, Executive Director of Metro
600 NE Grand Ave.
Portland OR 97232

Dear Mr. Burton,

My husband and I recently attended the Metro meeting held at Wilsonville High School. We found it to be very informative and your educational material to be most helpful. The meeting answered most of our questions and we met with two staff members who expanded on the material provided and they were friendly and knowledgeable.

Our interest in this is very simple. The UGB is on our north fence line at 23065 SW Boones Ferry Road, Tualatin. We would be most interested in having this area, number 47, included in the expansion.

Victoria Woods has been an extremely popular development. We feel that adding more land to this neighborhood, near Tualatin High School would be beneficial for the community.

We are asking you to support this expansion and thanking you in advance for your help.

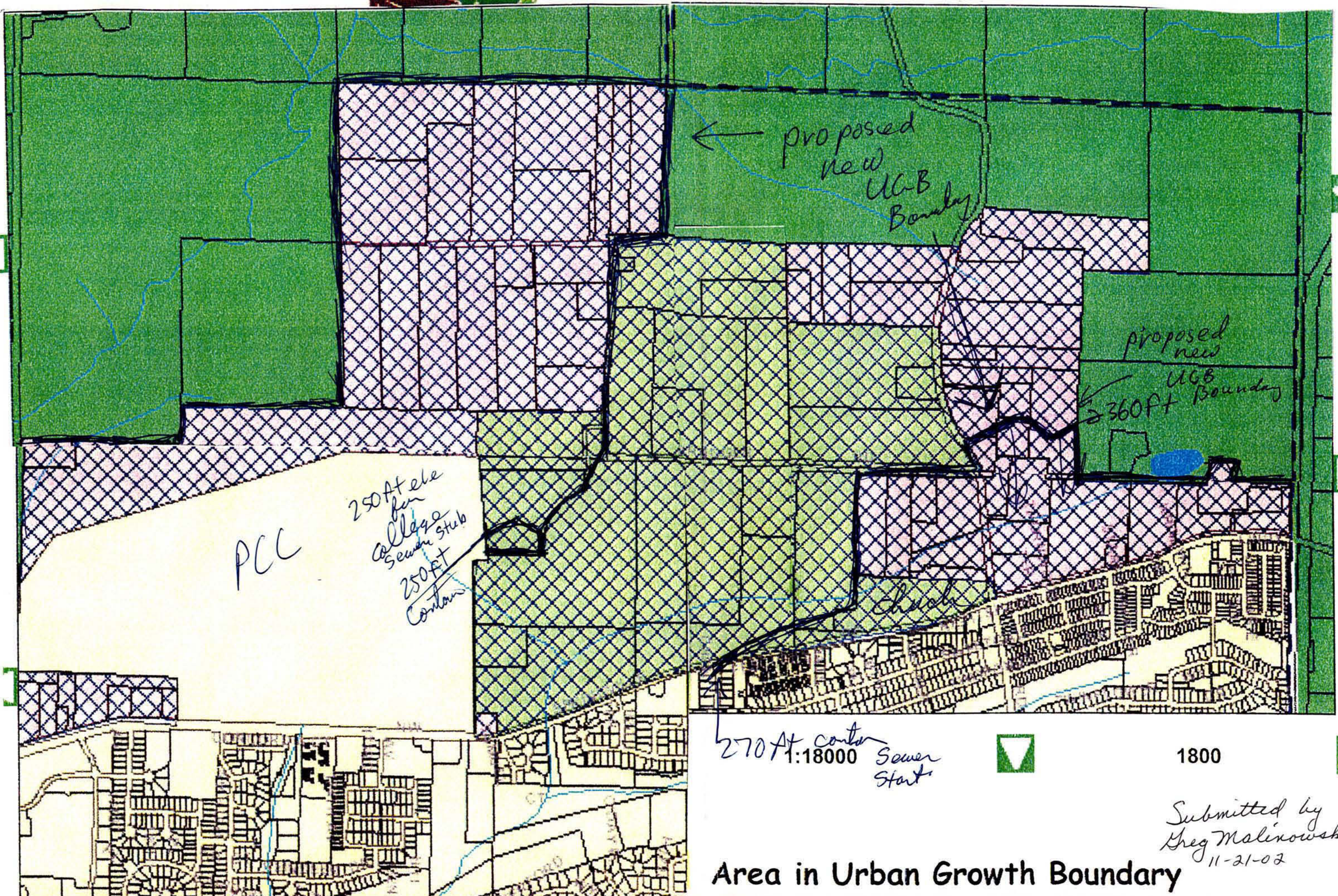
Sincerely,

Vicki Meyers-Venables
Vicki Meyers-Venables

John V. Venables
John V. Venables

/vmv

Cc: Carl Hosticka, Susan McLain, Rod Park, Bill Atherton, Rex Burkholder, Rod Monroe, David Bragdon



PCC

250 Ft ele
for
College
sewer stub
250 Ft
Contour

← proposed
new
UGB
Boundary

← proposed
new
UGB
Boundary
360 Ft

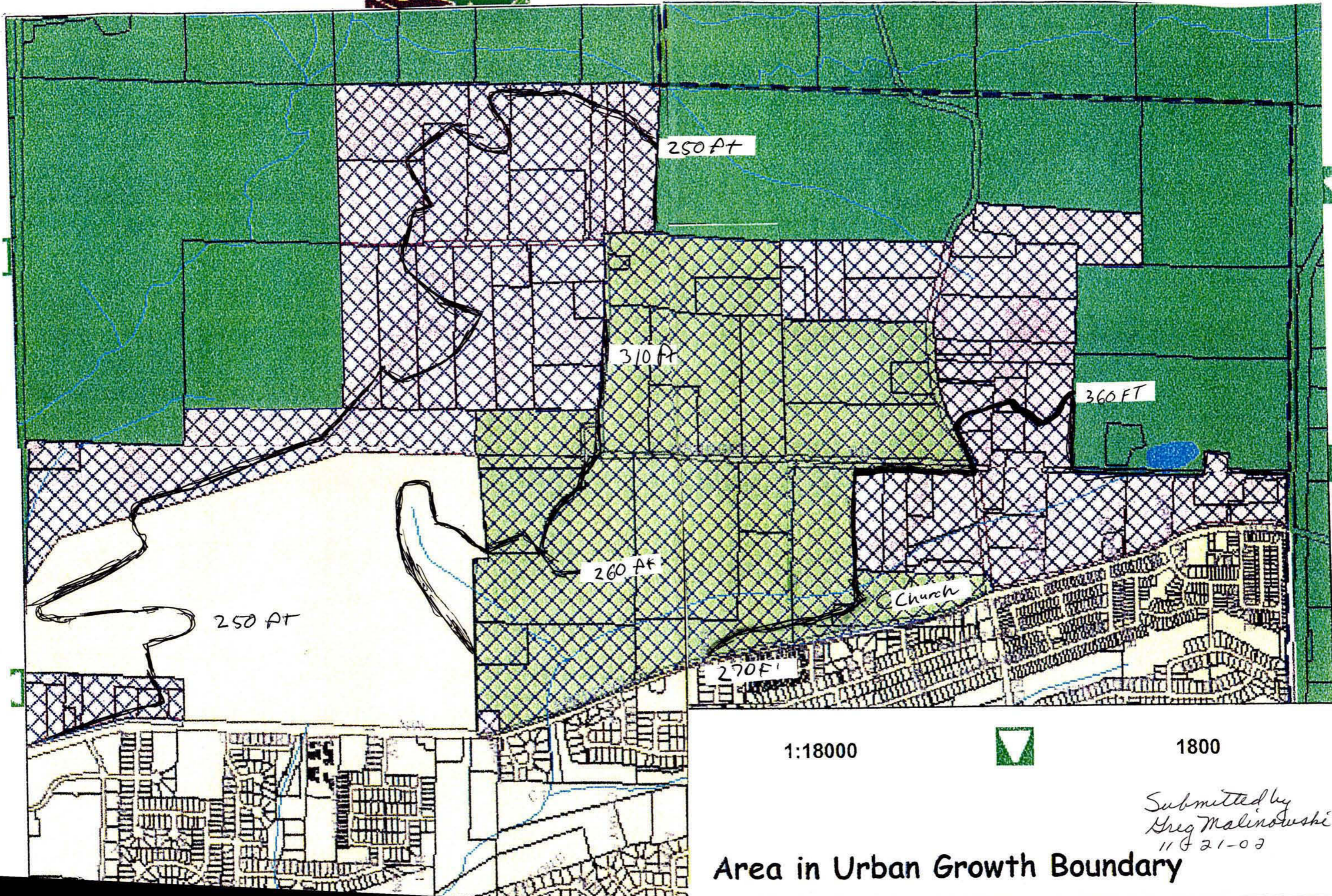
Church

270 Ft contour
1:18000 Sewer
Start

1800

Submitted by
Greg Malinowski
11-21-02

Area in Urban Growth Boundary

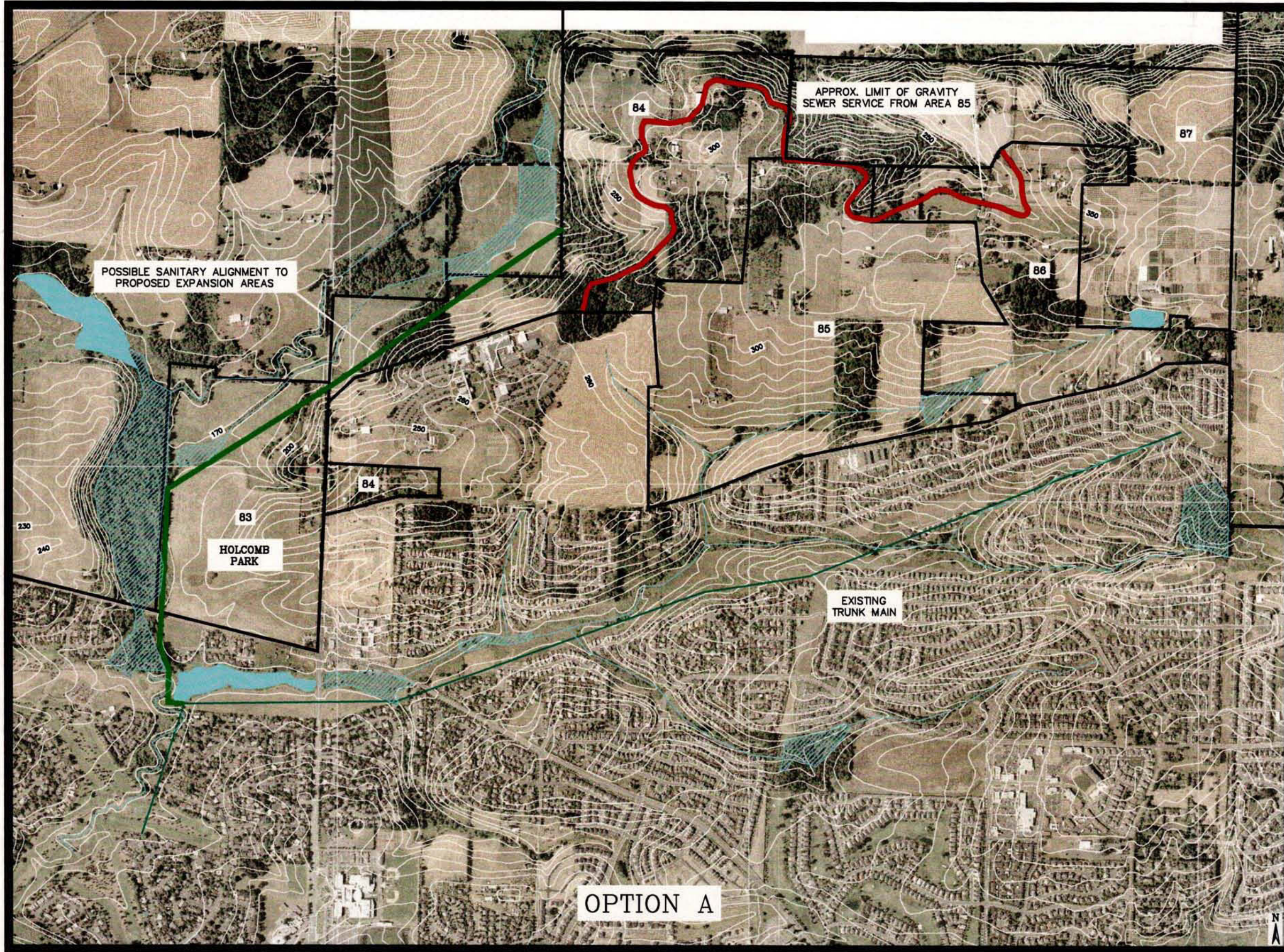


1:18000

1800

Area in Urban Growth Boundary

Submitted by
Greg Malinowski
11/21-03




 PLANNING
 LAND SURVEYING
 CONSTRUCTION STAKING
 CIVIL ENGINEERING
Land Tech, Inc.
 8835 SW Canyon Ln. Suite 402
 Portland, OR 97225
 Phone: (503) 291-9398
 Fax: (503) 291-1613
 Email: engineering@landtechesp.com

**GRAVITY
 SEWER
 EXHIBIT
 "A" FOR
 PROPOSED
 EXPANSION
 AREAS**

OPTION A



PLANNING
LAND SURVEYING
CONSTRUCTION STAKING
CIVIL ENGINEERING

LANDTECH, Inc.

8835 SW Canyon Ln. Suite 402
Portland, OR 97225
Phone: (503) 291-9398
Fax: (503) 291-1613
Email: engineering@landtechesp.com

GRAVITY SEWER EXHIBIT "B" FOR PROPOSED EXPANSION AREAS





RICHARD DEVLIN
STATE REPRESENTATIVE
DISTRICT 24
CLACKAMAS AND WASHINGTON COUNTIES
HOUSE OF REPRESENTATIVES

Richard Devlin
11/21/02 C-27

November 19, 2002

VIA FACSIMILE TO: (503) 797-1793

Presiding Officer Carl Hosticka
Members of the Metro Council
Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Re: Proposal to Expand Urban Growth Boundary – Stafford Basin Area

Dear Presiding Officer Hosticka and Metro Councilors:

On August 1, 2002, Executive Officer Mike Burton recommended an Urban Growth Boundary expansion totaling approximately 17,000 acres for housing and 2,200 acres for employment. None of this was in the Stafford Basin area. On October 8, Mr. Burton recommended an additional 555-acre expansion for employment. Again the Stafford area was not included. These proposals were consistent with previous communications that UGB expansion into the Stafford Basin would not be recommended this year.

As a result, area residents, and the cities of Lake Oswego, Tualatin, and West Linn, were caught by surprise when, on November 5, 2002, Mr. Burton changed course and recommended that the entire Stafford Basin area be included within this year's UGB expansion.

This last-minute change, announced after the November 1, 2002 closure of the committee public record, deprived residents and the local jurisdictions of meaningful opportunities to address the new proposal. This is contrary to Statewide Goals 1 and 2, which require involving citizens, as well as coordinating with local governments, during all phases of the planning process. Any plans to include any portion of this area in the Urban Growth Boundary should include a meaningful opportunity for public comment and clear commitment to coordinate with impacted jurisdictions.

Providing the Stafford Basin with urban services would be enormously expensive. No water system currently has the capacity to serve the area. Treatment plant expansion, new transmission lines, pump stations and elevated storage capacity would all be required. Furthermore, Lake Oswego could not provide sanitary sewer service without





RICHARD DEVLIN
STATE REPRESENTATIVE

DISTRICT 24
CLACKAMAS AND WASHINGTON COUNTIES

HOUSE OF REPRESENTATIVES

Page 2

major pumping facilities, or gravity flow systems that would run through West Linn to the Tryon Creek Treatment Facility in the northern part of Lake Oswego.

Urbanization of this area would also create major traffic difficulties. The Stafford area connects to I-205 and Highway 43, both of which are already projected to operate beyond capacity at peak times. No matter how much money is spent on expanding transportation infrastructure within the Stafford area itself, the impact of thousands of new dwelling units will inevitably exacerbate these existing traffic problems.

Finally, the significant cost and the commitment of resources necessary to extend infrastructure to this hard-to-serve area will also reduce the ability of Lake Oswego and West Linn to invest in the development of their town centers, contrary to the Metro 2040 goals.

I urge you not to include the Stafford Basin among the areas being considered for Urban Growth Boundary expansion.

Sincerely

Richard Devlin
State Representative

Cc: Mayor David Dodds
Mayor Judie Hammerstad
Mayor Lou Ogden



The Community Planning Committee added approximately 1,000 dwelling units in excess of the needed 37,400 in Study Areas 24, 26, 32 and 69 at its meeting on 11-20-02.

The Committee also identified additional areas in "reserve" that could be added with the capacity for approximately 3,500 dwelling units in Study Areas 65, 66 and 82.

In the Alternatives Analysis, comparing the ratings of these study areas in the 4 service areas of Transportation, Water, Sewer and Stormwater:

Areas 65, 66 and 69 have no "difficult" ratings and they can supply 3,800 dwelling units

Areas 24 and 32 have one "difficult" rating and Area 26 has two "difficult" ratings. Combined these three areas can supply approximately 1,000 units

Why are you proposing to include Area 37 with three, and arguably four, "Difficult" ratings when there are over 4,000 units available in areas which can be more easily served?

Deleting Area 37 with its 1,100 dwelling units by adding more easily served areas would better serve regional needs and respect the will of the citizens of West Linn and their elected representatives.

SENT BY: METRO GMS;

5037971911;

NOV-20-02 12:20;

PAGE 2/3

Study Area 37		Gross Vacant Buildable Acres 265	
Total Acres	373	Dwelling Unit Capacity	1,166
Total Developed Acres	40	Employment Acres	-
Total Constrained Acres	65	Resource Land Acres	-
Title 3 Acres	18	Percent Tree Canopy Cover	20%
Upland Steep Slope Acres	47		

General Site Description: Study Area 37 sits immediately east of West Linn. The western boundary of this study area is SW Wisteria Road. This road also delineates the eastern edge of Study Area 38. This area is accessible via SW Parker Road from the east and SW Wisteria Road from the north and west. This study area is within Clackamas County, and is inside of the Metro jurisdictional boundary. This study area is designated as Inner Neighborhood. Approximately 265 of the 373 acres in this study area are vacant and buildable.

Parcelization, Building Values, Development Patterns: This study area contains about 50 tax lots. Approximately 30 have improvements, though fewer than 10 have improvement values above \$250,000. There are very few tax lots smaller than one acre. About one-half of the tax lots in this study area are smaller than five acres in size. Agricultural uses, including grasses, field crops, and tree or nursery stock, are evident primarily in the northern sections of the area. Non-residential land uses consist of construction. Mining and aggregate uses are not evident within this area.

Physical Attributes (Power Lines, Easements, Airport Fly-over Zones): Available data does not suggest the existence of power lines or public easements through this area. There is also no evidence of significantly high air traffic noise over this area.

Public Services Feasibility: West Linn showed a desire, or already has plans to serve the study area. The area is moderately small, and is contained within one drainage basin.

- **Water:** This study area would be moderately difficult to serve. Infrastructure improvements are needed to prevent new development from overburdening the existing system.
- **Sewer:** This area would be difficult to serve. Steep slopes could increase construction difficulty and could create some operational problems. Infrastructure improvements will also be needed to help alleviate the impacts of new development in this area.
- **Stormwater:** This area would be difficult to serve. The study area contains a significant amount of land with steep slopes, which could increase construction difficulties and pose operational problems. Infrastructure improvements will also be needed.

SENT BY: METRO GMS;

5037971911;

NOV-20-02 12:21;

PAGE 3/3

Agricultural Analysis

Zoning: This area is entirely exception land and is zoned by Clackamas County as RRF5. The UGB is to the north, east and south. To the west is exception land located in Study Area 38.

Current Agricultural Activity: There is one 38-acre parcel that supports pastureland in this study area. There are also some large rural residential lots that also contain pastureland. There is no agricultural activity to the north, east and south. To the west are a few large rural residential lots that also contain pastureland.

Compatibility:

Urbanization of this area might increase the traffic on SW Rosemont Road and SW Wisteria Road. This increased traffic would not affect the normal movement of farm equipment or the transport of agricultural goods. Urbanization of this area would not result in new development directly adjacent to active farming areas therefore, there would be no issues related to safety, liability and complaints that might arise from the dust, noise and spray associated with active farming near new development. Urbanization of this area would not affect the value of any adjacent agricultural land. Overall, urbanization of this area would not have an impact on agricultural activity.

Environmental Social Energy Economic Analysis

General Character of the Area

The area is characterized by rural residential development on large forested and open parcels with some steep slopes in the southern portion of the area. There are a number of vacant forested parcels that appear to be ready for development. The center of the area contains one large parcel that is still actively farmed. There are a number of high value rural residential uses located in the northern portion of the site, some with related agricultural uses.

Environmental

There are scattered areas of steep slopes along the western border and one large area in the lower section of the study area. The lower section also contains numerous small locales of steep sloped land. Urbanization of this area may impact these natural resources as outlined in the introduction to the ESEE analysis. Metro's draft Goal 5 Fish and Wildlife Habitat Inventory identifies 58 percent of the study area land in the proposed inventory. Urbanization of this area may impact these natural resources as outlined in the introduction to the ESEE analysis.

Social Energy Economic

See Appendix A.

TO: Dan Drentlaw

FROM: Tim O'Brien
Associate Regional Planner

DATE: November 21, 2002

Re: Area 28

Dan the breakout for study area 28 is as follows:

North of Henrici - 300 acres - 490 dwelling units - 51 acres job land
 South of Henrici - 237 acres - 0 dwelling units - 130 acres job land
 Total s 537 acres - 490 dwelling units - 181 acres job land.

① Western Branch Creek
 Hwy 213 state highway

② All exception land

③ Adds Emp. 181 acres.
 partial developed
 PC. IC. MTRC

natural break

Comm. plan committee

Comm. planning committee 240 ac.

24 P Redland 79 ac. of Resource
 Re. Newer Creek Canyon

Wastewater - Tri-City wastewater interceptors 213 Redland
 to make gravity work from higher elevations to the east. Lines would go through this area

Water - Larger pipes for water to meet need fire flows
 Lower Park if connection from distribution costs. Larger lines larger lines
 Upper park place P. Zone
 Lower park place water zone Barlow Crest resour
 on Davis, Gilman Dr.

① Removal of 29 ac. enlarges a larger whole in the middle of school
 high to low

13900 NW Old Germantown Road
Portland, Oregon 97231
November 21, 2002

Metro Council
600 NE Grand Ave.
Portland, Oregon 97232

Dear Councilors,

You are about to make a momentous decision, committing a huge amount of land to urban development: more than a 10% increase, over 38 square miles. My neighborhood has petitioned you to remain rural, and to date, you have respected those wishes. THANK YOU ! But we know that Task 3, and Sub-Regional Analysis, are beginning; and in 5 years there will be another Periodic Review. So I want to address you in your role as stewards of the future.

The Portland Metro area is at the confluence of the Columbia, Willamette, Clackamas, and Tualatin Rivers. It's a natural magnet for people, and it's surrounded by some of the finest agricultural and forest lands on the planet, considering soils, water, and climate. To continuously subdivide and pave those lands in an ever-widening circle is the height of folly. Please consider which testimony is self-serving regarding property development, and which is future-oriented and without financial gain.

No one expects that Portland shrink back to the legendary clearing in the woods. No one thinks it's still 1932 instead of 2002 (except some financial columnists.) But our Metro area is now 369 square miles in extent. That's big enough, when you think about transportation, energy, and water issues in the 21st century. Drive, or even ride MAX, from Hillsboro to Gresham - over 25 miles of mostly strip malls and 2-story walkups - and then decide if "Things Look Different Here" is really true, or just a catchy slogan.

I contend that redevelopment, rehabilitation, and infill opportunities are plentiful within the existing UGB. They just require more thought than setting rows of new houses on farms, pastures, and woodland. If we want a strong 21st-century economy, we should be improving and rebuilding our existing cities, not making more Levittowns. We can't out-develop Atlanta or Dallas; we can protect our greatest economic resource: our quality of life.

No matter what you decide for the urban area as a whole, I especially urge you to recognize and protect one amazing and unique land feature we still have: the "arrow" of rural and wild lands that extend in a narrow wedge from the Coast Range, along the Northwest Hills, practically to the heart of the City. I don't think there is a feature like this in any other major city in America. It protects watersheds. It provides accessible recreation. It shelters farms and orchards. Here is a species list, just for the little valley I live in, only 8 miles from this room: 121 wild animals, not counting insects, and 210 wild plants. This is not a list from 100 years ago - these creatures live there today. The rural Northwest Hills area should be permanently outside the UGB.

Thank you for listening.

Jim Emerson



Forest Park Neighborhood Association Board member
Outer Northwest Rural Advocates member

112102C-31

Christina Billington - Re: UGB Stafford as Farmland

From: Christina Billington
To: "projectedimage@yahoo.com".GWIA.MetCen
Date: 11/25/2002 9:04 a.m.
Subject: Re: UGB Stafford as Farmland

Mr. Eselius, thank you for sending additional information for the record. I have included your email and attached documents and provided a copy to the Planning department as well as the Metro Council. Chris Billington, Clerk of the Council

>>> Ryan Catlin <projectedimage@yahoo.com> 11/22/02 05:47p.m. >>>

Dear Mr. Burton,

I have attached two documents which I think you will find interesting. They are the title page and the conclusion of a study which was confirmed by direct communication with Dr. Stanley Miles to have been directly commissioned by Lake Oswego. This was in the possession of Lake Oswego throughout the entire UGB controversy concerning the Stafford area. Despite this, Lake Oswego repeatedly and as late as the metro meeting of 11/21/02, designates the area as "high grade farmland." Please add this to the permanent public record.

Thank you,

Erik Eselius

503-635-4770

eeselius@aol.com

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112102C-32

**Agricultural Use and Productivity on Lands around
Luscher Farm
(off Rosemont & Stafford Roads south of Lake Oswego)**

A REPORT BY

**STANLEY D. MILES
AGRICULTURAL ECONOMIST EMERITUS
OREGON STATE UNIVERSITY**

**MILES & ASSOCIATES
CONSULTANTS IN AGRICULTURAL ECONOMICS**

used primarily as rural residential home sites. The land is broken up into relatively small acreages, not large enough for commercial farming. While there is some agricultural activity taking place, it is just hobby farming.

The feasibility of intensified production in the area is quite limited. The land will grow grass but there is literally no return from this type of enterprise. Christmas trees are the other possibility. After dealing with the steeper slopes on the property, there are other problems to consider. Typically residential areas do not like aerial spraying. This often generates conflicts and lawsuits. At harvest time, seasonal labor would need to be brought in.

Given the constraints of the soils, slope, small parcels, etc., it is very unlikely that any commercial farmer would develop an irrigated agricultural enterprise. There is very little prime farmland in the area and is mostly in small strips. The slopes would lead to erosion problems and investment in drainage tile may also be required.

Given the above described situation, I do not think we can expect anyone to try to engage in a serious or more intensive farming operation. Under the circumstances, current uses of these parcels is the most logical.

TESTIMONY
METRO PLANNING MEETING
NOVEMBER 21, 2002

Presiding Officer, Hosticka
Metro Council

I can't speak for the Wanker's Corner / lower area, even though we have members in Metro Area 38 but with regards to the entire upper area – which went into the U.G.B. before, over 70% of this land is represented by R.P.O.A. members and we would like it back in the U.G.B. By the way, we also care enough and are self motivated enough to bring ^{ourselves} ~~us~~ to this governing body today. The people fighting our inclusion continue to be the “drive thru's”! They are in fact the NIMBY's who have to use our roads (which apparently aren't that bad) to get in and out of their own cities! I guess the one possible exception would be the approximately 120 acres owned by Lake Oswego in our area. The City government wants us out, but the Lake Oswego citizens want their park land (which they paid for many years ago) useable and improved. The dichotomy is this can't happen unless we are placed in the U.G.B. I believe that once Lake Oswego citizens find this out they also would accept this area into the U.G.B.

We are asking you to please recommend and cast your vote for inclusion of the Stafford Area into the U.G.B.

Judy Eselius
Lake Oswego OR
503-635-4770

I am Elizabeth Graser-Lindsey, the Speaker of the Beavercreek CPO. I live at 21341 S. Ferguson Rd. Beavercreek

I would like to address why the N part of SA 28 ~~should be included in the UGB~~ should be left out of the UGB as you have done thus far

- Inclusion of the N part of 28 is opposed by the Beavercreek CPO and Clarkmas Co. MPAC ~~did not~~ did not recommend its inclusion
- The S boundary does not follow a natural or other feature. The creek at 213 only 1/2s Henrici about 1/4 the distance ^{here it is} Not A 5" cut throat trout was observed in the N branch of this creek near the proposed area.
- This inclusion would be piecemeal damage to the BC community. ~~No~~ Active farm^{land} Forestland^{is} occur on both sides of Henrici.
- O/C Director of Community Development stated at an 10-2-02 O/C mtg none of the O/C study areas area needed by OC for housing.
- O/C finds it needs 26 for industrial land ^{which you have include} 28 is not valuable for industrialization because of its parcelization pattern. it is at the end of a long narrow cul de sac + Henrici Rd ^{by farm traffic} is ~~not~~ ^{0.1% of the distance} serving Beavercreek + Redler
- The Infrastructure can support development. The intersection at Hwy 213 + 205 is rated E+ + the necessary \$10s of millions to fix it are not available there also ^{aren't} 10s of millions to fix the intersection OR 2 O/C schools are full + today the sup. ~~is~~ ^{is} a bond ~~that~~ ^{is} won't be possible for decades.

our draft

The TriCity Sewage plant which recently had a million gallon spill ~~is at capacity~~ is at capacity. ~~There is no need for~~ ~~to burden the plant further.~~

~~There is no need for~~ ~~to burden the plant further.~~
There is no need for ^{in the area} ~~to~~ to burden the plant further.

The N part of ZP ~~is not~~ ^{needed or} useful for urbanization. ~~There is no need for~~ ~~to burden the plant further.~~
~~There is no need for~~ ~~to burden the plant further.~~
~~There is no need for~~ ~~to burden the plant further.~~
~~There is no need for~~ ~~to burden the plant further.~~

THE LEAGUE OF WEST LINN NEIGHBORHOODS

112102 C-35

Linda Hamel, Chair
P.O. Box 591
Marylhurst, OR 97036
www.leaguestwestlinn.org
503-655-3325

November 15, 2002

Mr. Mike Burton
Metro Executive Officer
600 NE Grand Avenue
Portland, Oregon 97232

Dear Mr. Burton,

The League of West Linn Neighborhoods, an independent, non-partisan organization, was formed several years ago to act as a clearinghouse for community concerns. The League provides a forum for residents to participate in government as a means of preserving, sustaining, and enhancing the quality of life in West Linn and the surrounding communities.

The League of West Linn Neighborhoods has consistently supported the City of West Linn and the City of Lake Oswego in its opposition to urbanization of the Stafford area. Given the unexpected changes and assumptions resulting in the size of the UGB expansion, and that it comes at this late date in the process, we wish to provide you with the following comments as you and the Metro Council move toward a final decision.

Our opposition to urbanization of the Stafford area still stands for several reasons:

- Expansion of the UGB into the Stafford area would undermine the region's and the City's goal of concentration development in town and neighborhood centers. Successful neighborhood center developments, along with regional centers, will minimize the need for UGB expansion if the UGB is kept tight in support of centers.
- The City of West Linn and its residents are, currently, investing time and funding in long awaited neighborhood planning around neighborhood centers to preserve, sustain, and enhance our many assets. Switching the focus, to plan Stafford area, will drain financial and human resources from this commitment.
- Expansion of the UGB into the Stafford area will violate Metro's own UGB expansion criteria to protect rural separations and community identity. Development of the Stafford area will erase the separation between the cities of West Linn, Lake Oswego, and Tualatin.
- Steeply sloping, forested, exception land in Stafford area is the most difficult and expensive to provide urban services.
- Opposition is strongly held because of the completely inadequate transportation system and the lack of funding in the foreseeable future to correct existing deficiencies let alone provide for new capacity.

Projections that try to estimate the population of the region twenty years from now should consider a range of possibilities. The annual growth rate that is adopted should be at the low end of the range. Overly "optimistic" projections will commit land irreversibly to urban development. More cautious growth rates will limit UGB expansion and reinforce urban centers. The update of the growth rate projection every five years provides ample safeguard that can respond to more rapid growth.

The League urges you to carefully consider your decisions regarding the need for additional land to be added to the UGB and the consequences of unnecessarily adding Stafford to the UGB.

Thank you for your consideration,

Linda Hamel, Chair

Cc: Metro Council Members:
Mike Burton, Executive Officer
Carl Hosticka, Presiding Officer,
dist. three
Bill Atherton, dist. two
Rod Park, dist. one
Susan McLain, dist. four
Rex Burkholder, dist. five
Rod Monroe, dist. six
David Bragdon, dist. seven

Clackamas County Commissioners:
Michael Jordan
Bill Kennemer
Larry Sowa

West Linn City Council:
David Dodds, mayor
Michael Kapigian, council pres.
David Tripp, councilor
Norm King, councilor
Bill Wilson, councilor
Councilor Elect Bob Adams

Lake Oswego City Council:
Judie Hammerstad, mayor

LONAC:
Jeff Gudman, chair

City of Tualatin:
Lou Ogden, mayor
Mary Jo Cartasegna, planning dir.

State Legislators:
Rep. Jerry Krummel
Rep. Richard Devlin
Sen. Randy Miller

League of Oregon Cities
Ken Strobeck, executive director

1000 Friends of Oregon:
Mary Kyle McCurdy

Testimony by Mayor Judie Hammerstad, City of Lake Oswego
Metro Council 11-21-02

Mr. Presiding Officer, members of the Council

Thank for thoughtfully addressing this very difficult task, and congratulations upon coming to its completion.

I especially want to thank Councilor Atherton, who represents our district for his work the past four years and for his passionate protection of the Stafford area.

You have considered our previous testimony which addressed the issues, and we are here to take "yes" for an answer.

I do, however, have two requests:

Please, once this decision is made, go on to the other tasks under task 3, but do not revisit the issue of additional residential land until your next periodic review in 2007. Allow the region to deal with this recommendation. If you have overprojected the land need in this decision, you may find yourselves in a position of not needing to add more land at that time.

I do hope you will not consider designating Urban Reserves either at this time or as part of task 3. That process needs to go through the same alternatives analysis that you use in expanding the UGB. Regarding Stafford in particular, the analysis of the more than 800 acres of high-value farm land was not thoroughly discussed and considered. If you are, in fact dealing with high-value farm land, that would affect the priority of that area.

Again, congratulations on completing this decision; we look forward to working with the region, as we have in the past, toward developing and maintaining our livable communities, especially inside the Urban Growth Boundary as we enhance and develop our Centers.

Thank you for allowing us to testify. Lake Oswego will be submitting more comprehensive testimony prior to the closure of the record on Dec. 5.

Judie Hammerstad

✓ **David Herrmann** - Rosemont Rd West Linn
in Area 37

I am Proponent for including Area 37 in boundary.

- ✓ OREGON HAS implemented a Boundary Policy TO CONTROL GROWTH AND PREVENT URBAN SPRAWL
- ✓ TRADE OFF IS HIGHER DENSITY WITHIN THE BOUNDARY AND REQUIRES EXPANDING BOUNDARY FROM TIME TO TIME
- ✓ Policy of expansion should be based on what property best fits criteria as most suitable for reasonable develop (NOT WHO SPEAKS LOUDEST AGAINST IT)
- ✓ ~~People~~ people successfully object to expansion JUST because don't want growth in their back yard - would short circuit the policy - AND ADD pressure TO OTHER COMMUNITIES - ~~expansion should be stopped~~
- ✓ Currently Area³⁷ is zoned 5-10 acre lots - / have every 5-10 acres is NOT A GOOD use immediately adjacent city limits + metro boundary when expansion is needed.
- ✓ Area is very steep, has poor soil AND has services available.
- ✓ I have 15 acres + have raised Christmas Trees there for 10 years - soil won't adequately support the trees
- ✓ ~~Area~~ ^{value is} really only suitable ^{AS} for scenic value or development and is needed for development in West Linn - There is no land available for development in West Linn -
- ✓ Inclusion of this area will support the metro boundary policy of controlled + reasonable growth. Metro HAS A GOOD POLICY + SHOULD STICK TO IT

Charles Hoff

112102C-38

TESTIMONY
METRO PLANNING MEETING
NOVEMBER 21, 2002

Presiding Officer, Hosticka
Metro Council

To start with I am naturally disappointed on your non-confirming vote on Stafford based on, I believe, lack of documentation from the County. This information will be provided by Friday or Monday at the latest and submitted for the record and hopefully you will consider Stafford for inclusion into the U.G.B.

With regards to Clackamas County Commissioners feeling that "Citizens raised concerns regarding a specific public process" not being met – In their defense, let me remind the Commissioners and Metro that the "ones" bringing these concerns sued Metro the last time when over half this area came in. Since then and talking about the entire area; – the city of Tualatin had a major impact study done where questions/concerns/ideas/surveys were taken and presented/discussed for the lower area (Wanker's Corner). There have been at least 5 CPO meetings (the CPO for this area) dealing with the entire Stafford area coming in. Where most of the time the consensus was to make it 2 or 5 acres zoning but the discussions were held! Notices didn't go to Portland, Oregon City, West Linn, etc. for it was for the citizens of our area! Even so, a CPO meeting was held at the request of the West Linn NIMBY's, organized by Mr. Adams. This discussion was held about three weeks ago regarding the entire Stafford area. That time there happened to be more people there for inclusion so that didn't work for them! There also was a Regional Study done that included Area 38 and 42 in October 2001 regarding using these areas for total or partial Industrial land sponsored by no less than the Portland Development Commission; Port of Portland; Oregon Economic Development Department; 1000 Friends of Oregon to name a few which also was a public forum with a quote stating "Phase I calls for expansion of the U.G.B. in both the Stafford and Happy Valley/Damascus areas" end quote. I believe we have had an "extensive specific public process" regarding this area, even though Clackamas County didn't physically conduct all the meetings and let us not forget the Metro meetings, which covered the entire area.

My question/concern to Metro is why with this extensive Industrial study with the region and Clackamas County needing Industrial land has Clackamas County and Metro ignored the possible use of at least 300/400 acres out of 1,500 in Area 38 that are large tract ownerships and bisected by Johnson Road. This study appears to have their fingerprints all over it! Instead Metro planned over 3,700 dwelling units for Area 38 if it goes into the U.G.B.?!

Anyone that says they were "Blind Sided" by Mr. Burton's "last minute" proposal, especially City officials, were probably "Blind" to begin with! The Stafford area needs to be brought in now and properly planned.

- In Area 42 you can give Tualatin their "Kruse Way" type corridor.
- In Area 38 and maybe the eastern part of Area 42 you can get much needed Industrial land for Clackamas County and the Region that's in existing large tracts and partially surrounded by open space.

- You will reduce the planned density for our area by 2,400 to 3,500 dwelling units in Area 38 making everyone happier.
- You will even give back to the Lake Oswego citizens – their park land so they can use it for parks!
- Finally, you will give us back our property!

Now how much better can that get? Thank you for your continued consideration in this matter.

Charles Hoff, President
Rosemont Property Owners Association
21557 SW 91st
Tualatin OR 97062
(503) 692-3354

*Studies placed
in the record*

TESTIMONY
METRO PLANNING MEETING
NOVEMBER 21, 2002

Presiding Officer, Hosticka
Metro Council

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Testimony – 11/21/02
Charles Hoff
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Charles Hoff, President
Rosemont Property Owners Association
21557 SW 91st
Tualatin OR 97062
(503) 692-3354

*Studies placed
in the record*

Testimony & Record for
Metro meeting 11-21-02

Alternatives Analysis Study Areas

Remaining Land with Potential Study Area Boundaries

Map 8

Non-Resource Land



Tier 1 - 2000 Alternatives Analysis exception lands contiguous to the UGB and EFU land (non-high value) completely surrounded by exception land.



Tier 1A - 2000 Alternatives Analysis exception land not contiguous to the UGB.



Tier 2 - Marginal Land, a unique classification of non-resource land in Washington County that allowed dwelling units on EFU land.

Resource Land



Tier 3 - Resource land needed to serve exception land.



Tier 4 - Mix of soils, majority class III and IV, some class I and II, no irrigation district.



Tier 5 - Mix of soils (majority class I and II with some interspersed III and IV), no irrigation district, class III and IV in irrigation district, and prime timberland.



Tier 6 - Majority class I and II in irrigation district.

R E G I O N A L L A N D I N F O R M A T I O N S Y S T E M

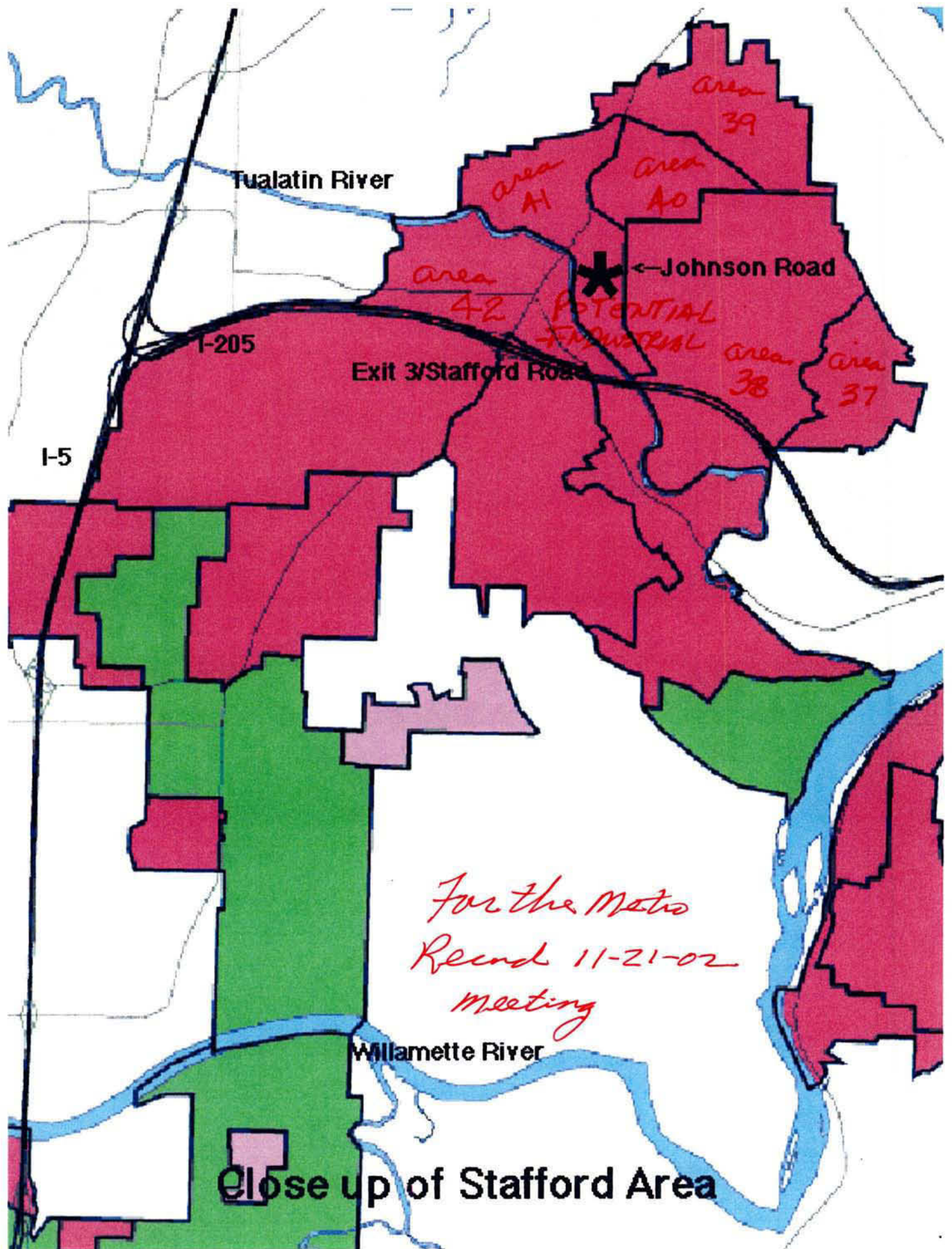


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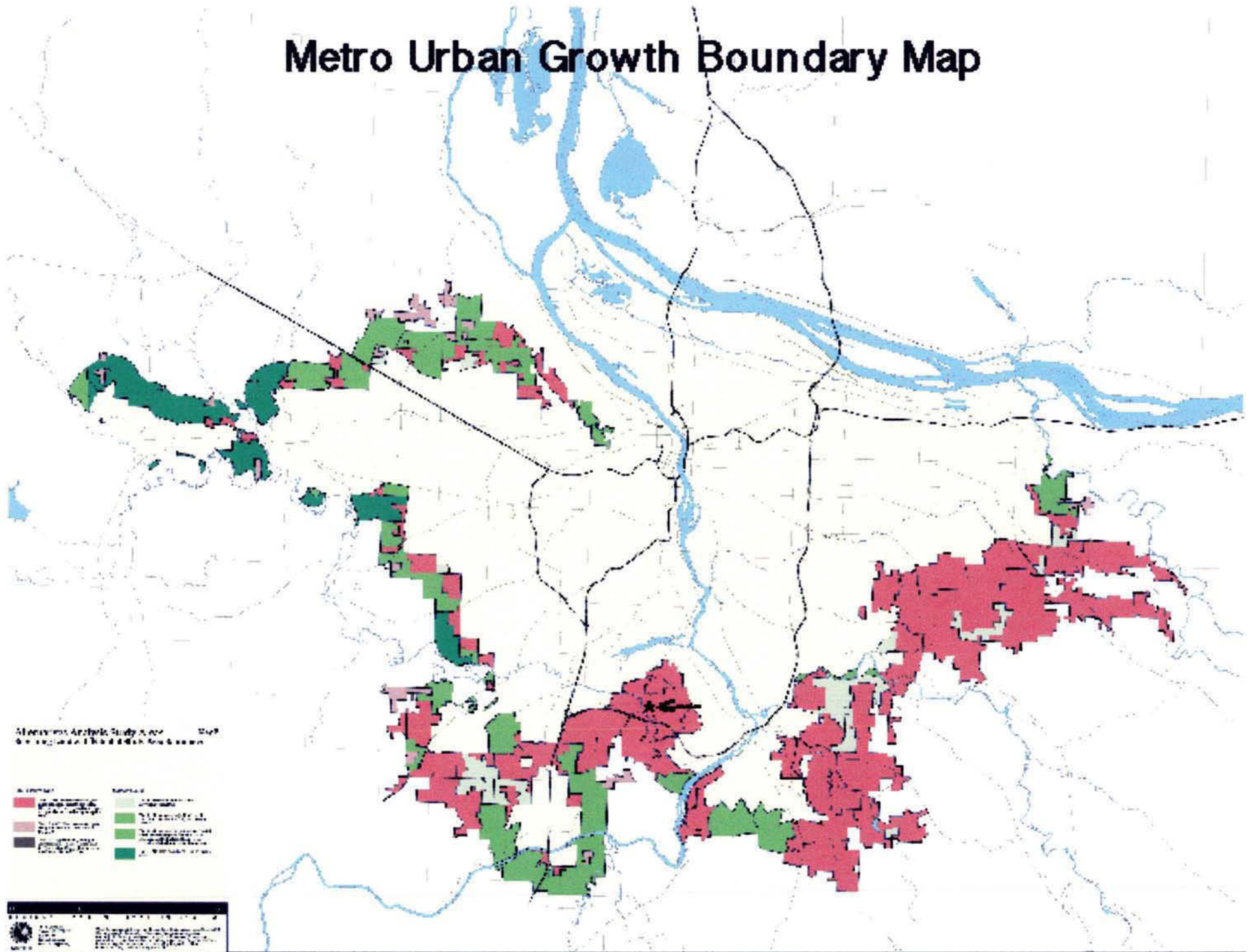
01476/, plot date: February 06, 2002



*For the Metro
Recond 11-21-02
meeting*

Close up of Stafford Area

Metro Urban Growth Boundary Map



Metropolitan Area Study Area
City of [Name]

Legend

Red	Urban
Light Green	Urban
Dark Green	Urban
Light Blue	Water
Dark Blue	Water
White	Open Space
Light Green	Open Space
Dark Green	Open Space
Light Blue	Water
Dark Blue	Water

Scale

0 1 2 3 4 5 6 7 8 9 10 Miles

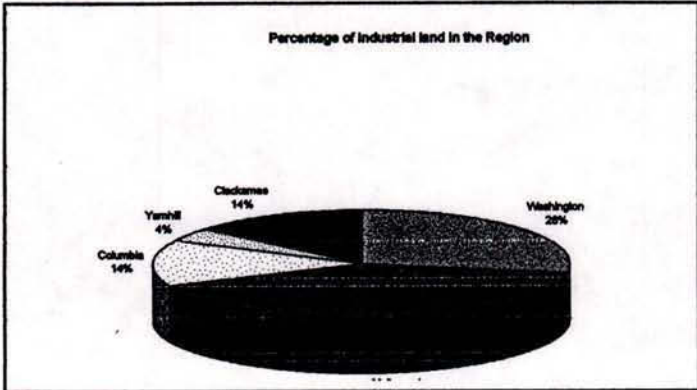


Clackamas County urgently needs to increase its supply of employment land to accommodate expanding existing businesses and to create jobs for our residents.

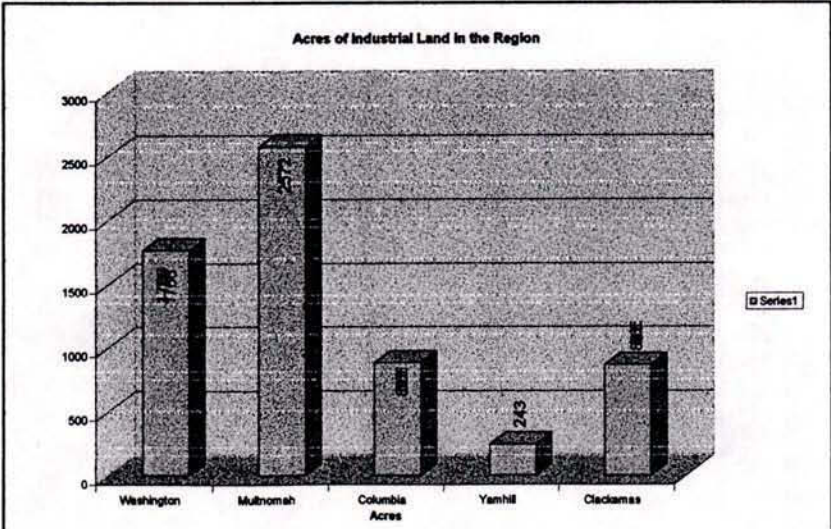
INTRODUCTION

Industrial jobs are important. They pay better than average wages, provide comprehensive benefits and help to sustain our competitiveness in a global economy. Industrial jobs have been the heart of our economic engine, perhaps most impressively for several decades, and during the Oregon "Economic Miracle" of the 1990s. Jobs associated with high tech, creative services, metals, machinery and transportation equipment, lumber and wood products, nursery products, and specialty foods in particular have been at the heart of recent and probable future economic development opportunities.

Clackamas County faces a shortage of industrial land to meet the 20 year projected demand. This situation hits Clackamas County particularly hard in the region since we have the least supply available in comparison to Multnomah and Washington Counties. Below is a graph that illustrates the concentration of available industrial land by percent in the Region.

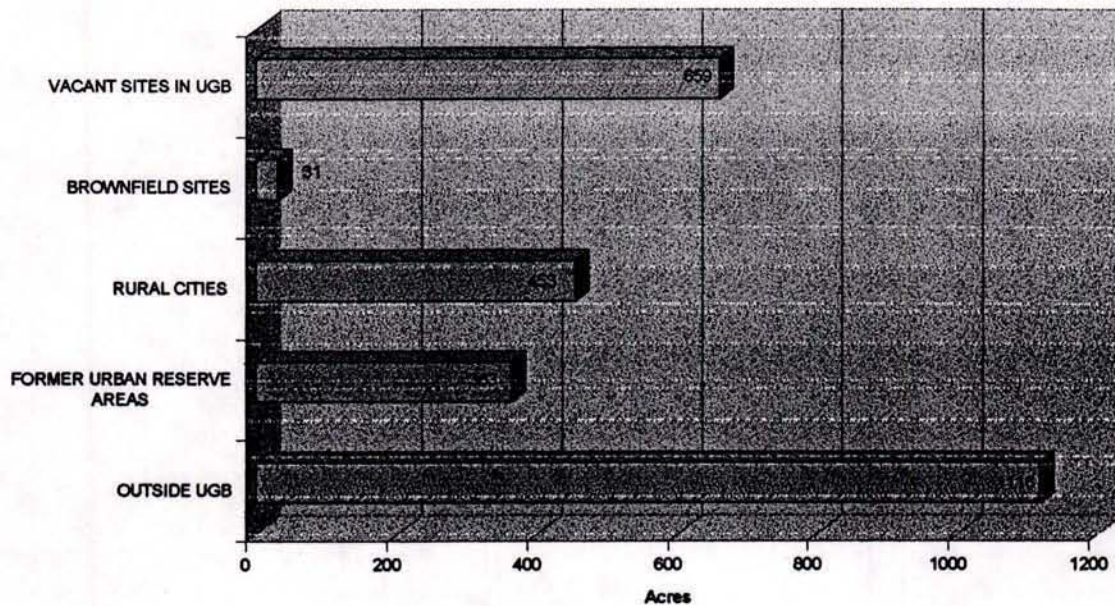


In terms of acres, the graph below illustrates that Clackamas County is third out of 4 counties in terms of industrial land inventory.



Despite the importance of industrial jobs, our county's shortage of 1,732 to 2,500 acres in supply of ready-to-develop industrial land and lack of strategically located sites for future industrial development now represents a brewing crisis. Industrial land supply is an important factor forming a foundation for our economic future.

Potential Future Industrial Land in Clackamas County



With the severest shortage of industrial sites in the region and largest outcommute of any urban county in the state, Clackamas County leaders have long sought more land for greater employment. Milestones include:

- The 1997 Clackamas County Economic Development Plan which lists lack of industrial land as a critical issue
- In 1999, Clackamas County was identified as the "poster child" for industrial land as part of the Regional Industrial Lands Study Phase 2.
- In 2000 the Clackamas County Economic Development Commission outlined a three-phase approach to expansion of the urban growth boundary (UGB) in Clackamas County (copy attached). Phase 1 calls for expansion of the UGB in both the Stafford and Happy Valley/Damascus areas.
- On February 1, 2002. Clackamas County leaders were briefed on the findings of the Regional Industrial Lands Study Phase 3. It developed understanding of the industrial land supply challenges and recommendations on how to address shortages.
- This next year the Metropolitan Service District (Metro) will be deciding whether to expand the regional urban growth boundary, and where to expand it. For more information regarding Metro please consult their web page at

It is critical to expand the Urban Growth Boundary for additional Employment land because:

◆ **FISCAL SUSTAINABILITY**

In order for Clackamas County, and communities within Clackamas County to fiscally sustain themselves and to continue to provide a wide variety of public services that contribute to our quality of life it is necessary to increase the level of business investment and employment within Clackamas County.

◆ **COMPLETE COMMUNITIES/JOB HOUSING IMBALANCE**

In order to build more complete communities within Clackamas County it is imperative that residents be allowed greater opportunity to live and work within Clackamas County.

◆ **OUTCOMMUTING CREATES TRAFFIC CONGESTION, LONG COMMUTES FOR OUR RESIDENTS AND WEAR ON OUR ROADS**

Clackamas County has the highest number of "outcommuters" of any Oregon county. In order to provide greater employment opportunities for residents, Clackamas County needs a greater inventory of employment sites within the Urban Growth Boundary. The high degree of outcommute has tremendous social and physical costs (e.g. infrastructure) associated with it.

◆ **WE NEED MORE INDUSTRIAL LANDS IN THE REGION**

The Regional Industrial Lands Study phase 3 - outlines a critical need for more industrial land today within the Portland metropolitan region. With additional reductions in buildable land supply anticipated due to pending stream protection proposals there is a critical need to increase the regional industrial land inventory.

◆ **OUR EXISTING BUSINESSES NEED SITES FOR EXPANSION AND WE NEED SITES TO ACCOMMODATE FUTURE EMPLOYERS**

There is a severe shortage of "ready to go" employment sites within Clackamas County to accommodate business retention, expansion and recruitment needs. Over time, the County will lose jobs and business investments if competitive sites are not provided for new and expanding businesses.

OPPORTUNITIES FOR INPUT IN THE METRO URBAN GROWTH BOUNDARY EXPANSION DECISION

By December 2002, Metro will be making a decision on whether to expand the UGB and where to expand it. Metro has laid out a multiple level decision process in the selection of lands for UGB Amendment. Milestones in the process include:

- **March 29, 2002 Determination of Regional Need:**
Determine the 20-year land supply needed based on the 2022 forecast and the number of dwelling units and jobs to be accommodated through UGB amendments.
- **Presiding Officer Election - May, 2002**
The first election for the presiding officer position will be held May, 2002. If no candidate secures 51% or more, there will be a run-off in November. The two front running candidates for this position are David Bragdon and Rod Monroe.
- **June 28, 2002 Alternatives Analysis**
A memorandum summarizing the results of the analysis and a recommendation of sites to drop further research.
- **October 31, 2002 Technical Amendments to the Urban Growth Boundary**
A memorandum outlining specific changes to the UGB and to Metro code.
- **December 20, 2002 Selection of Lands for UGB Amendment.**
Adoption of ordinances and amendments to the UGB to comply with ORS 197.299 and to address technical issues.

WHO TO CONTACT:

METRO is governed by a seven member elected council, who will be making the decisions associated with the region's Urban Growth Boundary.

Clackamas County Representatives include:

Bill Atherton - District 2 - Bulk of Clackamas County

Carl Hosticka (Presiding Officer) - District 3 - Outer SW portion of the region including only Wilsonville in Clackamas County

Rod Monroe - District 6 - SE Portland, Milwaukie, and portion of NE Portland

David Bragdon - District 7 - SW

Portland and small portion of Lake Oswego, and Clackamas County

Other Councilors include:

◆ **Rod Park** - District 1 - East Multnomah County

◆ **Susan McLain** - District 4 - Washington County

◆ **Rex Burkholder** - District 5 - NW, North, and NE Portland

Information about each of these councilors and contact information is on the Metro web page at <http://www.metro-region.org/glance/official.html>

*Testimony and Record
Metro Meeting 11-21-02*

Phase 3:
Regional Industrial Land Study
for the
Portland – Vancouver
Metropolitan Area



PREPARED BY

Otak, Inc.

IN ASSOCIATION WITH

ECONorthwest
Parametrix

October 31, 2001

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The Regional Industrial Land Study was created with the assistance of the following organizations and individuals:

Advisory Committee

Clackamas County – Renate Mengelberg
Columbia River Economic Development Council – Pam Neal
Commercial Real Estate Economic Coalition – Wally Hobson and Rick Williams
Metro – Andy Cotugno, Dennis Yee, Marcy LeBerge
Oregon Department of Land Conservation and Development – Meg Fernekees
Oregon Department of Transportation – Dave Williams
Oregon Economic and Community Development Department – Marcy Jacobs
Port of Portland – Mary Gibson, Scott Drumm
Portland Development Commission – Mike Ogan
Portland State University – Ethan Seltzer, Lisa Selman, Shayna Rehberg
1000 Friends of Oregon – Mary Kyle McCurdy

Project Sponsors

Commercial Real Estate Economic Coalition
Multnomah-Washington Regional and Rural Investment Board
Mt. Hood Economic Alliance
Northwest Natural
Northwest Oregon Economic Alliance
Oregon Economic Development Department
Port of Portland
Portland Development Commission
1000 Friends of Oregon

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ECONorthwest – Terry Moore and Jim Ebenhoh
Parametrix – Sumner Sharpe

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Introduction

Industrial jobs are important. They pay better than average wages, provide comprehensive benefits and help to sustain regional competitiveness in a global economy. Industrial jobs have been the heart of our economic engine, perhaps most impressively for several decades, and during the Oregon “Economic Miracle” of the 1990s. Jobs associated with high tech, creative services, metals, machinery and transportation equipment, lumber and wood products, nursery products, and specialty foods in particular have been at the heart of recent and probable future economic development opportunities.

In This Section...

Introduction	1
Purpose of RILS Phase 3	2
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Despite the importance of industrial jobs, our region’s inattention to the supply of ready-to-develop industrial land and lack of preservation of strategically located sites for future industrial development now represents a brewing crisis. Industrial land supply is one of a number of important factors forming a foundation for our economic future, and the lack of clarity regarding industrial land supply objectives and overall economic development strategy creates an atmosphere of uncertainty for our region.

This phase of the Regional Industrial Land Study (RILS Phase 3) is the culmination of a three-phased study undertaken by several public, nonprofit, and private entities to obtain a better understanding of the industrial land supply challenges now squarely before area decision-makers.¹

Phase 1 of RILS included focus group meetings with public and private representatives to define issues about the adequacy of the study region’s industrial land supply.

Phase 2 addressed questions about industrial supply and demand. Industrial land demand was forecasted to be 6,300 net acres over 20 years. The study region’s industrial land supply was sorted into two primary types—land that is “ready to develop” and land that is “constrained”. The total industrial land supply was found to consist of 9,200 acres of vacant and redevelopable parcels. About one-third of the land supply (2,400 acres was considered “ready to develop”) and two-thirds was considered to be “constrained”.²

With a long-term need for almost 4,000 additional ready-to-develop industrial acres, the RILS sponsors proceeded with Phase 3 to better understand the costs associated with making constrained industrial land ready for industrial use. Phase 3 of RILS combines the results of the prior two phases with new information gleaned from industrial development case studies and a more detailed assessment of industrial development

¹ The study region is defined as the six-county Portland-Vancouver Primary Metropolitan Statistical Area, which includes land in Clackamas, Columbia, Multnomah, Washington, and Yamhill Counties, Oregon; and Clark County, Washington.

² “Constrained” industrial land is defined as land that is designated for industrial use, but is not “ready to develop” because of one or more of the following factors: lack of urban services, environmental issues, natural hazards, brownfield designation, marine or aviation use restrictions, corporate land banking, and/or “major” traffic congestion on nearby arterial streets.

trends. Additionally, Phase 3 summarizes the industrial land supply policy issues and strategies requiring immediate attention from local and regional decision making bodies.

This report is presented as an immediate call to action for the deliberate, participatory engagement of industrial and economic development issues. The stakes are high. Strategic economic policy decisions made or not made by policy makers will affect our region's ability to compete in the global market place for years to come.

Purpose of RILS Phase 3

The general purpose of RILS Phase 3 is to identify potential policies that can increase the supply of industrial land that is ready for development. The specific objectives of RILS Phase 3 include:

- Analyzing the feasibility, strategies, and potential impacts of converting constrained industrial land inside the Metro Urban Growth Boundary (UGB) and the Clark County Urban Growth Area (UGA) to ready-to-develop land.
- Analyzing the costs, tradeoffs, and impacts of creating new ready-to-develop industrial land outside the Metro UGB.
- Comparing the costs and development issues for selected sites inside the Metro UGB Clark County UGA, and outside the UGB/UGA; and
- Identifying policy issues that should be considered to enhance industrial land supply by increasing the supply of "ready to develop" land.



Historically, economic development policies interacting with market forces enabled goods to be "Made in Oregon" for export to the rest of the nation and the world.

Study Methodology

RILS findings are based upon development case studies in this region, and information gleaned from interviews with industrial experts and a review of literature. The study also includes an industrial employment growth and development density analysis, with updated industrial land demand forecasts.

A consortium of local, regional, and state interests served as study sponsors and functioned as a Management Advisory Committee (MAC). The MAC met nine times during the study process to help formulate study methodology, select case studies, and to review preliminary study findings and conclusions. The MAC membership included individuals from the following organizations.

- Clackamas County
- Columbia County
- Columbia River Economic Development Council
- Commercial Real Estate Economic Coalition
- Metropolitan Service District (Metro)
- Oregon Economic and Community Development Department
- Oregon Department of Land Conservation and Development
- Oregon Department of Transportation
- Port of Portland
- Portland Development Commission
- Portland State University, Institute of Portland Metropolitan Studies
- 1000 Friends of Oregon

Dr. Ethan Seltzer, Institute of Portland Metropolitan Studies, served as the project facilitator. Consultant activities, including buildable land analysis, demand analysis, case studies, and preliminary strategies were led by Otak, Inc. with support from ECONorthwest and Parametrix, Inc.

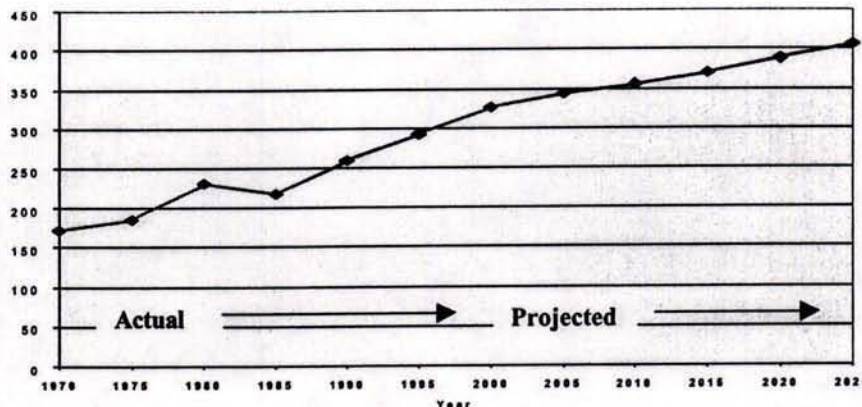
Industrial Development Trends

Despite the recent slow-down in national and regional economic activity, industrial job growth in the study region is expected to increase from approximately 328,000 jobs in year 2000 to 476,000 jobs by year 2025. This represents a projected increase of 148,000 industrial jobs over this forecast time period.³ As shown in the figure below, regional industrial job growth has generally trended upwards since the national recession that occurred in the early 1980s. While there will certainly be years where industrial job growth dips or declines (this year is a likely example), the long-term trends bode well, as long as demand is accommodated.

Key Findings In This Section...

- Industrial Jobs are Projected to Increase 4
- Industrial Land Requirements are Changing 5
- A Variety of Parcel Sizes are Needed..... 6
- Availability of Ready-to-Develop Parcels is Constraining Market Potential 7

Figure 1: Industrial Employment in Study Region (000s)

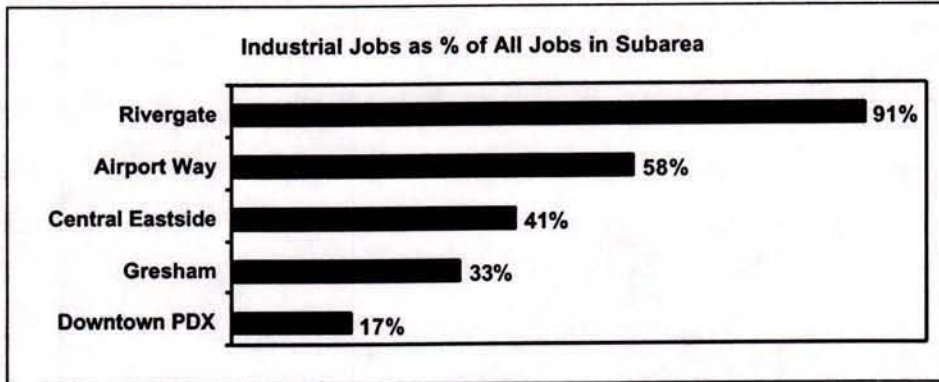


The literature review and interviews revealed that despite the gradual shift in our nation's economy from manufacturing to services, technological advances and global competition are beginning to have a measurable impact on industrial development. Emerging trends are highlighted below.

Not all jobs in "industrial" sectors require vacant industrial-designated land. It is estimated that 15 percent of new industrial jobs can be accommodated within commercial buildings or through redevelopment. The distribution of industrial jobs as a percentage of all jobs tends to vary widely by location and land-use designation, as shown in Figure 2.

³ Industrial jobs shown on Figure 1 include the following sectors: construction, manufacturing, transportation, communication, and public utilities. Job forecasts are from the "Economic Report to the Metro Council", Metro Data Resource Center, January 2000.

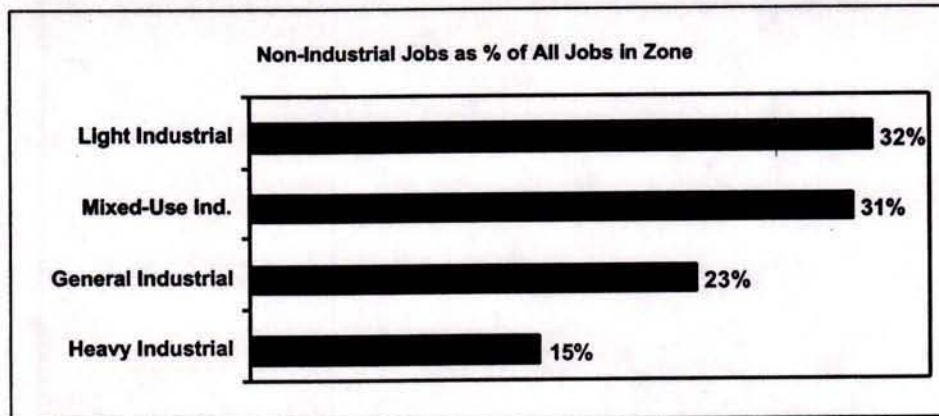
Figure 2: Industrial Job Distribution by Selected Subarea



Source: compiled by Otak, based on data provided by Oregon Employment Department for year 2000.

Not all industrial-designated land is used by “industrial sectors.” Uses such as restaurants, retail, athletic clubs, churches, training/education, and public facilities currently occupy about 20 percent of the industrial land base. Most local zoning ordinances allow some level of ancillary retail and commercial uses within industrial zones. The existing distribution of non-industrial jobs within industrial zones is shown on Figure 3.

Figure 3: Non-Industrial Jobs by Land Use Zoning Designation



Source: compiled by Otak, based on data provided by Oregon Employment Department for year 2000

Certain building densities are decreasing while others are increasing. Warehouse/distribution building-floor-area to land-area densities appear to be declining as building heights increase. The focus on administration/management and research and development occupations is expected to increase building densities for high-tech/flex

Industrial Development Trends

Continued

buildings moderately. General industrial building densities are expected to remain fairly constant.

Employment densities are also changing. Increased automation is leading to lower employment densities for warehouse/distribution and general industrial uses. On the other hand, more focus on research and development and management/administrative positions is leading to higher employment densities for high-tech/flex building types.

A variety of parcel sizes is required to meet future industrial demand requirements. In response to increasing demands from the global and domestic markets, industrial operations must constantly strive to become more efficient and more cost effective. Industrial land users desire sites and building facilities that foster flexible and efficient production and efficient distribution environments.

Table 1: Industrial Parcel Demand and Supply (Six-County Study Region)

Parcel Size (buildable acres)	Projected Demand for Parcels (2000 to 2025)	Estimated Supply of Parcels ¹		Conclusions
	Mid-Point of Sensitivity Analysis	Total Vacant Industrial Parcels	Vacant & Unconstrained Parcels	
1 to 3	2,169	730	188	Significant infill/redevelopment opportunities in this segment.
3 to 11	235	710	218	Market appears to be addressing this segment.
11 to 50	58	284	62	Upper end of range (i.e. parcels over 20 acres) should be more carefully monitored.
50 to 100 ²	9	21	2	Land constraints are limiting market opportunities in this segment.
100 and above ³	6	7	1	Immediate need to identify/preserve strategic sites for industrial use.
Total	2,476	1,752	471	

¹In addition to these parcels, there are approximately 24 vacant unconstrained parcels (less than 15 acres) in small cities outside Metro UGB (including Estacada, Molalla, Sandy, Canby, North Plains, Banks, Newberg, McMinnville, Sheridan, St. Helens, etc.

²Adjusted to include the +/-75-acre James River site in St. Helens, Columbia County.

³Updated to reflect recent absorption/sales at Southshore Corporate Park and Westmark Industrial Park.

Source: Demand projections by ECONorthwest and Otak; supply estimates by Otak, Inc. derived from RILS Phase 2 Draft Final Report, December 1999 (with adjustments for sites over 75 acres.

A sensitivity analysis was conducted (provided in Appendix G) to estimate long-term demand for industrial parcels. The results of that analysis are provided in Table 1. It should be noted that the parcel demand forecasts reflect the consultant team's "best estimate" for industrial parcels based upon growth in industrial establishments. Industrial developers typically develop sites that are large enough to accommodate a variety of tenants in diversified building types. This approach helps to address the needs of small and large tenants, and those that desire to own or lease property. Hence,

Industrial Development Trends

Continued

Table 1 does not reflect the likely aggregation of several parcels into large contiguous industrial developments.

Availability of ready-to-develop parcels is constraining market potential. As indicated in Table 1, the forecasted demand for small (less than 3-acre) and large (over 50-acre) industrial parcels may exceed the existing unconstrained industrial supply, unless proactive public policies interact with market forces to enhance and preserve strategic industrial holdings. The real estate community appears to be addressing the 3- to 11-acre category of parcel demand, but is not currently addressing demand for ready-to-develop parcels over 50 acres.

Large parcels are important to economic development. The forecasted demand for 15 large parcels (over 50 acres in net land area) accounts for only one percent of the total parcels, but is forecasted to accommodate approximately 13,500 industrial workers or 14% of the future industrial job growth. Additional analysis is recommended within the 11-50 acre category to determine if available parcel supply is in line with demand requirements.

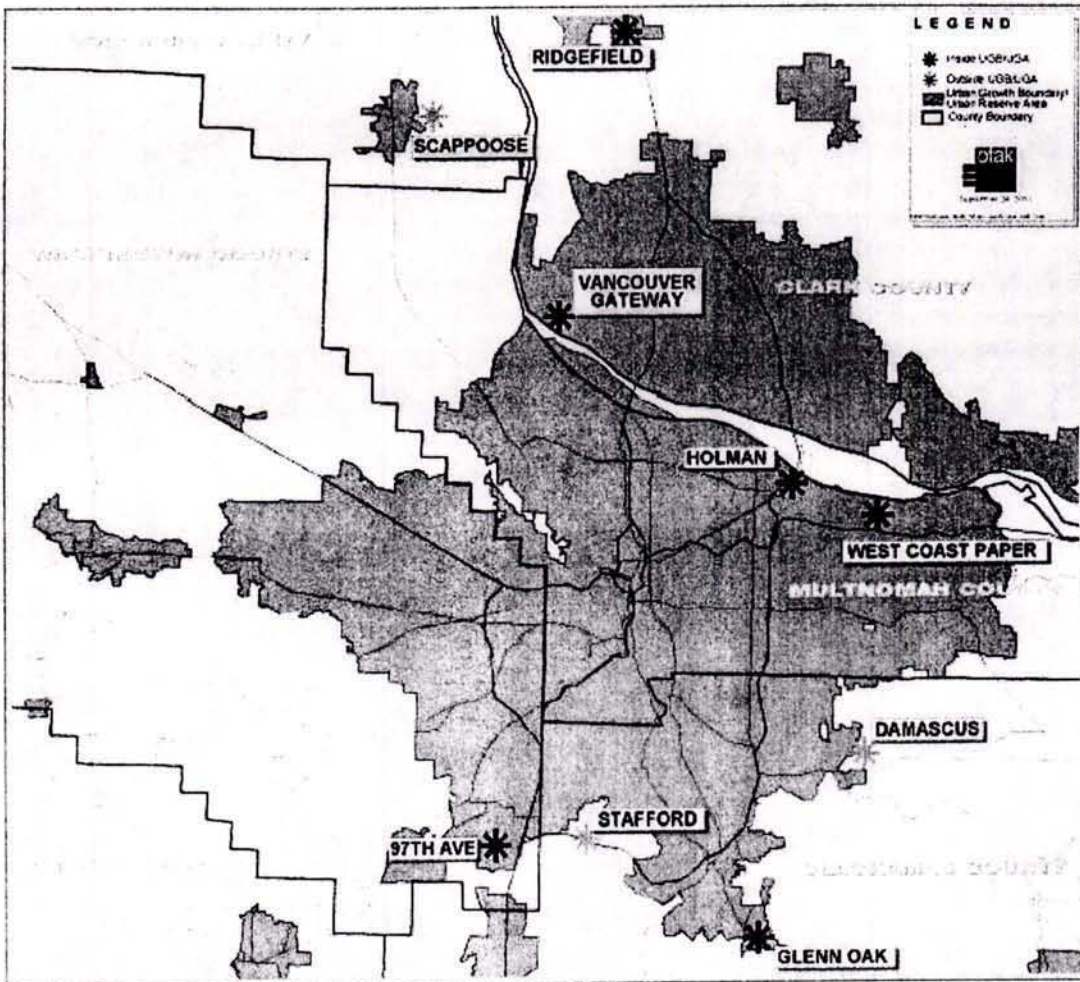
Given these findings, a sensitivity analysis was conducted using minimum, maximum, and mean job and building density assumptions. The results concluded that the long-term (year 2000 to 2025) industrial land demand in the study region ranges from 4,700 to 11,500 net acres, with 6,900 acres as the best estimate (90 percent confidence level) for net vacant land requirements. Of course, the location, configuration and availability of parcels are also important development considerations. As the available land supply tightens, the ability for the region to fully address market requirements, particularly from large industrial land users, may be lost.

Industrial Development Case Study Findings

To better understand the costs of converting constrained industrial land to land that is "ready to develop," RILS Phase 2 evaluated several industrial case studies located inside and outside the UGB/UGA. Case study locations were selected by the MAC after considering site selection criteria that are described in the Technical Appendix Report.

In This Section...	
Industrial Development Case Study Locations	8
Inside UGB/UGA Case Studies	9
Outside UGB/UGA Case Studies	12

Figure 4: Case Study Location Map



Industrial Development Case Study Findings

Continued

The case studies, which included six locations inside the UGB/UGA and three locations outside the UGB/UGA, are useful for determining the relative cost of removing identified industrial development constraints. Site development constraints are defined as any extraordinary development costs required to address major offsite transportation and utility improvements, special on-site grading/fill, environmental mitigation, and property assembly. Conversion costs are intended to represent the cost of making the constrained land on par with ready-to-develop industrial properties.

Conversion costs should not be confused with "basic" site development costs, which includes additional costs for permitting, basic site preparation/grading, onsite utilities, roads and pathways for site circulation. Since "basic" site development costs apply to ready-to-develop vacant land and constrained land, they are excluded from the case study analysis.

While the sample size of the case studies is small, it does reflect the general spectrum of issues confronting the study region's constrained industrial land supply. The case studies do provide an indication of the relative costs of converting constrained land to ready-to-develop industrial properties.

There are two types of conclusions that can be derived from the case study analysis: 1) General Conclusions and 2) Inferred Conclusions. General conclusions help shed light on the issues and relative costs of addressing development constraints. Inferred Conclusions are implied by the case studies but may require additional analysis to fully validate their basis or accuracy.

Inside UGB/UGA Case Studies

The six inside UGB/UGA case study locations included: two sites in Multnomah County (West Coast Paper and Holman Area); one site in Clackamas County (Glenn Oak Industrial Park); one site in Washington County (97th Avenue site in Tualatin); and two sites in Clark County (one in Ridgefield and the Vancouver Gateway). Of these case studies, West Coast Paper and 97th Avenue sites were developed or under construction, and the remaining four were in various stages of planning. In light of its large size and number of development alternatives, the Vancouver Gateway site was evaluated in two potential configurations.

Industrial Development Case Study Findings

Continued

Table 2: Inside UGB/UGA Case Study Results

Site No.	Name	Net Buildable Acres	Avg. Parcel Size	Estimated Industrial Jobs on Site	Conversion Cost Adjusted to Industrial Uses	Conversion Cost Per Industrial Job Ratio	Conversion Cost Per Acre Ratio
M-2	West Coast Paper	18.4	9.2	276	\$50,000	\$180	\$2,700
M-3	Holman Area	32	1.9	848	\$9,286,800	\$10,950*	\$290,175
C-3	Glenn Oak Industrial Park	51	3.9	1,548	\$7,905,000	\$5,110	\$155,104
WA-8	97 th Ave Site	7	1.8	124	\$555,000	\$4,476	\$79,286
CK-2	Ridgefield	44	44	579	\$550,000	\$950	\$12,501
CK-3	Columbia Gateway	375 to 575	N/A	4,200 (Alt.2) to 4,450 (Alt. 4)	\$29.3M (Alt 2) to \$68.54M (Alt 4)	\$6,980 to \$15,402	\$78,130 to \$119,200

*Long-term cost per job is \$2,685 after sales/lease revenue is added.
Source: Case study research by Otak, Inc.

Inside UGB/UGA Case Study General Conclusions

There is a very wide variation in the cost of addressing site development constraints. Hence, each site must be evaluated on a case-by-case basis, and it may not be accurate to apply average cost factors to all constrained land within the study region.

There are three primary types of constrained⁴ industrial land:

- 1) land that will likely be developed over the long-term as industrial without public investment;
- 2) land that could accommodate some industrial as long as a mix of non-industrial use (e.g., commercial or other uses) is allowed; and
- 3) land that will likely not be developed as industrial unless there is a significant level of public investment in the form of land assembly and/or offsite infrastructure.

The constraints associated with the first category may be temporary or do not significantly impair site development, such as regional traffic congestion. Examples include the West Coast Paper and Ridgefield case studies.

The second category reflects the costs for addressing higher levels of constraints, such as onsite wetlands mitigation, and challenging site topography. Examples include 97th Avenue.

⁴ "Constrained" industrial land is defined as land that is designated for industrial use, but is not "ready-to-develop" because of one or more of the following factors: lack of urban services, environmental issues, natural hazards, brownfield designation, marine or aviation use restrictions, corporate land banking, and/or major traffic congestion on nearby arterial streets.

Industrial Development Case Study Findings

Continued

Sites that possess multiple constraints with inadequate transportation connections and/or include small redevelopment parcels make up the third category of constrained land. Areas with these constraints will likely require a public agency to lead or facilitate development by making significant investments in infrastructure or land acquisition. Examples include Holman Area, Glenn Oak, and Columbia Gateway.

Developer return on investment and certainty in the permitting process are the two main factors that determine if the private sector can address industrial land constraints. In the *long run* it appears that the private sector is willing to pay for needed transportation improvements, and construct necessary environmental mitigation, if land-use permitting is timely and developer return on investment is sufficient. The property owner must also be a willing participant in the development process or the site will remain "land banked" for an indefinite time period.

Transportation consistently emerges as the leading cost factor for removing industrial development constraints. Providing adequate offsite transportation (e.g., new roads, intersection improvements, and to a lesser extent rail connections) appears to be the most costly development constraint for large parcels.

Development costs are only one factor that can inhibit industrial development. Land use and environmental permitting (which is required to make land ready for development), along with local political and community preferences can also hinder industrial development. Prolonged permitting processes, and competing growth pressure from non-industrial uses, such as schools, churches, parks, and housing developments are significant challenges to industrial development.

Inside UGB/UGA Case Study Inferred Conclusions

A Regional Economic Development Strategy is needed. Various cities, counties and state agencies, and private organizations within the study region tend to have economic development strategies that are independent and reactive. While some informal coordination is occurring among public and private economic development stakeholders, a more concerted and deliberate effort could help to retain and attract strategic industries.

Public land assembly is likely necessary when there are several property owners, non-conforming uses, and/or very small parcels that need to be aggregated for more intensive industrial development to occur. In the absence of public subsidies or tax incentives, developers will not provide the "patient equity" necessary to assemble several small (less than +/-5-acre parcels) into a contiguous industrial or business park. Once the land is assembled, however, it appears that developer's will address constraints associated with permitting and infrastructure, as long as an adequate return on investment can be achieved.

Industrial Development Case Study Findings

Continued

Commercial/mixed-use development is sometimes necessary on sites with significant development constraints. These sites have higher than typical development costs, which require enhanced revenues to generate adequate market return on investment. Hence, the developer may need to provide some amount of non-industrial use (e.g., commercial/mixed-use development) to justify the higher costs of removing site constraints. The amount of non-industrial use needed will vary, depending upon parcel location, size, and site marketability.

Developing constrained industrial land may result in fewer industrial jobs than planned. In the absence of public subsidies or tax incentives, developers must identify financially viable land uses to carry high development costs associated with addressing site constraints. Hence, developers will often seek to accommodate high revenue-generating land uses, such as commercial retail, in lieu of industrial uses. Commercial encroachment on industrial designated land is likely to result in an opportunity cost or a reduction in the region's ability to accommodate future industrial job growth on our remaining supply of vacant industrial land.

Streamlined environmental/land use permitting and clear and objective Goal 5/ESA regulations can help developers manage the risk of industrial land conversion. Increasing layers of federal, state, and local permitting are adding to the risks, costs and uncertainties of real estate development. Until clear and objective regulations are adopted, there may be adverse financing impacts on projects with potential Goal 5/ESA or wetland impacts. Also, no one can be sure about the adequacy of the study region's industrial land supply until new Goal 5/ESA regulations are clearly defined. This issue generally pertains to the desire for expedited review and due process for all land use regulations.

The conclusions from the inside UGB/UGA case studies point towards the importance of preserving and protecting vacant industrial sites within the UGB/UGA for industrial development. Also, given the cost and risk associated with developing constrained industrial sites, there are cases where the public sector must play a role to foster industrial development.

Outside UGB/UGA Case Studies

The three outside UGB/UGA case studies included potential industrial locations in Damascus, Stafford, and Scappoose. Given the large expanse of the Damascus area, it was evaluated as two inclusive industrial areas: the southwest quadrant, and the entire Damascus area. Please refer to the Technical Appendix for site maps and descriptions.

Industrial Development Case Study Findings

Continued

Table 3: Outside UGB/UGA Case Study Results

Site No.	Name	Net Buildable Acres	Avg. Parcel Size	Estimated Industrial Jobs On Site	Conversion Cost Adjusted to Industrial Uses ²	Conversion Cost Per Industrial Job	Conversion Cost Per Acre
C-2B	Stafford Area	80	N/A	2,708	\$10,504,500	\$3,879	\$131,306
C-1A	Damascus ¹	532	N/A	15,095	\$162,240,000	\$10,748	\$345,928
C-1B	Damascus (SW Quad.) ¹	234	N/A	5,537	\$29,775,000	\$5,383	\$133,520
CO-2	Scappoose	300	150	1,470	\$21,850,000	\$12,700	\$72,813

¹Tier A conversion cost for Damascus property excludes Units 1-2 of Sunrise corridor (\$520M) given its assumed statewide/regional need.

²Applies to Damascus and Stafford mixed-use areas where planned non-industrial land uses must share infrastructure capacity.

Source: Case study research by Otak, Inc.

Outside UGB/UGA Case Study General Conclusions

The cost-per-job and cost-per-net-acre for large parcels outside the UGB/UGA appear to be on par with the costs identified for the inside UGB/UGA case studies. There may be some economies of scale attributed to the large case study areas, which can be used to spread the capital costs among several land use types.

The total cost of converting large vacant sites is typically higher than smaller sites inside the UGB/UGA. This is primarily attributed to the need to construct adequate public facilities (e.g., roads, intersections, water and sewer lines, etc.) to serve large sites as opposed to smaller close-in sites. This conclusion seems to apply more towards site size than location—with the largest inside and outside UGB/UGA case studies (e.g., Columbia Gateway, Stafford, and Damascus) costing the most to develop.

Transportation costs were identified as the leading conversion cost item. The potential level of transportation investment required to address site constraints for locations such as Stafford and Damascus is so large that it would likely require multiple funding sources and long-term phasing strategies.

Large potential industrial areas in outside UGB/UGA locations, such as Stafford and Damascus, can provide opportunities for master-planned industrial parks that accommodate large (50+ net acres) industrial sites. Such areas can be used as strategic locations for retaining or attracting large employers and can become the industrial sanctuaries of the future.

Large potential industrial areas in outside UGB/UGA locations will not address near-term demand needs. All case study areas outside the UGB/UGA would have to meet state and local land use law requirements to come into the UGB/UGA prior to industrial development. This process could take two to four years, and would be

Industrial Development Case Study Findings

Continued

necessary prior to obligations of funding for infrastructure (which could take another 2-4 years or longer). Hence, developing parcels outside the UGB/UGA does not address near-term needs.

Outside UGBIUGA Inferred Conclusions

A Regional Economic Development Strategy is needed to ensure that the existing and planned industrial supply is consistent with regional and local economic development objectives. The region needs to clarify its economic development objectives and determine how it will accommodate a variety of industrial land users. If there is a strategy to accommodate large industrial establishments, then this strategy will likely impact areas outside the UGB/UGA. This process should confirm locations for future industrial development in conjunction with overall economic development objectives.

Site size and public infrastructure costs are not the only factors to be considered when selecting locations for future industrial development. In addition to the size of buildable industrial land areas and the public cost of providing infrastructure, the ultimate success or failure of future industrial locations will depend on: proximity to interstate transportation facilities, multi-modal freight access, relationship to sensitive environmental areas, labor force access/proximity, telecommunications access, the presence of training and education facilities, and community support.

The case study analysis indicates that the large outside UGB/UGA case study areas offer potential economies of scale that place the per-acre conversion costs in the ballpark with areas inside the UGB/UGA. Areas outside the UGB/UGA, if properly planned and zoned, can provide large contiguous industrial areas that can address site requirements of large-industrial users—if the region determines that is an economic development strategy it wants to pursue.

Potential Industrial Policy Strategies

There is no easy or quick fix to the industrial development challenges confronting this region. No silver bullet or single strategy will create an adequate supply of ready-to-develop industrial land. As such, this report identifies several potential industrial policy strategies to assist regional officials and interested stakeholders in identifying appropriate actions to address industrial land needs.

The policy strategies below are grouped into four categories: overriding policy strategies, policy strategies that address ownership constraints; policy strategies that address environmental and land use constraints; and policy strategies that address infrastructure constraints.

Overriding Policy Strategies

Overriding policy strategies require regional cooperation and function as the “umbrella” for creating specific policies tied to ownership, environmental, land use, and infrastructure constraints.

Create a Clear Regional Economic Development Strategy — The RILS concluded that a variety of parcel sizes is required to accommodate small, medium, and large industrial users. A proactive economic development approach is needed to confirm and clarify how much industrial development the region wants to accommodate, and where future industrial areas will be located. Special attention should be focused on retaining existing industrial establishments by providing expansion options. In addition to confirming the direction of our region’s economic development objectives, the strategy should build upon recently adopted local economic development plans, and address regional objectives for retaining and diversifying the regional economy. The strategy should address issues, such as:

- Determination of measurable economic development objectives with specific desired and measurable outcomes.
- Relationship between the regional labor force and job growth.
- Designation/preservation of strategic locations for future industrial development, and maintain consistency with local comprehensive plans.
- Consideration of environmental protection and preservation policies.
- Identification of infrastructure requirements, costs, priorities, and sources of funding. The strategy should identify new funding sources, as appropriate, and provide a linkage between infrastructure investments and economic development objectives.
- Determination of appropriate entities to coordinate regional economic development efforts, including marketing and land assembly establishment of benchmark indicators that relate economic development with quality of life (e.g., income levels, poverty rates, educational attainment, etc.).

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Strategies that Address Environmental and Land Use Constraints	18
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Potential Industrial Policy Strategies

Continued

The Regional Economic Development Strategy needs to be carefully orchestrated at all levels of government to include state, regional and local land use goals and objectives. In addition to coordinated, state and regional policy efforts, local community outreach is needed to maintain consistency between regional and local development objectives.

**Table 4: Summary of Industrial Land Demand and Supply (Net Buildable Acres)
Six-County Study Region, Projected 2000 to 2025**

County	Population (2000 Census)	Land Demand (net acres)	Vacant Industrial Land Supply (buildable acres) ¹	
		Buildable Land Requirements	Total	Ready-to-Develop (Unconstrained)
Clackamas	340,000	2,000	865	47
Multnomah	662,400	900	2,572	442
Washington	449,250	2,100	1,766	483
Columbia	43,700	50	883	70
Yamhill	85,500	250	243	—
Oregon Subtotal	1,580,850	5,300	6,329	1,042
Clark	345,000	1,600	2,869	1,345
Total	1,925,850	6,900	9,198	2,387

Source: Land demand projections by ECONorthwest based upon Metro job growth forecasts. Supply estimates from Regional Industrial Land Study, Phase 2 Draft Final Report, December 1999. Population estimates from Population Research Center, Portland State University, and U.S. Census Bureau. Compiled by Otak, Inc.

¹ Derived from May 1999 land inventory; not updated to account for recent absorption.

The region must re-confirm its stance on economic development and determine if the remaining supply of industrial land (as shown in Table 4) is consistent with its long-range growth objectives.

Preserve Strategic Areas for Industrial Development — Local policies that foster and retain “industrial sanctuaries” and limit commercial retail and other non-industrial uses in designated industrial areas are now more important than ever. In addition to preserving land in urban industrial locations, emerging areas such as the Ridgefield case study illustrate the relative cost advantage of utilizing vacant land near freeway/highway interchanges for industrial development. When located near interstate highways, industrial land use can serve as adequate buffers between the highway and residential or commercial areas, and can help pre-empt the need to extend major public facilities into outlying urban fringe areas.

Link Public Investments with Economic Development Strategy — There should be a direct relationship between the economic development strategy and regional infrastructure investments. Capital improvements to roads, rail, ports, and airports,

Potential Industrial Policy Strategies

Continued

should be carefully evaluated for their direct relationship to strategic economic development efforts.

Strategies that Address Ownership Constraints

According to the United States Bureau of Economic Analysis, approximately two-thirds of all job growth is attributed to growth within existing establishments. Industrial establishments often plan to accommodate future growth by increasing productivity and/or "land banking". A limited industrial land supply underscores the importance of working with existing firms to provide adequate options for on and off-site expansion.

Retain and Assist Existing Industrial Establishments — Retaining existing industrial establishments requires a proactive and coordinated effort by local and regional governments and economic development representatives. An industrial outreach effort is recommended to get a better understanding of perceived regional industrial expansion issues and the anticipated land needs. Accurate building and job-density data could be acquired during the outreach effort to assist regional planners with making realistic land needs projections. The outreach effort could be completed over a six- to nine-month period through a combination of interviews, meetings and surveys. Establishments identified to have major expansion requirements could be connected with appropriate private, local, regional, or state industrial location experts.

Encourage Industrial Redevelopment — The RILS estimates that approximately 15 percent of the future industrial job growth could be accommodated through redevelopment, as opposed to "greenfield" development. Redevelopment includes reuse and/or expansion of existing industrial facilities. As existing businesses grow, expansion through redevelopment should be promoted as an alternative to relocation. Special incentives to consider may include:

- Tax abatement for the cost of providing structured parking or "roof top" additions;
- Low interest loans for seismic retrofits of older structures;
- Low interest loans or grants for brownfield or hazardous soils remediation;
- Expanded use of the Oregon Enterprise Zone program in distressed areas, reductions in Washington State business occupancy or sales taxes, or tax abatement for employers that exceed established minimum employment/income thresholds.

Establish an Industrial Site Certification Program — This low-cost strategy is intended to encourage participation by owners of constrained industrial property in a voluntary Site Certification Program. This proactive Site Certification process may prevent many of the more than 1,000 constrained properties from falling through the cracks, and help avoid excessive land banking. Special incentives, can include providing a free site certification feasibility evaluation, and web-based listing/designation of the site as a State Certified Industrial Site.⁵ This outreach effort could be coordinated

⁵ Similar industrial site certification programs have been successfully used in states such as Virginia for many years.

Potential Industrial Policy Strategies

Continued

through a public agency(ies) or private non-profit organizations, such as the National Association of Industrial and Office Parks.

Strategic Land Assembly — Public land assembly is an important policy strategy, given the RILS finding that one-third of the constrained land supply (about 2,000 acres) is comprised of parcels less than five gross buildable acres. While significant industrial job growth is anticipated for small sites (1 to 3 net acres), industrial areas primarily comprised of small high-valued parcels and multiple owners may experience disinvestment and encroachment from non-conforming land uses (such as parking lots and commercial development). Public land assembly may entail the use of eminent domain (if area is identified within an urban renewal district) or can be leveraged using innovative financing programs, such as reverse mortgages to limit up-front public capital cost outlays while maintaining control over participating properties.⁶

Strategies that Address Environmental and Land Use Constraints⁷

Industrial development and environmental protection are both important to the economic health of the region. Recent listing of Willamette Valley and Steelhead Salmon as “threatened and endangered species” by the U.S. Congress for protection under the National Environmental Policy Act has led to an uncertain regulatory environment for land near riparian habitats, such as streams and rivers. Complying with the Endangered Species Act (ESA) in Oregon and Washington and Oregon statewide Land Use Planning Goal 5 Natural Resources, Scenic and Historic Areas and Open Spaces along with other federal, state, and local permits creates risk and uncertainty for industrial development in our region.

Establish Clear Goal 5/ESA Compliance Regulations — The RILS analysis determined that as much as 25 to 30 percent of the remaining industrial land supply is impacted by wetlands, floodplains, and potential Goal 5/ESA buffers. When new Goal 5 riparian regulations are being formulated, property owners (and lenders) usually assume the “worst case” scenario for a properties development potential. Clear and objective regulations to implement Goal 5/ESA are needed before an accurate determination of developable land can be made in the study region.

Streamline Entitlement/Permitting Process—Overlapping federal, state, Metro/regional, and local land use regulations have created a myriad of permitting hoops, especially for land that is constrained by environmental features such as wetlands, floodplains, and steep slopes. This strategy endorses environmental streamlining, such as programmatic regulatory approvals within watersheds or other designated areas. The creation of centralized permitting/review agencies, and the use of web-based permitting systems should be considered.

⁶ Reverse mortgages in this example could entail a public agency, such as PDC, entering into an agreement with a property owner that provides equity payments in exchange for eventual transfer of property ownership.

⁷ See also policy strategies identified under the headings “Prepare Model Industrial Development Code Handbook” and “Incentives that Encourage Industrial Redevelopment”.

Potential Industrial Policy Strategies

Continued

Prepare Model Industrial Development Code Handbook — This strategy attempts to establish mid- to long-term guidance that is imperative for protecting the remaining competitive industrial land supply. We recommend a Model Code handbook that succinctly describes appropriate local policies designed to protect and enhance industrial areas. This code should consider:

- New provisions that result in “no net loss” of industrial land when applications for industrial zone change amendments are processed.⁸
- Procedures for streamlining permitting and development review;
- Preservation and establishment of industrial sanctuaries where non-industrial uses are restricted.
- Performance standards for industrial/commercial mixed-use developments (e.g., outside storage can be allowed as long as adequate landscape buffers are provided).
- Performance zoning that allows “floating industrial zoning designation” as long as locally adopted (and state approved) performance measures are met (e.g., adequate public facilities, consistency with state land use laws, etc.).
- Model land use ordinance that promotes “shared parking” and supports transportation demand management (TDM) techniques such as transit vouchers, car pooling, and work-at-home/telecommute practices

Strategies that Address Infrastructure Constraints

In conjunction with the Regional Economic Development Strategy it is recommended that additional resources be committed to funding infrastructure that supports development objectives. Ideas that emerged during the RILS planning process are highlighted below.

Create a Strategic Transportation Investment Fund — For the majority of the case studies, the largest single cost item is related to roads, traffic signals, and/or rail improvements. Transportation constraints are estimated to affect up to 20 percent of the constrained land supply. State or regional transportation programs, such as those administered by the Oregon Economic and Community Development Department (OECD) and the Oregon Department of Transportation (ODOT) Immediate Opportunity Fund can help reimburse local jurisdictions or private entities for transportation improvements that facilitate expansion of industrial jobs. In the past, this has been an effective program at leveraging industrial investment by operations including Intel and LSI Logic. Unfortunately, statewide funding for this program was cut by approximately 75 percent during the 2001 legislative session.

Establish an Industrial Development Fund Using Special Assessments from Mixed-Use Industrial Districts — In urban areas such as the Holman District or the Central Eastside Industrial District, the cost of assembling/redeveloping small sites will likely be far higher than the revenues from industrial development can support. In the

⁸ A “no net loss” policy or strategy may compel periodic expansion of the Metro UGB to offset changing industrial zoning to commercial or mixed-use zoning.

Potential Industrial Policy Strategies

Continued

absence of major public land assembly, we anticipate little change in these areas. While the industrial sanctuary designation may help preclude up-zoning and encroachment, little industrial redevelopment would likely occur without special public policy measures. Higher revenues can be obtained from specific up-zoning to allow some limited amounts of commercial/mixed-use, which can help leverage higher levels of industrial development.

If up-zoning is used in combination with a value-capture tax this strategy might spur industrial redevelopment, and help seed a mitigation fund used to address industrial land constraints in other parts of the study region. Potential value capture mechanisms may include: urban renewal authority as part of a tax increment financing district; special benefit assessment in combination with tax abatement; real estate transfer fee, or regional tax base sharing programs.

Continue to Assist in Providing Basic Infrastructure in Small Urban Areas — Oregon and Washington states must continue to assist local jurisdictions with updating local Public Facilities Ordinances, and in leveraging local, state and federal funding sewer, water, and roads using combinations of grants and loans. These actions can be combined with the other strategies identified above to assist small urban areas in funding infrastructure in a manner that's consistent with the regional economic development objectives.

Closing Thoughts

Combinations of policy strategies are needed to foster efficient industrial development that's consistent with regional and local economic development objectives. The conversion of constrained industrial land to ready-to-develop sites within the UGB/UGA should be encouraged to prevent further erosion of the industrial land base. Industrial policy strategies, if directed only at inside UGB/UGA locations, would likely preclude the region's ability to accommodate large (50+ net acre) industrial employers—which support ancillary smaller industrial operations and service establishments.

A regional economic development strategy that considers, among other things, if/how large industrial users are to be accommodated is long overdue. There is a window of opportunity created by the sluggish national and regional economy that can allow the study region to take proactive and deliberate steps towards desired economic development, prior to the next wave of economic resurgence. This is only possible if industrial policy strategies are discussed, refined, adopted, and finally implemented.

Demographic and Socioeconomic Findings

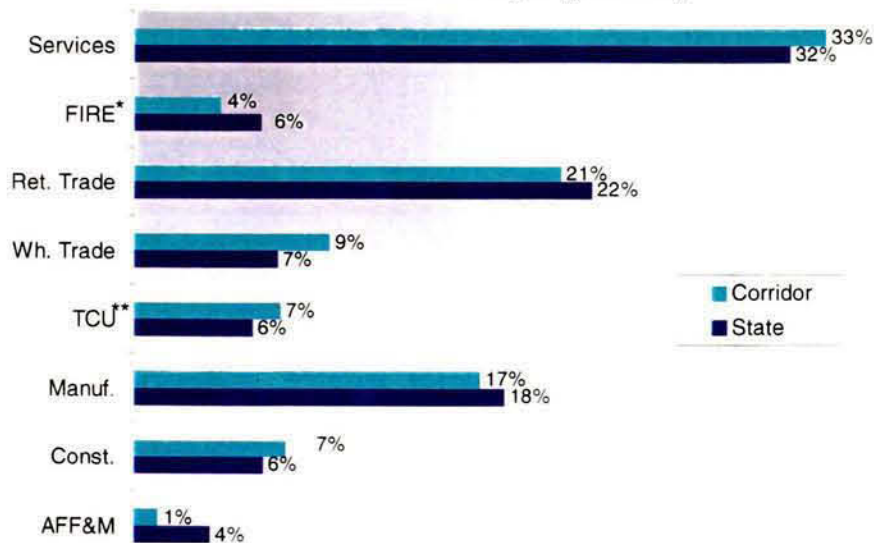
The I-205 Corridor is among the state's most diverse and economically robust urban areas. In a span of only 24 miles, the corridor includes 17 Municipal and 3 County jurisdictions.

Economic Drivers

- Very Diverse Job Base
- Economic Engines: Airport, High Tech, Health Care, Warehousing & Retail
- 298,000 Jobs (17% of state & 33% of Tri-County Region)
- 500,700 Residents
- 13,660 Business Establishments
- 30 Businesses with Over 500 workers
- \$10 Billion Payroll
- 1.2 Million in Labor Force Within 50 Miles
- 3 Regional Centers and 8 Town Centers
- Significant Growth Projected in East Metro
- 103,000 New Jobs and 70,000 new Households Projected

- Total jobs within the I-205 Corridor increased by 18% between 1996 and 2000 (4.4% annual average rate of growth.) This rate of growth was slightly greater than the tri-county Metro Region as a whole.
- Employment within the I-205 Corridor is projected to increase by 35% between 2000 and 2020—to 400,360 jobs.
- The employment sectors in the Corridor with the greatest growth potential by year 2020 include: Manufacturing (12,475 new jobs); Transportation, Communication, and Public Utilities (TCPU with 13,844 new jobs); Wholesale Trade (9,774 new jobs); Retail (21,084 new jobs); Services (36,292 new jobs); and Government (11,280 new jobs). This type of "balanced" job growth bodes well for continued increases in jobs with wages necessary to support families, as well as entry-level positions.

Allocation of Jobs by Sector
I-205 and State of Oregon (year 2000)



Source: Oregon Employment Department

* Finance, Insurance, and Real Estate

** Transportation, Communications, and Public Utilities



Land Use / Development Potential

The I-205 Corridor spans approximately 158 square miles and comprises over 40% of the total land area within the Portland Metro UGB.

Interesting findings include:

- There are over 60 private business/industrial parks located within the I-205 Corridor with a combined floor area of approximately 15 million square feet.
- Future concentrations of employment are being planned in areas that are inside and adjacent to the existing Metro UGB, in locations such as Cascade Station, Stafford/Borland, Damascus, and Pleasant Valley. These areas are expected to accommodate 45,000 new jobs over the next 20 years, and tens of thousands of new dwelling units.
- An analysis of retail sales indicates that existing retail establishments derive over 40% of their annual sales as "retail sales inflow" from non-corridor residents.
- The amount of visitation and tourism activity within the I-205 amounts to an estimated fifteen million visitors per year. These high visitation levels reflect the amount of travelers arriving or departing at the Portland International Airport, trips to the Clackamas Regional Center, and visits to the End of the Trail Museum in Oregon City.



Recreational Amenities

- 301 Parks, 3,300 acres
- 12 Golf Courses
- Columbia, Clackamas & Willamette Rivers
- Gateway to Mt. Hood & Oregon Garden
- End of the Trail Museum
- Clackamas Town Center, Aquatic Park
- Spring Water Trail

Transportation

As the Metro region grows, I-205's ability to effectively function as a major interstate transportation facility is being compromised. Improved integration of transit/roadway and land use planning within the I-205 Corridor is the only way the intended function of this transportation facility can be preserved.

Important findings include:

- Today I-205 is the second most heavily traveled road in Oregon, behind I-5. Average daily vehicle traffic in the I-205 Corridor is as high as 124,100 vehicles per day (south of the OR 212/224 interchange).
- According to the Metro 2000 Regional Transportation Plan (RTP), planned urban area expansion in Pleasant Valley and Damascus is expected to result in dramatic increases in travel/trips within east Multnomah County and Urban Clackamas County (Subarea 3). The amount of growth in this subarea is expected to far surpass all other parts of the metro region.
- I-205 functions as an important highway and air freight corridor. Air cargo shipments are forecasted to increase by 278% by year 2020, or 957,00 tons — up from 344,00 tons in 1999.

