

metre

NOV 21, 2002

Jack Hoffman

Pres. Off. - Hester
Mbrs Metro Council.

My name is JOHANN HOFFMAN
I am member L.O. City Council

I applaud your courage to make
and critically important
this difficult, land use decision. IT

~~that~~ will impact our Region

for the next 20 years

But with difficult decision

on the public arena comes

public criticism. You have

already received it, you will

receive it today, & daily

until you ~~satisfy~~ ^(ratify + finalize) your decision

on Dec 5th

With respect to SB as a whole do not change course
your decision to not bring in the entire SB was the correct one & legally defensible.

There are too many hurdles to overcome.

Goal 1 1) the public involvement for SB was nonexistent.

bottom of priorities

197.298

Goal 1/4

Goal 2

exceptions can't be satisfied

2) There is significant high value farmland which now comprises a large % of the SB

3.) There is the issue of which jurisdiction will govern.

4.) There is the issue of water ^{approved} annexation - U.K. / L.O.

5.) ^{Providing} ~~Provision~~ infrastructure ^{costs} ^{who} roads, sewer, water

6.) Quality of life impact ~~sums neighbors~~ neighboring communities

~~S-Bosun~~ must be

the ~~the~~ ^{you have} Decision made in last two
days ~~of the~~ ^{needs} ~~to be~~ ^{ratified} finalized, forwarded to
LCDC.

The region has many
challenges ahead.

~~LCDC~~

~~LCDC~~

LCDC is prepared to work

closely with its regional

partners, in a spirit of trust

& cooperation to address

those challenges.

These include

- 1) Subregional Analysis
- 2) 2040 ~~town~~ centers Program
- 3) Regionally Sign. Ind. Lands
- 4) Regional Economic Strategy
- 5) Goal 5

~~We recognize we have~~
Finally want to public
acknowledg

Finally I want to publicly
TOO OFTEN PUBLIC EES ARE UNFAIRLY
MISALIGNED

acknowledge your staff ⁱⁿ
~~your staff~~ they are professional,

~~courtesy~~ courteous, & possess
a seemingly ~~too~~ inexhaustible
amount of patience

at the risk of ~~leaving~~
~~not~~ unintentionally leaving out
someone, I want to ^{personally} thank.

Andy Cotugno

Mary Wilson

Sydney Neil

Brenda Bernardo

Lini O'Brien

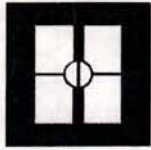
Dick Benner

Don Cooper

Thank You.

- Mark Turpel
For the read
Weak Kneel

1 CITY OF HILLSBORO



2 **STATEMENT OF TOM HUGHES, MAYOR**

3 CITY OF HILLSBORO

4 (November 21, 2002)

5 **Re: Proposed Conditions of Adding the Shute Road Site to the UGB**
6 **(Metro Ord. 02-983, Exh. "B")**

7 Thank you for allowing me to offer the following remarks:
8

- 9
- 10
- 11 1. The City of Hillsboro has reviewed and will accept the latest draft of the proposed Shute Road
- 12 Site UGB Conditions of Approval prepared today (November 21, 2002) and currently before the
- 13 Metro Council at this hearing.
- 14
- 15 2. We agree with the need to protect lands in the Shute Road Site for large high tech uses as well as
- 16 smaller supportive high tech-related uses and the need to assure high tech use of the Site if it's
- 17 added to the UGB.
- 18
- 19 3. We accept the responsibility reflected in the conditions that Hillsboro should demonstrate that it
- 20 has, or will have the capacity to accommodate within its jurisdictional limits the housing demand
- 21 generated by the creation of new high tech and related uses within the Shute Road Site if it's
- 22 brought into the UGB.
- 23

24 We all know that it's impossible to predict accurately what will happen on any site brought into the UGB.

25 We concur with you that only high tech and related uses should occur on Shute Road in order to meet the

26 needs of the Westside High Tech Cluster. However, we would like the ability to work with Metro to

27 modify the application of the use restriction features in Condition No. 9 if it actually works against

28 placing a bona fide high tech industrial user on the Site. We agree with, and support the intent and

29 objective of this condition, however, its prescriptive terms may nevertheless prevent a variety of bona fide

30 large high tech companies from being able to locate on the Site. As you may know, the high tech industry

31 has survived and thrived because it continually evolves and diversifies into new types of companies and

32 products and ideas. We shouldn't let these UGB conditions prevent the Westside Cluster from being

33 well-positioned with availability of the Shute Road Site to capture new and innovative high tech

34 businesses which may drive the next wave of high tech industry growth. Therefore, we ask for the ability

35 to work with you in the event that any of the conditions forecloses a large high tech user from locating

36 within the Shute Road Site in the future. Thank you.

I am Teresa Jaynes-Lockwood and reside at 17495 SW Brookman Road in Sherwood. I am here on behalf of property owners in the partial areas known as 54 and 55 requesting your support for inclusion into the Urban Growth Boundary.

I have repeatedly heard the phrase "hard edge" used during Metro hearings, hard edges such as natural ravines and ridges, along with man made hard edges as in high tension power lines. The area south of Sherwood needs a "hard edge." Currently barbed wire and a deteriorating 6ft cedar fence serve as the Urban Growth Boundary. Inclusion of this area into the UGB will create this needed "hard edge" by using Brookman Road. Future widening of this "hard edge," namely Brookman Road, from two lanes into an I-5 Connector provides a buffer between current farming activity and any future development. We as property owners realize and understand the need to preserve a right of way for this connector and wish to work with Metro and the City of Sherwood in protecting this resource.

In addition, this exception land is contiguous to the city limits of Sherwood with relatively little to no natural constraints to impede service. In fact, location of current service and terrain makes this area a logical extension of the community. However, few cities are economically prepared to extend community resources in the near future, but property owners are not asking for immediate development. We are asking to be included into the Urban Growth Boundary as part of the twenty year supply of buildable land.

In conclusion, we as property owners wish to work with Metro and the City of Sherwood in creating a logical placement for the I-5 Connector, in preserving the livability of Sherwood and to participate in a solution towards the future growth of this region.

Atkins, John

From: teresa l keaty [sexolot@juno.com]
Sent: Wednesday, November 20, 2002 8:11 PM
To: jatkins@ci.west-linn.or.us
Cc: keatymazzini@yahoo.com
Subject: land development from your the metro area zoning

I am not a resident of West Linn, Oregon. My name is Michael Mazzini from the state capital city of Salem, Oregon. I was watching the early news for Portland when the story of the undeveloped land just north of your city. It is the land that a meteor land in many, many years ago. I agree that this land should be left alone and be aloud to be undeveloped. If they want to do any thing with it make it a wild life park. Portland and area city has a lot of land that was change from forest and wild develop to track homes, apartment, and townhouse usage. Lets us this up first before our so call city planners disturb property that is undeveloped. Plus is they say that they are planning for our children future the LEAVE SO WILD PROPERTY ALONE FOR THEM TO SEE WHAT MOTHER NATURE REALLY IS OTHER THAN A ZOO!!!!!! So please have your Mayor print this little letter from a fellow Oregonian with children and who has seen so call progress in other cities, take it to Metro. The Mayor of West Linn is right leave that section of land just out side of their city alone. My email address is mazzinimazzini@yahoo.com if you have any questions of my feelings. Please keep me inform because if they want leave this land alone i have no problem contacting my Congress, State Rep., or any other person in government (including the Governor of the State of Oregon) about my feelings of this matter and i all would contact other persons i know who are not afraid to voice their legal voices about this matter.

Yours truly,

Michael Mazzini
Citizen of Salem, Oregon

38
 - Presiding Officer Hostikka and the Council ^{members of} ^{resident of Tualatin}

My name is Ken Iteel, and I am employed as an urban planner. I am here today to urge the council to support a proposal by the Regional Economic Development Partners. Specifically, I am asking you to support the inclusion of a 461 acre portion of Study Area 48 immediately south of Tualatin-Sherwood Rd. ^{48P} This parcel is proposed for inclusion as industrial land, and it received nearly unanimous support ^{from} ~~by~~ both the MTAC and MPAC committees. Given that the identified need for industrial and employment land is not close to being met, especially in Washington County, I would hope the council ~~would~~ seriously consider ^{employment} properties receiving support from the advisory committees. The council is proposing to add land for up to 37,000 housing units. Where are the people moving into those new houses going to work if there is not sufficient employment land.

I would like to make a few ^{other} points ~~in~~ supporting inclusion of a portion of Study Area 48P.

- It is one of the few areas studied specifically for industrial use, ~~even~~ ⁱⁿ Washington County.
- The study area is surrounded by the UGB and exception lands, and is adjacent to a rapidly industrializing area.
- Although portions of the area are zoned EFCU, most will never be farmed due to removal of the topsoil by quarry activities. The existing quarries are nearing the end of their useful life. ^{< 20 acres}
- The very small portion of the study area being farmed is mostly Class 3 - Class 7 soils, and would need to be included for efficient provision of services. I would refer the council to a report submitted Sept. 10 by Doug Rux of the City of Tualatin for more detailed legal and policy analysis.
- Another important factor supporting inclusion is the tremendous

~~about~~ population increase in Tualatin and Sherwood in recent years, and the scarcity of large industrial properties. Inclusion of this area would help to balance jobs and housing in this region and reduce ~~commuting~~ ^{commuting} by auto.

The Regional Industrial Land Study indicated only 1 ^{vacant industrial} parcel of over 40 acres remained in Washington County. The Metro Employment Land Needs Analysis also stated a need of at least 14 industrial lots over 50 acres in the next 20 years.

The majority of

This portion of Study Area 48 is owned by 3 property owners supportive of inclusion. This would make the assembly of land for large-scale industrial campuses relatively easy.

The City of Tualatin has indicated support for including this area. The 2002 Alternatives Analysis Study indicated this study area is one of the 10 easiest ^{in which} to provide water and sewer service.

for this reasons previously stated

Again, I would urge the council to include this portion of Study Area 48 in the expansion of the UGB.

If not chosen for expansion at this time I would request that this area be made a priority for upcoming Task 3 work.

Thank you.

Presiding Officer Hosticka and Members of the Council:

I am Norm King and I live at 19420 Wilderness Dr. in West Linn. I was recently reelected to another year term on the City Council in West Linn.

First, I would like to say that I am very disappointed that you are considering adding Area 37 to the Urban Growth Boundary. Particularly since the City of West Linn has consistently opposed this expansion for the past 9 years. Recently, the City has frequently communicated its strong opposition to the urbanization of the Stafford area, and Area 37 in particular.

The addition of the 373 acres in Area 37, with its estimated dwelling unit capacity of 1,166 dwelling units is puzzling to us, given the extreme physical difficulty in development of this particular parcel and the current validity of the economic assumptions that underlie the need for such an expansion.

First, there is the question of the regional population forecast. Several of you have questioned its validity, given the 20 year timeframe involved and its reliance on an econometric model with assumptions that do not match current economic reality here in Oregon. I concur in that doubt. Now would be the time to be careful in the use of an econometric model in touch and go economic times to make a long term decision with very significant impacts. The difference of 1/10th of a percent has a big impact. By reducing the annual average growth rate to 1.5% from 1.6%, the overall need for dwelling units would be reduced by over 20,000.

I recommend that you seriously reconsider the annual population growth rate in the Urban Growth Report and adjust it downward to reflect a more realistic economic forecast and a very cautious approach to expansion of the UGB. An overly expansive movement of the UGB would be irreversible and undermine the regional goal of a compact urban form. Put another way, it is possible to make an outward correction to the 20 year plan in 5 years, but impossible to correct inward at any time in the future.

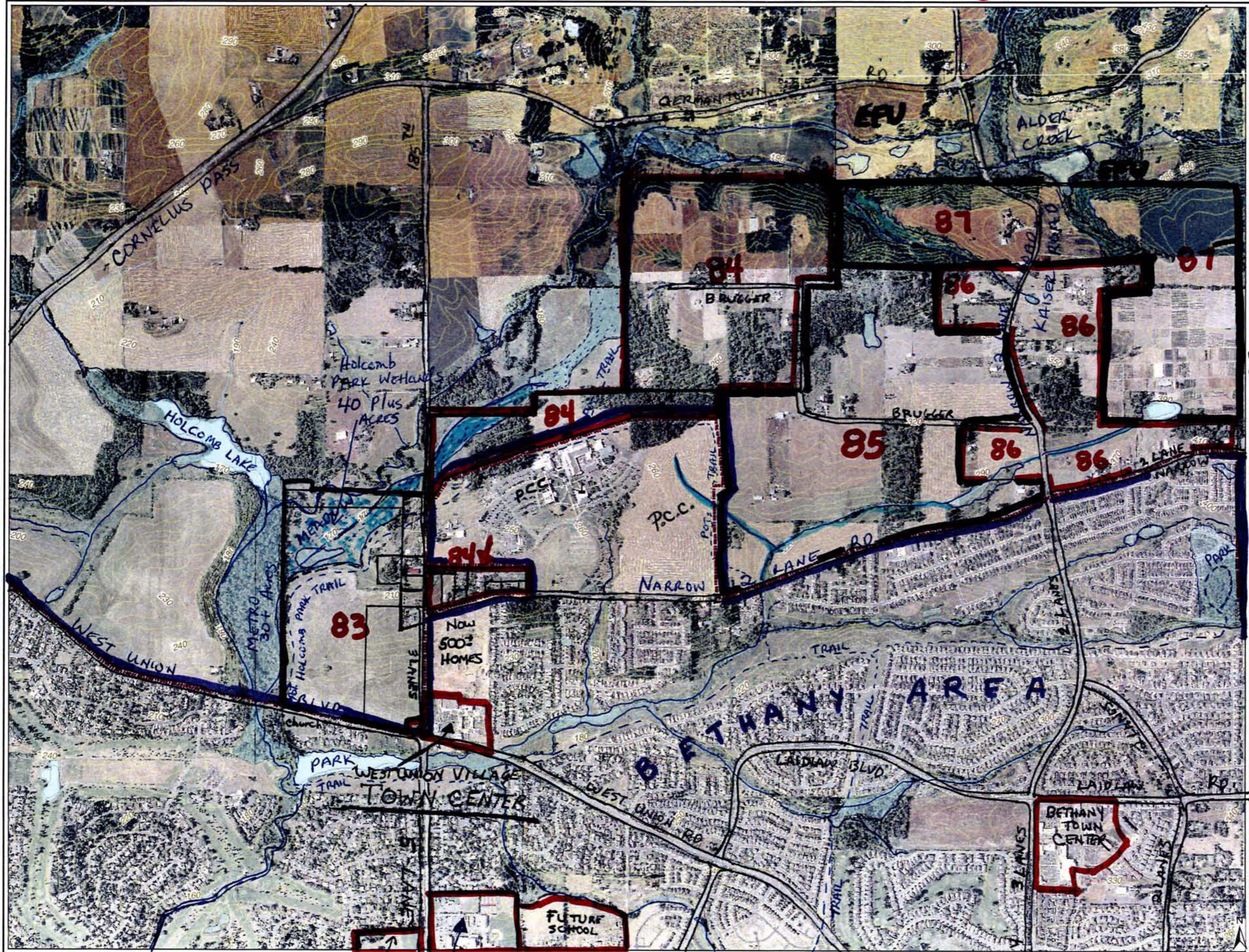
We have similar concerns with the vacancy rate assumption of 4% that is being used when the dwelling unit need is being projected out 20 years. We fail to understand the logic in assuming that you will need an additional amount of land on an annual basis for 4% of the dwelling unit need, when you will always have at a minimum, a 15 year supply of land. I have the same opinion of municipal budgeting....to cushion a departmental budget and then budget a contingency based on a percentage is double cushioning. The 20 year planning period provides ample opportunity to make adjustments. I recommend you not include the vacancy rate assumption in your calculation of the 20 year requirements and not over cushion the UGB.

AREA 83 = 72⁺ USEABLE = 648 D.V.

FOREST PARK

87 = 160 ACRES USE = 1440 D.V.

112102C-44 Dirk Knudson submitted



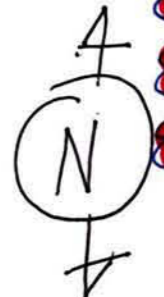
R L I S
REGIONAL LAND INFORMATION SYSTEM

Urban Growth Boundary

Legend

- Urban growth boundary
- Contours
- Wetlands

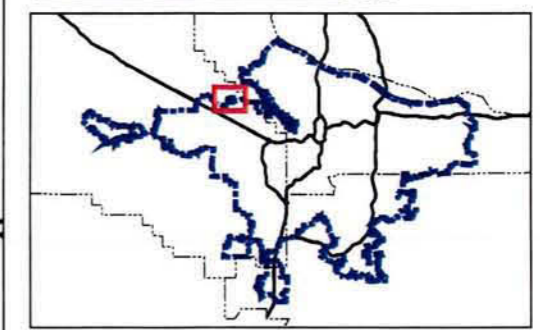
83 = 7 PARCEL
87 = 7 PARCEL
85 = 24 PARCEL



83 = 125⁺ ACRES EFO
87 = 202 ACRES EFO
85 = 246 ACRES EFO

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.

0 250 500 1,000 1,500 2,000 Feet



Location Map



METRO
 METRO DATA RESOURCE CENTER
 600 NORTHEAST GRAND AVENUE PORTLAND, OREGON 97232-2736
 TEL (503) 797-1742 FAX (503) 797-1909
 drc@metro.dst.or.us www.metro-region.org

Plot date: 20 Nov 02 M:\1117.mxd
 September, 2002

← HIGH TECH 2 MILES GRADE SCHOOL WESTVIEW HIGH → PORTLAND - 13 MILES →



ME McCurdy
534 SW Third Avenue, Suite 300 • Portland, OR 97204 • (503) 497-1000 • fax (503) 223-0073 • www.friends.org

Southern Oregon Office • 33 North Central Avenue, Rm. 429 • Medford, OR 97501 • (541) 245-4535 • fax (541) 776-0443

Willamette Valley Office • 388 State Street, Suite 604 • Salem, OR 97301 • (503) 371-7261 • fax (503) 371-7596

Lane County Office • 120 West Broadway • Eugene, OR 97401 • (541) 431-7059 • fax (541) 431-7078

Central Oregon Office • P.O. Box 8813 • Bend, OR 97708 • (541) 382-7557 • fax (541) 382-7552 11/21/02c-45

November 21, 2002

Metro Council
600 NE Grand Avenue
Portland, OR 97232

Re: Proposed Urban Growth Boundary Expansion

Dear Councilors:

I would like to compliment the extraordinary work your staff has done during this process of evaluating the UGB, and the open process you have conducted to hear from Metro area residents. While I applaud parts of your decision, such as bringing in all of the Damascus area, there are other parts that I believe are inconsistent with state law and with policy that you have espoused.

- **Vacancy Rate:** A week or so ago I witnessed the Community Planning Committee engage in a great policy discussion about whether or not the Urban Growth Report should contain a vacancy rate, an issue I had not thought much about before. Based on your discussion, I came away convinced that a vacancy rate is not needed when you have a 20-year land supply that is refilled every 5 years. Any overbuilding to allow for short-term vacancies is taken care of with a long-term land supply. And actually, the letter from ECONorthwest supports that. It states that a vacancy rate "reflect[s] ...normal housing transition in the *short run*...for meeting *immediate* transitions."

Then I came in here on Tuesday, and the Council was discussing whether the vacancy rate should be 5%, 4% or 2.5%. The discussion was no longer about policy; rather, the calculators were out and it was about how to reach an end number of housing units so specific pieces of land could be brought into the boundary.

- **Industrial Land:** There has been much discussion about the need for industrial land on the eastside, to provide employment opportunities for current and future residents closer to their homes. Yet, no one moved to bring in the Boring area, which is an existing community that includes an existing rural industrial site that can currently be served with infrastructure.

It would also compliment the eastside high tech cluster that currently runs from Clark County through Gresham, and will be added to with the Springwater UGB expansion and industrial areas in Damascus. But, if we added Boring, it would be more difficult to justify bringing in other lands in other parts of the region that specific landowners want to see brought in

- **Centers:** The Regional Framework Plan and the Executive Officer's recommendation claim to put an emphasis on mixed-use centers as the way in which Metro will accommodate much of the population and employment growth, while creating and maintaining livable communities, a strategy we strongly support. Yet, the new Table 1 housing and employment capacity figures actually represent a backsliding from the capacity targets in the original Table 1, and no longer contain targets for mixed-use centers at all. And the new title on mixed-use centers similarly contains no targets, and no regulatory approaches. It simply puts a planning process in place.

While some cities exceeded their capacity targets in the original Table 1, the city that performed the poorest was Beaverton. It fell below its targets by 1400 dwelling units and 3800 jobs. Yet, it is designated as a regional center, a designation it is not living up to. And, your decision adds over 800 acres to Beaverton in the Bethany area. That does not reinforce a regional center; rather it allows continued development outside of the center.

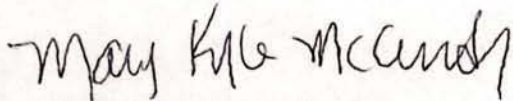
- **Agricultural Lands and Ultimate Urban Form:** The Council has rightly discussed the need to examine the needs of the agricultural industry in the northern Willamette Valley, and to make UGB decisions informed by that. However, prior to that analysis, in this decision you are poised to make two significant incursions into the agricultural land base in Washington County – a large expansion in the Bethany area, and 200 acres at Shute Road. Jumping Shute Road goes into the heart of the Tualatin Valley farm land. Roads can be hard edges for a UGB. Once you cross Shute Road, there is no hard edge until North Plains. Nor has there been any discussion by Hillsboro on how to create a hard edge to the UGB in Washington County, in contrast to the work that Gresham and Multnomah County have done. In Bethany, an aerial photo (attached) shows that there is significant farming going on in the area, including on the exceptions lands. Your decision will mean the eventual end of farming in a much larger area than you are bringing in. Whether that is appropriate in the overall context of ultimate urban form and the agricultural industry is a conversation that the region has not yet had.

Exception areas in Washington County that have capacity for housing were skipped over, while farm land was brought in.

- **Boundaries:** At times, some councilors have said that a particular configuration of an expansion area made sense because there was a boundary provided by a ridge, creek, power line, or road. Yet, in other areas, these "boundaries" are jumped over. For example, the eastern edge of Bethany is justified by a power line, when a power line runs right through the middle of area 47 and 49. Also in Bethany, there are 3 different ridgelines and several creeks that could have been used as a boundary for a much smaller expansion.

Thank you for consideration of our comments.

Sincerely,



Mary Kyle McCurdy
Staff Attorney



CITY OF CORNELIUS

TESTIMONY

November 21, 2002

Richard Meyer, Com.Dev.Dir.

Carl Hosticka, Presiding Officer
Metro Councilors Bragdon, McLain, Burkholder, Monroe, Park and Atherton

Re: Cornelius Request for UGB Expansion for Industrial Use

Thank you for the opportunity to comment on the recommendations for expanding the UGB that you are considering today. The City of Cornelius supports Metro and your difficult work managing the Urban Growth Boundary.

We are very concerned about the recommendations before you, as they affect our community. Please focus on our small spot out on the western island of the Metro Region. We are a moderate-income community in great need of industrial land. Our long-commuting residents and the special agriculture and high-tech industry groups in western Washington County need supportive industry for continued health. Several industrial firms have inquired in Cornelius about the availability of sites over 20 acres. We have only 45 acres of underdeveloped industrial land, the largest site of which is 12 acres.

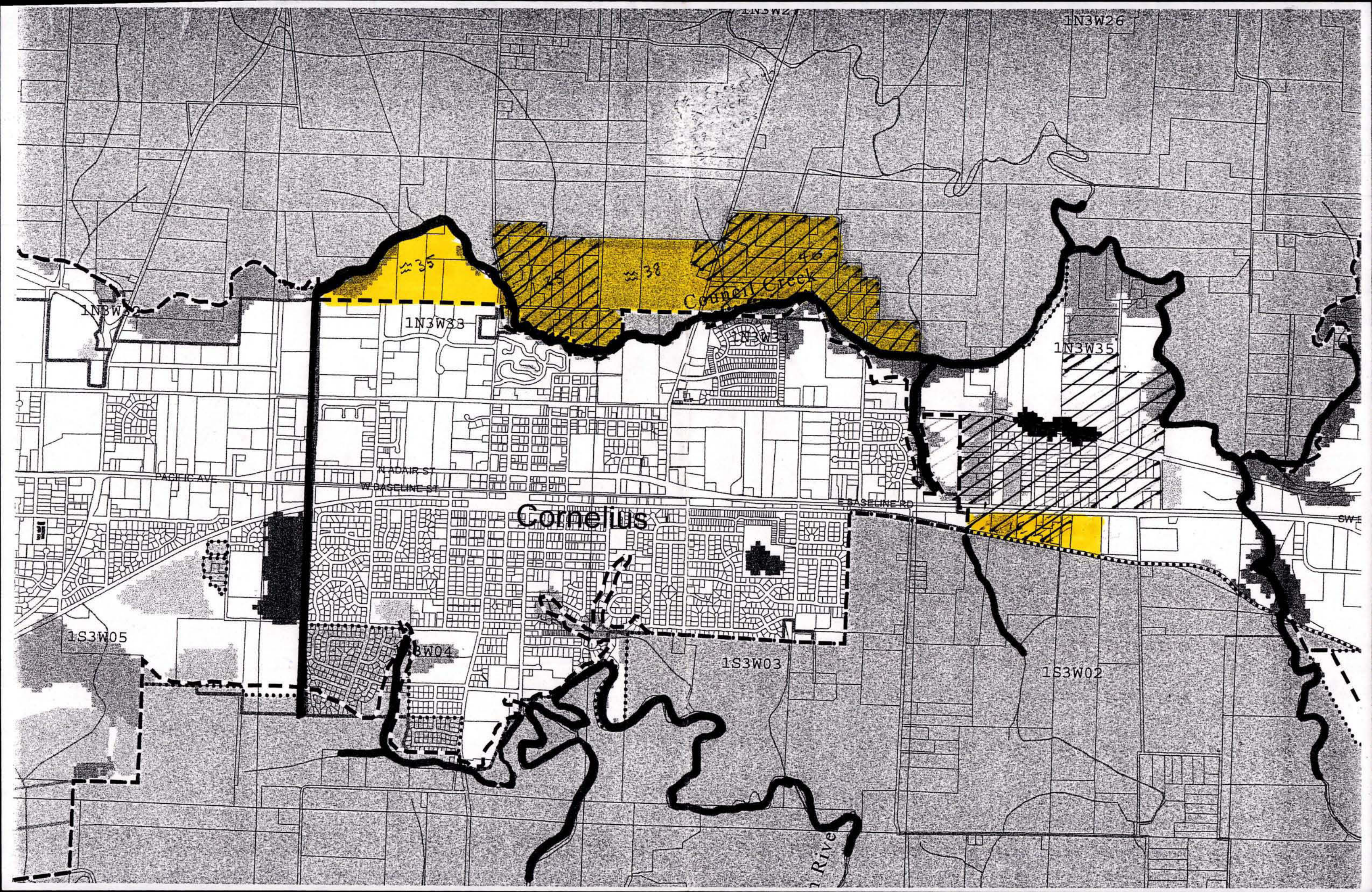
Our proposal and reasoning for expansion of the UGB is detailed in our letter to you dated October 21, 2002. A copy that letter is attached.

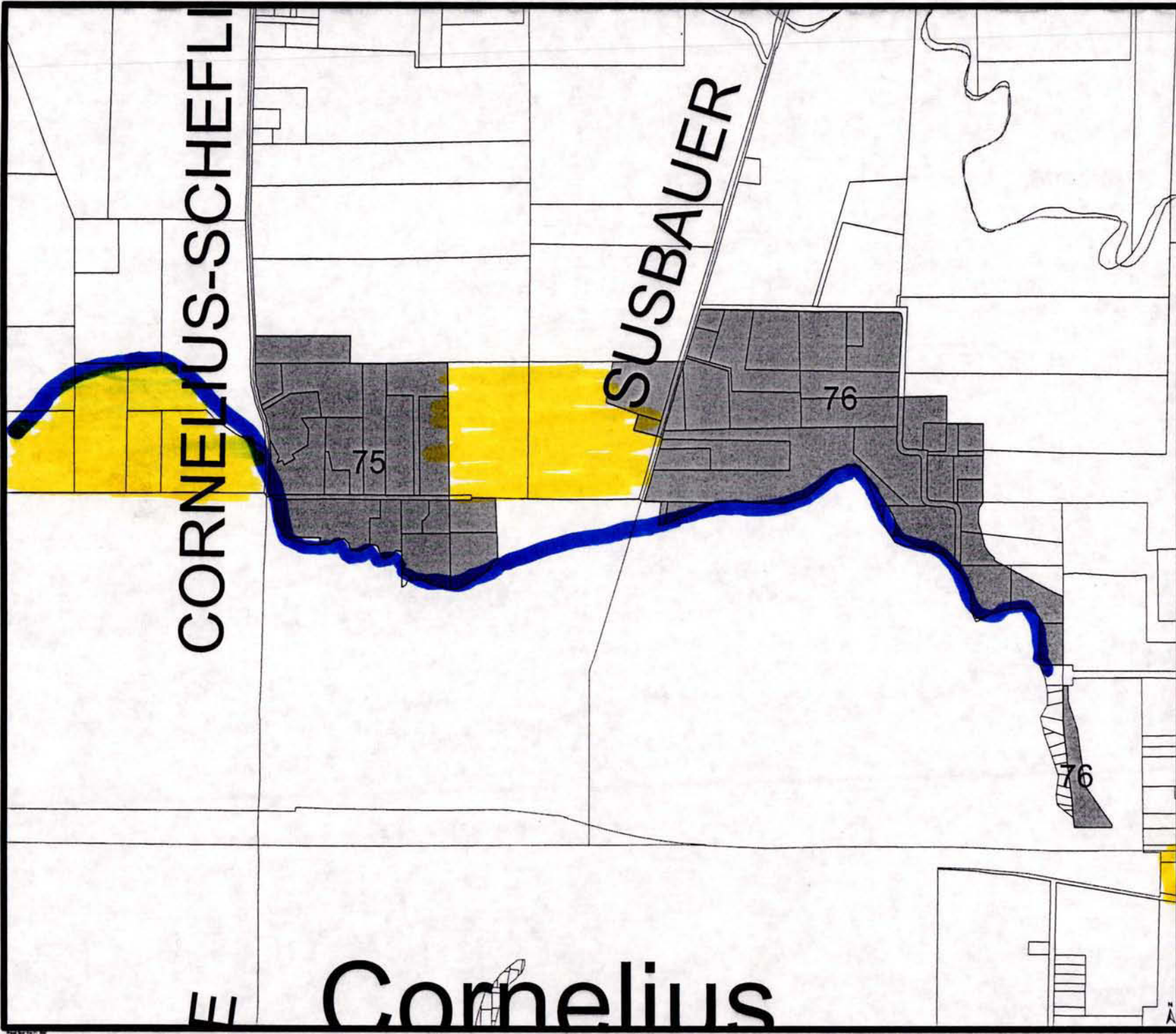
It appears that the recommendation before you is an expansion that includes only the Exception Areas - # 75 and # 76. This is unreasonable for the City of Cornelius. The cost of extending services to these areas is only affordable if they are spread out over the adjacent areas that we have requested. Moreover, addition of these areas, and not the adjacent small areas that connect them will likely be confusing to owners of all properties and result in development decisions based on guesses and the problems based on speculation. **If Metro cannot decide to include the small adjacent connecting resource areas, then our City, regretfully, urges you not to include these Exception Areas.**

We understand that consideration of Exception Area #77 in its entirety may be put off until next year. A small portion of this area sandwiched between TV Highway and the Railroad on the south (less than 25 acres) is an important part of the City's request for UGB inclusion, despite its size. Landowners and business interests are ready to develop this partly urbanized commercial area with available services. Please do not forget to include this **part of #77.**

We urge the Council to review all the information in this small package of Cornelius UGB requests. **When your advisory groups have reviewed our case, they have overwhelmingly supported our whole request,** including the Regional Economic Partnership and Metro Technical Advisory Committee, as well as the Westside Economic Alliance and Washington County Coordinating Committee. Cornelius' request is small. Our case for these lands, totaling less than 160 acres, will not be different or more apparent after next year's subregional analysis.

These lands will be a major help to our community and our efforts to do good planning and become a healthier, more sustainable part of the Region.





UGB Expansion Areas

Ordinance 02-969

DRAFT

November 21, 2002

Areas 75,76

- UGB Expansion Areas
- Area to be Removed from UGB
- Current UGB

SOURCE:
Map of Oregon
Clark County, Oregon
Multnomah County, Oregon
Clackamas County, Oregon
Oregon Department of Transportation
Oregon Department of Geology
Oregon Department of Fish and Wildlife
Oregon Department of Parks and Recreation
Oregon Department of Transportation
Oregon Department of Geology
Oregon Department of Fish and Wildlife
Oregon Department of Parks and Recreation



Location Map
METERS
SCALE: 1:25,000
DATE: 11/21/02
DRAWN BY: J. HARRIS
CHECKED BY: J. HARRIS
APPROVED BY: J. HARRIS

Mary P Regan

2481 Oregon City Blvd.
West Linn, Oregon 97068
Home Phone 503 656-6731

November 18, 2002

Metro Council
600 NE Grand Ave.
Portland, OR

Dear Council Members,

I oppose urbanizing the Rosemont-Stafford area . Traffic at Stafford and Rosemont is already a problem. The effect on schools, roads , to say nothing of the environmental impacts, would be devastating to the area.

It is hard to believe you would even consider destroying the beauty of the area.

We vote for you to do the right thing, let us hope and pray you follow the wishes of those who trust you.

Sincerely,

Mary P. Regan
Mary P. Regan

11/21/02C-48

November 21, 2002

Arnold Rochlin
P.O. Box 83645
Portland, OR 97283-0645
(503) 289-2657
rochlin2@earthlink.net

METRO URBAN GROWTH BOUNDARY EXPANSION HEARING 11/21/02

The last-minute proposal to put Site 94 in the UGB is wasteful of 520 acres of resource land, without compensatory return of homesites. Most of the 520 acres consists of slopes over 25 percent. Much of it has been designated as hazardous under Senate Bill 12.

The whole site is a long strip on the east side of Skyline Blvd., abutting Forest Park. Lots are typically 12 to 20 acres, with a few smaller lots right on Skyline. It's heavily forested and provides a valuable watershed protecting the 2000 homes in Forest Heights, just across Skyline, and reducing flooding in the Creeks below, such as Cedar Mill and Bronson Creeks. Your own Goal 5 studies established the value of this resource.

About 320 acres are in the Lakota development, with about 18 lots averaging about 14 acres. The CC&Rs, the land division decision and conservation easements allow only 3 acres of each lot to be disturbed. The rest must remain in forest. An additional 79 acres of commonly owned open space is similarly protected. It provides a buffer between the park and the rural scale development in Lakota.

Other land in Site 94 is owned by the city and will be unavailable for housing. I believe it totals about 35 acres. (I can't be more precise, because the public notice of this drastic action was just an article in this morning's Oregonian.)

The site does not meet the UGB criteria. It's valuable resource land, it's too steep for safe and efficient development, and it would be very costly to bring in sewers. And without sewers, you have to keep rural density to maintain long term safety.

Metro has spent millions of bond money to acquire open space next to and near Forest Park because you determined that that magnificent wilderness in a city, visited by people from all over the region, needs buffers to protect its natural values. Over a half-million went for large acreage tracts inside Site 94. Are you going to subdivide it? What sense does it make to spend millions to protect the park and waste it by opening abutting resource land to development. You'll likely get only a few dozen more lots out of this maneuver; enough to destroy most of the resource, but not enough to make a dent in the 20 year need for new housing.

I hereby request written notice of any legislative action taken pursuant to these proceedings, as provided by ORS 197.615(2).



112102C-49

Clackamas County
School District 62
Oregon City

Oregon City Public Schools

1417 12th Street · P.O. Box 2110 · Oregon City, OR 97045 · 503-657-2406 Fax: 503-657-2492

Dr. Daniel M. Rodriguez
Superintendent

NOV 13 2002

November 12, 2002

Rod Park
Chair, Community Planning Committee
Metro
600 NE Grande Avenue
Portland, Oregon 97232

Re: Proposal for inclusion of additional land in the UGB near Holcomb School in Oregon City

Dear Mr. Park:

The Oregon City School District staff was just recently informed that plans to bring property into the urban growth boundary between Redland Road and Holcomb Boulevard was recommended to you by the City of Oregon City in its Oct. 15, 2002 communication. This property was proposed as "Livesay Area B" in Area 24. Among the reasons cited by the City Commission is the need for a "north-south collector between Holcomb Boulevard and Redland Road.

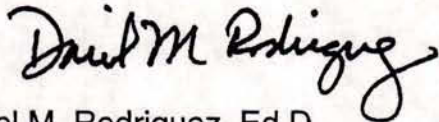
We have some concerns about the impact such a plan might have for our students and schools. Holcomb Boulevard is a very busy road. We now provide bus service to virtually all students to Holcomb Elementary School, even those just a few blocks distant, but this is a considerable additional expense for the District. Holcomb Boulevard simply does not have adequate pedestrian walks to provide a safe means of walking. Increased enrollment brought about by the City's proposal would simply exacerbate this safety concern. A north-south collector road would also put more traffic onto Holcomb Boulevard, and there does not appear to be any plan for funding sidewalks and bike paths along the whole length of Holcomb where students would be walking.

The Oregon City Schools are engaged in construction made possible by a bond measure we passed two years ago. In our planning for that bond we have provided for adding six classrooms to Holcomb Elementary. However, this addition is intended to provide relief for our existing needs, not for unanticipated enrollment increases associated with expansion of the urban growth boundary. The additional students that would be generated by the City's expansion plan would exceed our capacity to house them.

Rod Park
Metro
November 12, 2002

We would have preferred to have had earlier involvement in the planning process engaged in by the City so we could have provided help in avoiding the difficulties we would face with the City's recommendation. Therefore, we would urge that Metro not adopt the recommendation to bring Livesay Area B into the UGB at this time. Please communicate this information to the Metro Council Community Planning Committee for use during its work sessions.

Sincerely,



Daniel M. Rodriguez, Ed.D.
Superintendent of Schools

C: Metro Presiding Officer Carl Hosticka
Metro Deputy Presiding Office Susan McLain
Metro Councilor Bill Atherton
Metro Councilor Rex Burkholder
Metro Councilor Rod Monroe ✓
Metro Councilor David Bragdon

Thank You for letting me reply and state my feelings on the expansion issue of UGO in the Stafford area. Here are my points:

1. I believe most people there don't want such!
2. With the new infrastructure, there is no effort way to pay for all the surge in services to include schools, water and other emergency or domestic services.
3. With our current state tax and budget crisis, I will say no more.
4. as I live near this area the traffic is outrageous difficult.
5. Why not put out a voter referendum on this and see for yourself!
6. Sorry about my poor penmanship.
7. JUST SAY NO!

rec'd 11/21/02

Ralph Raines 503-985-7037
8601 SW Summit Gester 97119



people productions

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CREATIVE
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BY C.R. GIBSON

CP403

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My name is Elizabeth McNaron Patte, and I make these comments to you today on behalf of Forest Park protection -- as a citizen who considers the integrity of this Park key to our region's livability. *I live on NW Wilson St., near the lower end of Forest Park - and many others, use that part that is most degraded due to the dense development around it.*

I ~~use~~ the trails of the Park almost every day, so I know what an amazing resource it is and about its importance to wildlife. To state the obvious, the farther into the park you go, the wilder it gets. I also know that invasive plants and animals from surrounding development increasingly threaten the park. And, I've experienced first hand, dump truck diesel smoke and noise ruining the quiet slopes and trails of the Park.

↓
Chickadee Point

One of Forest Park's most vital roles is that of wildlife corridor -- many of the species that live and thrive in the Park need mobility in undisturbed forest that is without invasive species. Studies have clearly shown that invasives are taking over the park everywhere that development surrounds it, and that the interior of the Park, the small bit that remains, is a unique habitat important to winter survival of many birds.

Common sense says that Forest Park is one of the most important assets this region can boast -- for habitat, for recreation, for beauty, for its benefits as an air purifier and water filter -- and for preserving an important piece of this city's history and place on the landscape.

I understand that Metro recently purchased the acreage off Saltzman Road in order to PROTECT Forest Park from development. *Does it seem ironic to anyone at Metro that this property would now be recommended for inclusion in the UGB?*

If you allow growth in the Park's buffers, you basically effect the death of Forest Park's interior habitat, i.e. plants and animals that cannot live on the edge. The idea of septic tanks on the steep slopes above Forest Park *and its watershed* is absurd. The idea of more dump trucks up and down Skyline is *a tragedy.* Destruction of buffer areas that protect the Park strikes me as a fine example of shortsightedness -- *as I consider* ~~while I thought~~ the role of Metro ~~was~~ to fend off shortsighted development. *I would add that as you carry out your responsibility to provide for open space + parks,*

strongly support and now the challenges you face)
I ~~have been an advocate for Metro in the past,~~ but the inclusion of lands surrounding Forest Park is ludicrous. I sincerely hope that you will reconsider your inclusion of ~~land surrounding Forest Park~~ *area 94* in the Urban Growth Boundary.

Thank You

it seems ~~clear~~ that protection of current parks is equally important - especially one that is unique among all others.

Table 5—Historical (H_S) and current (C_S) estimates of areal extent (percentage of area) of source habitats for 91 broad-scale species of focus, and resulting changes in source habitats based on two measures, absolute change (ACH_S) and relative change (RCH_S), by ecological reporting unit (ERU)^a (continued)

Group	Species number	Common name	ERU no.	Historical estimate	Current estimate	Absolute change	Relative change
				----- Percent -----			
19	38	Grizzly bear	1	72.53	75.07	2.54	3.51
19	38	Grizzly bear	2	71.90	87.88	15.99	22.24
19	38	Grizzly bear	3	72.27	78.63	6.36	8.80
19	38	Grizzly bear	4	81.48	83.66	2.19	2.69
19	38	Grizzly bear	5	90.42	49.73	-40.69	-45.00
19	38	Grizzly bear	6	86.35	76.73	-9.61	-11.13
19	38	Grizzly bear	7	70.39	58.27	-12.12	-17.22
19	38	Grizzly bear	8	68.55	41.29	-27.26	-39.76
19	38	Grizzly bear	9	70.92	41.07	-29.86	-42.10
19	38	Grizzly bear	10	92.27	81.92	-10.34	-11.21
19	38	Grizzly bear	11	94.98	64.77	-30.21	-31.81
19	38	Grizzly bear	12	80.83	67.59	-13.24	-16.38
19	38	Grizzly bear	13	73.62	78.04	4.42	6.01
20	39	Mountain goat	1	51.44	51.26	-0.18	-0.36
20	39	Mountain goat	2	28.93	36.80	7.87	27.19
20	39	Mountain goat	5	13.58	14.40	0.83	6.09
20	39	Mountain goat	6	28.75	34.55	5.80	20.16
20	39	Mountain goat	7	33.81	33.61	-0.20	-0.59
20	39	Mountain goat	8	34.93	19.20	-15.74	-45.05
20	39	Mountain goat	9	43.87	26.10	-17.76	-40.50
20	39	Mountain goat	13	46.37	59.15	12.78	27.56
21	40	Long-eared owl	1	26.15	21.72	-4.43	-16.92
21	40	Long-eared owl	2	28.99	33.75	4.76	16.42
21	40	Long-eared owl	3	18.45	35.72	17.27	93.63
21	40	Long-eared owl	4	86.49	83.28	-3.20	-3.70
21	40	Long-eared owl	5	59.76	36.77	-22.99	-38.48
21	40	Long-eared owl	6	38.42	40.25	1.83	4.77
21	40	Long-eared owl	7	29.68	28.94	-0.74	-2.49
21	40	Long-eared owl	8	18.95	27.47	8.52	44.98
21	40	Long-eared owl	9	20.20	10.70	-9.51	-47.05
21	40	Long-eared owl	10	93.32	78.13	-15.19	-16.28
21	40	Long-eared owl	11	89.37	42.27	-47.10	-52.70
21	40	Long-eared owl	12	39.98	25.14	-14.84	-37.12
21	40	Long-eared owl	13	31.78	33.93	2.15	6.76
22	41	California bighorn sheep	1	2.22	1.21	-1.01	-45.48
22	41	California bighorn sheep	2	2.62	1.59	-1.03	-39.38
22	41	California bighorn sheep	3	5.22	4.37	-0.85	-16.29
22	41	California bighorn sheep	4	68.01	67.74	-0.27	-0.39
22	41	California bighorn sheep	5	69.16	43.88	-25.28	-36.55
22	41	California bighorn sheep	6	29.49	19.47	-10.03	-33.99
22	41	California bighorn sheep	7	4.55	0.31	-4.24	-93.25
22	41	California bighorn sheep	10	75.11	56.26	-18.85	-25.10

112102C-52

Atkins, John

From: Vince Pelly [clvin@earthlink.net]
Sent: Monday, November 18, 2002 4:58 PM
To: jatkins@ci.west-linn.or.us
Subject: Rosemont-Stafford Folly

Vince Pelly
clvin@earthlink.net

Why Wait? Move to EarthLink.

My wife and I have lived in the Wankers corner area for the last 34 years. I was born and raised in Portland, my wife came to Oregon when she was nine years young. I'm 71—she's 66. We unfortunately have witnessed uncontrolled growth, which taxes the total infrastructure and makes commuting in this total area a nightmare. All a person has to do is observe Wankers corner, I205, Stafford Rd. or our road Athey rd. from 3 PM till 6PM any workday or any other daylight hours, and not much better on sat or sun. We feel it is obscene to even consider letting a new city at Rosemont-Stafford area. Incidentally, isn't the proposed site the property willed, dedicated in perpetuity for farm use or it was to revert to the estate?

Alex Pierce

112102 C-53

METRO Council
600 N.E. Grand Ave.
Portland, Oregon 97232

November 21, 2002

Subject: Stafford Triangle, West Linn

Members of the Metro Council:

I have clear memory of Senate Bill 100 in the 1970's and the wonderful living environment it boasted for all those residing in the State of Oregon. It has now been almost twenty six years since the Oregon Legislature and LCDC enacted statewide goals and guidelines to fulfil Senate Bill 100 and time to assess the results of such legislation. The following are a sampling of the dictatorial demands Metro has imposed on urban growth.

1. Where property was originally designed to accommodate six dwellings per acre, maximum, that same property has now been changed to six dwellings per acre, minimum.
2. One can not build just one dwelling on a one half acre lot as now this property must be divided into three lots even though sewer connections are not available and would add \$16,000 per dwelling unit.
3. Property near MAX transportation lines must provide 19 dwellings per acre, minimum, equating to a lot size of 31 feet by 75 feet per unit.

West Linn occupies 7.5 square miles with 23,090 residents. The Stafford Triangle, target of Metro's new assault, is 6.1 square miles. Within this 6.1 square miles is planned a population of 23,700 residents, a comparison increase of 26%. Metro is inflating the price of property by its restrictions and developers are forced to construct more and more residential units on smaller and smaller lots to attain a profit. The increased unit price also brings higher taxes making home ownership even more difficult.

Somewhere in Salem is an oracle with a crystal ball able to see into the future and determine the demography of Oregon's Metro citizens; where they will live, where they will work, and how much land they can use. This fantasy, of course, is

ludicrous but great expense and disruption to livability are now demanded based on these miraculous and "infallible" predictions. There are numerous examples in this country where increased density has resulted in greater traffic and transportation problems, overtaxed water and sewer facilities, inadequate school facilities, burgeoning government, increased crime, etc., etc., plus substantially higher costs and reduced livability for the undefended residents.

What is the optimum size and residential density of a livable and progressive city? Why must a city be required to accommodate a problematical number of residents by eliminating the free market of land acquisition and forcing existing residents to move over? These are the basic questions which should occupy Metro before any further greater density imposition takes place. Oregon citizens want good planning and within limits will accept compromise but Metro has greatly exceeded reasonable compromise.

I urge your profound rejection of the Stafford Triangle proposal.

Very sincerely,

A handwritten signature in black ink, appearing to read "Alex Pierce", written in a cursive style.

Alex Pierce
6680 Palomino Circle
West Linn, Oregon 97068
(503) 292-4033



November 20, 2002

Councilor Carl Hosticka
Presiding Officer
Metro
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Councilor Hosticka:

The Port of Portland supports the recommendations of the Metro Policy Advisory Committee (MPAC) and the Metro Technical Advisory Committee (MTAC) on industrial land parcels to be included in Metro's urban growth boundary expansion in December 2002. We also support MPAC and MTAC recommendations on code changes to preserve industrial land parcels.

We believe the process MPAC and MTAC used to identify the need for industrial land and the industrial parcels to satisfy this need within the context of Oregon's land use law was thoughtful, inclusive, and legally defensible. It should be noted that MPAC's and MTAC's recommendation is conservative. Under any forecast scenario, the total acreage of industrial parcels proposed for inclusion is substantially less than the identified need.

The Port urges Metro Council to adopt MPAC's and MTAC's industrial land recommendations and proceed with task three to address the region's remaining unmet industrial land needs.

Sincerely,

A handwritten signature in black ink that reads 'Bill Wyatt' in a cursive script.

Bill Wyatt
Executive Director

c: Mike Burton, Executive Officer
Metro Council

NOT ONLY AREA 31 BUT WHOLE STAFFORD BASIN

IN FAVOR OF INCLUSION OF STAFFORD TRINCE (NOT FARMERS)

WE NEED TO PLAN NOW FOR THE ECONOMIC + LIVABILITY FUTURE OF OUR AREA. WE NEED MORE ROOM ON THE WEST SIDE, LESS ON THE EAST SIDE.

STAFFORD TRINCE LAND OWNERS PROPERLY ABUSED BECAUSE ABUSED FOR YEARS. CITY OF LAKE OSWEGO BUYING LAND FOR PARKS WITH WATER BOND MONEY AND BUYING OUTSIDE JOBS FOR PARKS. HOW CAN YOU HAVE PARKS W/O BEING IN UGB. IT'S OK FOR THEM TO PAY TAXES FOR OUR SCHOOLS?

IMPROVEMENTS 1-2015, STAFFORD PERMIT WOULD BE A GOOD RETURN TO EXPAND UGB

KAPLAN SAYS WE HAVE ROOM FOR 8000 MORE WHERE ARE YOU GOING TO PUT 8000 MORE RESIDENTS - AND IF YOU DO WILL THAT IMPROVE QUALITY OF LIFE BOSTON IS NOT ALL CATER

LIVE AT 601 CHURCH WEST LANE, BOSTON AREA METRO COUNCIL THOMAS FOR HEAVENS SAKING TESTIMONY IN FAVOR OF AREA 37 AS WELL

WHOLE STAFFORD BASIN AND UPPER HOPE

THAT METRO IS STILL CONSIDERING WHOLE AREA WEST LANE IS GETTING TO GROUND - WHERE WILL YOU PUT 8000 MORE RESIDENTS CONCERNED ABOUT THE WEST SIDE

FOR INCLUSION. THIS AREA IS CRUCIAL TO MAJOR ROADS AND FREEWAYS THAT NEED IMPROVEMENTS TO SUPPORT EXISTING OR NEW SUPPORT EXISTING AREA THE WHOLE AREA NEEDS TO BE IMPROVED TO SUPPORT FUTURE GROWTH.

~~RESIDENTS~~

WHY PUT ALL YOUR EGGS IN ONE BASKET OUT IN DAMASCUS (WHERE THERE ARE NO CROWDED FREEWAYS) OR ANY FREEWAYS SOME LAND IN UGB OUT NEAR THERE THAT IS GOING THROUGH IMPROVEMENT (SUNNY SIDE SYN PROJECT)

I BELIEVE I NEED TO INCLUDE MORE OF WEST SIDE (INCLUDING STAFFORD TRINCE) TO ACCOMMODATE LAND NEEDS THAT ARE PRESENT NOW FOR RESIDENTIAL/BUSINESS

I JUST WANT TO ADD - WHY AREA IS RESTRICTED OF LAKE OSWEGO FOR LA

LAKE OSWEGO BEEN BUYING LAND IN THE STAFFORD TRINCE WITH PARKS BOND MONEY AND THEY CAN'T BE PARKS UNTIL IN UGB. LAKE OSWEGO IS AGAINST EXPANSION OF UGB

Ken Olson

Schools ARE GOING TO BE BUILT



CITY OF GRESHAM

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Gresham, OR 97030-3818

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Permit Center
503-618-2832
FAX: 503-618-2224

November 21, 2002

To: Memorandum to Metro Council

From: **Richard Ross, AICP**
Community Planning Division Manager

Re: **New Framework Plan Policy on Centers**
Exhibit G to Ordinance No. 02-696

The City of Gresham is pleased to support the proposed new Framework Plan Policy on Centers. We think the proposed strategy to "encourage the siting of government offices and appropriate facilities" is a good recipe for successful Centers. At recent MPAC and MTAC meetings, Mayor Becker and myself have supported this proposal with examples of Gresham's public investments in offices and facilities as leading to retail, office, and higher density housing. In our experience there is a synergy of public investment in Centers and the achievement of higher than anticipated redevelopment and infill. Further investment in our Regional Center and our Town Center in Rockwood depends upon redevelopment and infill.

You will find attached two charts describing the development sequence of government offices and facilities in relation to retail, office, and housing development in our Regional Center since 1990. We believe this supports your new policy and an aggressive redevelopment and infill rate.

We are pleased that the Community Planning Committee has added the Springwater UGB addition, Phases I and II, to the proposed 2002 expansion. For Gresham, nearby jobs land within the UGB will ensure support of the economic synergy we need to continue the evolution of our Regional Center and jump start our lagging Town Center.

cc: Mayor Becker
Rob Fussell, City Manager
Max Talbot, Community & Economic Development Director
Dave Rouse, Department of Environmental Services Director
Shelly Parini, Economic Development Manager
Terry Vanderkooy, Private Development Planning Manager
Lead Planners

**Gresham Regional Center: Civic Neighborhood
Government/Offices/Facilities and Development Sequence**

1990 – 2002

November 21, 2002

Project Year	Project Name	Location	Description (Use, size, # stories, FAR or density)
1992	Tri-Met Double Tracking Expansion	MAX line	A second track was installed from Ruby Junction to the Cleveland Station to complete double tracking all the way to Portland, offering an opportunity for excellent mobility by transit to the heart of the Gresham Regional Center. MAX frequency increased following high Gresham demand.
1992	Gresham Corporate Center	Eastman Parkway east of City Hall	90,000 sq.ft. 2-story offices.
1994-1995	Civic Neighborhood Plan District Master Plan	Bounded by Division, Burnside, and Eastman Parkway	130 acres in the geographic heart of Gresham. The new neighborhood was planned at relatively high densities of mixed residential, commercial, and retail uses in a design that features quality of life amenities and maintains the integrity of adjacent neighborhoods.
1995	Covington Place	Along Burnside on Council Dr.	22 row houses that are two stories and privately owned. This project required the street vacation of a cul-de-sac bulb from Multnomah County's former Farris Rd.
1995	TOTE (Transit-Oriented Tax Exemption) Tax Abatement was Adopted into the City Code	Along light rail alignment including the Civic Neighborhood	Innovative financing tools to spur implementation of properties along the light rail corridor by applying regional funds, reinvesting site development fees, and offering a limited 10-year tax abatement on high-density residential projects that include public/private amenities such as pedestrian paths or public plazas.
1996	North/South Collector	Civic Drive between Division and Burnside (on MAX)	The construction of the central north-south street links Burnside to Division Street, and will enable a mix of uses, scale development, and attractive design. Civic Drive has 50 ft. pavement sections and 15-foot sidewalks, wide textured brick intersections, bike lanes, curb extensions, underground utilities, decorative street lighting, and traffic signals at the intersections of Division and Burnside.
1996	City Hall Expansion	1333 NW Eastman Parkway (on MAX)	To consolidate City services, a second Gresham City Hall building was constructed on Eastman Parkway. This 3-story building occupies 90,000 sq. ft., houses 350-400 employees, and has numerous public conference rooms. The new City Hall is directly connected to Tri-Met's Gresham City Hall Light Rail Station by a large and expansive outdoor public plaza.
1996 - 2003	Civic Neighborhood MAX Light Rail Station	West side at Civic Drive (on MAX)	This new light rail station will be located in the heart of the Civic Neighborhood, offering an opportunity for excellent mobility by transit throughout the region. The new station platform and crossing arms were constructed with Civic Drive. The new station will not begin service until 1,000 residential units have been constructed.
1997-2003	Division Street Boulevard	Birdsdale to Kelly	The project will add raised landscaped medians to better direct access, narrow travel lanes to 11 feet to slow travel speeds, and add bike lanes, on street parking, up to 15-foot sidewalks, and underground utilities.
1999	Sub-District Standards	Civic Neighborhood	City of Gresham adopted code language that regulates building lines, orientation, and primary entrances, as well as limiting surface parking within the Civic Neighborhood.
1999-2000	Gresham Station	North of Division west of City Hall (on MAX)	The construction of the first phase includes over 300,000 sq. ft. of retail space. Stores include a QFC grocery store, Borders Books and Music, Gap and Gap Kids clothing, Old Navy, Ann Taylor Loft, Hallmark, World Market, Bed, Bath and Beyond, Blockbuster Video, Starbucks, and a variety of other shops and restaurants in a village setting.

**Gresham Regional Center: Civic Neighborhood
Government/Offices/Facilities and Development Sequence**

1990 – 2002

November 21, 2002

Project Year	Project Name	Location	Description (Use, size, # stories, FAR or density)
1999- ?	MAX Path Planning	Cleveland Station to Ruby Junction (on MAX)	The MAX Path is an urban multi-use path connecting Gresham's historic Downtown, the new Civic Neighborhood, and Rockwood. The path will use existing TriMet right of way and will link with the Gresham Fairview Trail at Ruby Junction. A major section of this path was constructed as part of the Gresham Station development. On-going Civic Neighborhood development will continue to extend the Path west.
2000	Oregon Family Services	City Hall Station (on MAX)	State's east county offices for family services. Conversion of former Elks Club.
2001- 2002	Columbia Trail Apartment	South of light rail line and east of Wallula Avenue (on MAX)	264 residential apartments are under construction in multiple 3-story building complexes. Designed with various aesthetic façade treatments with siding and trim that will scale down the building mass. Other design elements include architectural entrances, bay windows, shutters, and awnings to give emphasis to the building's elevation.
2002	The Center for Advanced Learning (CAL)	North of MAX line and between Civic Drive and Gresham City Hall	An alternative 54,835 sq. ft. high school constructed on a 1.54-acre parcel with a FAR of .83. This building alternates between two and three stories with ground floor windows on both street frontages and a massive glassed entry. It is designed for 700 science and technology students. The FAR will increase to 1.20 with a proposed future 2-story 24,632 sq. ft. addition.
Phase I 2003- 2004 Phase II 2005- 2006	The Crossing @ Gresham Station	NE corner of NW Civic Drive and NW 13 th St.	Two phases are proposed for this 2.0-acre, mixed-use, transit-oriented development site. Phase I, a 5-story building fronting the northeast corner of Civic Dr., is proposed for 80 residential units above 24,271 sq. ft. of ground floor commercial space. Phase II, will front the southeast corner of 13 th St. and will consist of 2-story offices above 6,435 sq. ft. of ground floor commercial space. Both phases will include structured parking, and a continuation of the pedestrian/bike pathway along the light rail line connecting the Civic Neighborhood MAX station to the Gresham City Hall station. A small urban plaza on Civic Drive will be designed as a visual extension of the MAX station platform. Retail space proposed on the east side of the plaza will activate the space. This mixed-use project will fulfill Tri-Met's development requirements for the completion and operation of the Gresham Civic Neighborhood MAX station. The developer of this transit-oriented development has submitted an application for a 10-year property tax exemption.

**Gresham Regional Center: Historic Downtown
Government/Offices/Facilities and Development Sequence**

1990 – 2002

November 21, 2002

Project Year	Project Name	Location	Description (Use, size, # stories, FAR or density)
1990-1994	Ped to MAX	Main Avenue, NE Roberts Avenue	Ped-to-MAX is a program to improve the safety, convenience, and aesthetics of Gresham's nine light rail station areas and high activity centers. Public facilities on Main and Roberts Avenues include: 10-ft. sidewalks, curb extensions, mid-block crossings, pedestrian-scale lighting, street trees, public art, on-street parking, and other pedestrian amenities.
1995-1996	Oneonta Row-houses	4 th and 5 th between Roberts and Hood	\$2.2 million dollar complex consisting of 20 high-end 1,700 sq. ft., 2-bedroom, 2 ½ bath, owner-occupied townhouses. Garages access via an alley to the interior of the development and on-street parking is provided in front of the units.
1996	Gresham Central Apartments / Promenade	800 NE Roberts	3-story, 90-unit transit-oriented multi-family apartment complex. Includes public promenade/pocket park constructed by the developer and maintained by the apartment complex. Land for the public promenade/pocket park was donated by Tri-Met. This development was the first project in Gresham to obtain a 10-year transit-oriented tax exemption (TOTE).
1996	Dubois Salon & Apartment	On Main Avenue	\$350,000 mixed-use development with 2,000 sq. ft. commercial on the ground floor with two residential living spaces above. Parking is hidden toward interior of the site.
1996	Tri-Met Park and Ride Garage	8 th and Kelly at Central Station	\$3.8 million mixed-use public parking garage includes 554 parking spaces and 40 covered secured bicycle spaces for light rail users. 8,000 sq. ft. of retail/commercial area on the ground floor currently houses a bicycle shop. The garage represents a partnership between Tri-Met, the City of Gresham, and the Gresham Downtown Development Association. The 1.4-acre property was donated by a Gresham resident and is owned and operated by Tri-Met.
1996	Guide Dogs for the Blind	100 NE 4 th Street	This mixed-use building's location was chosen for its proximity to light rail and Downtown streets for training of dogs used for the blind. This building received a Gresham Design Award in 1996.
1996	Central Station Apartments (Special Needs Housing)	8 th Street near Central Station	This 23-unit, 3-story apartment complex serves the needs of persons with physical disabilities. This project was developed under the HUD Section 811 grant program and City block grants, which includes a rent subsidy so eligible residents pay no more than 30% of their income for rent. QUAD, Inc. provides 24-hour, on-site supportive services.
1997	Landmark @ 8 th Townhouses	8 th Street and Linden at Central Station	29 single-family attached townhouses located in Downtown, one block from the Gresham Central MAX Station. These 3- and 4-bedroom units are individually owned and were initially priced from \$143,600 to \$166,500. A property tax exemption (TOTE) was approved for this development, which involved the creation of an adjacent neighborhood park (Cedar Park).
1997	Neighborhood Park (Cedar Park)	8 th Street between Parking Garage and Landmark @ 8 th Townhouses	This neighborhood park was created to efficiently utilize a piece of land remaining from the construction of Tri-Met's Park and Ride Garage. The Landmark at 8 th Townhouse developers constructed the amenities of the park in exchange for a 10-year property tax exemption (TOTE), while Tri-Met donated the land (about ¼ acre).
1997	Alpha High School	Cleveland and 8 th Street	This is an alternative high school for students in grades 9 through 12 and serves as a school-to-work program. Total enrollment is 106 students. This facility also houses the Early Intervention/Early Childhood Special Education Programs that serve children with identified eligible disabilities.
1997 - 2003	Division Street Boulevard	Division from Wallula to Kelly	This boulevard design will connect multi-modal travel and strengthen the street's efficiencies throughout the Regional Center. The final design includes sidewalks ranging from 8 to 15 feet, street trees, pedestrian-scale lighting, bicycle lanes, on-street parking, four travel lanes, and a raised, landscaped median. Construction is scheduled for 2003.
1998-1999	Ped to MAX	NE Hood Avenue (Division to Powell)	Ped-to-MAX is a citywide program to improve the safety, convenience, and aesthetics of Gresham's nine light rail station areas and high activity centers. Public facilities on Hood Avenue include: 10 ft. sidewalks, curb extensions, mid-block crossings, pedestrian-scale lighting, street trees, public art, on-street parking, and other pedestrian amenities.

Gresham Regional Center: Historic Downtown

1990 – 2002

Government/Offices/Facilities and Development Sequence

November 21, 2002

1998	Lone Oak	NE Roberts north of 5 th .	3-story, 20 apartment units plus penthouse multi-use building. The street front of the penthouse building is devoted to retail/office space with 2 penthouse units above.
1998	Kohler Building	N Main and NE 3 rd	2-story, 15,000 sq. ft. mixed-use. Retail space on the first floor with professional office and commercial lofts above.
1998	Bridal Veil Row-houses	246 NE 4 th Street	Four single-family attached dwellings in the Central Urban Core District. Each 2-story, 3-bedroom, 2 ½ bath home is on a separate lot. Master bedroom suites boast private decks, gas fireplaces, and vaulted ceilings.
1999	Pasta Veloce/ Brocelli's	246 N Main Ave.	Former bank building was remodeled as an Italian Restaurant. This restaurant adds to the street appeal with its outdoor seating and live performing artists on the weekends.
1999-2000	3 Cedars Luxury Condominiums	Roberts St.	Sixteen 2-story, 1,100 sq. ft., condominiums are within walking distance of the Central Transit Center. These condominiums boast quality finishes, exotic hardwoods floors, custom cabinets, Arizona sandstone patios, 9-ft. vaulted ceilings, and leaded glass entries. Each unit has a covered patio on the ground floor and a covered deck on the upper floor.
1999-2000	Expansion of East Hills Church	Main Avenue	Increased Sunday School and child care facilities, and paving of gravel parking area.
2000	Still Water Christian Bookstore and Café	436 N Main Ave.	These former historic church houses a bookstore on the top floor with a café located downstairs. Live music is performed the first Friday of the month.
2000	Center Point	SE corner of Roberts and 3 rd	Transit-oriented mixed-use development. Consists of 22 residential for-rent units and 3,060 sq. ft. for-rent commercial space on the ground floor (60 units per acre and 4 stories). This development was granted a 10-year property tax exemption (TOTE).
2000-2001	Chestnut Lane, Deaf Center Housing	604 NE Cleveland at Cleveland Station	70 units of assisted living units for special needs.
2001	Rowhouses	4 th Street	Four single-family attached dwellings in the Central Urban Core District.
2002	Multnomah County East Building	8 th and Kelly at Central Station	This 3-story, 87,429 sq. ft. County building sits on 4.06 acres in the Downtown Transit District. It includes a multi-purpose senior services and activity center, disability service office, multicultural resource center, and community meeting rooms. 170 employees and volunteers work in this building.
2005-2008	Powell Boulevard Planning	174 th to Burnside	Major Arterial improvements with curb, gutter, sidewalk, bike lanes, and turn lanes from 174 th to Eastman and Hogan to Burnside, providing 4 through lanes with raised median. Boulevard improvements will be added through the Regional Center that includes wide sidewalks and other pedestrian amenities, on-street parking, bike lanes, raised medians and other access controls. A pedestrian bridge east of 190 th will accommodate the new Gresham Fairview multi-use trail. The project cost is estimated at \$11.95 million.



Todd Scheaffer
112102C-56

November 21, 2002

Councilor Carl Hosticka
Presiding Officer, Metro Council
Metro
600 NE Grand Avenue
Portland, OR 97232

Via: Facsimile 503-797-1793

RE: TITLE 4 REVISIONS

Dear Councilor Hosticka:

National Association of Industrial and Office Properties Portland Chapter ("NAIOP") represents 120 members associated with office and industrial property ownership and development in the Portland metropolitan area. Metro's proposed revisions to Title 4, affecting Industrial and Employment land, is of great concern to NAIOP's membership.

Over the past decade, NAIOP has been a consistent supporter of prudent zoning within our region, zoning that supports economic development and leads to more economic opportunities for the citizens of our region. We believe that this is of greater concern today than at previous times, given our high level of unemployment and the general stagnation in our economy. We do not believe that all of the revisions to Title 4 are responsible in terms of their potentially damaging economic impact. We do support Metro's efforts to set aside a finite number of large industrial tracts of 50 acres or larger for large employers, but suggest that this not be done by changing the partitioning rules for property already in the UGB. Further, we support Metro's acknowledgement that local jurisdictions should ultimately decide what properties should be included and excluded from the Regionally Significant Industrial Areas ("RSIA") Map, that due to "financing purposes" individual buildings must be allowed on separate lots, that local jurisdictions should define such terms as "master planned" and "corporate headquarters", and that retail uses should be restricted in certain industrial sanctuaries.

However, we request that the Metro Council seriously consider the following recommendations:

- 1. Remove the restrictions on division of parcels on land currently within the UGB (Section 3.07.420.F).** We believe that it is unfair to change the rules on how land within the boundary can and cannot be divided. These proposed restrictions will negatively impact the value of impacted properties, adding fuel to the fire on the Measure 7 debate regarding takings. Alternatively, it is reasonable to expect that property brought into the UGB in the future would be subject to additional restrictions, including partitioning, in exchange for the increase in value associated with being within the UGB.
- 2. Permit divisions of parcels on land currently outside the UGB if local jurisdictions approve a master plan which includes such divisions (Section 3.07.420.F).** Local governments should have the ability to approve master plans on parcels greater than 20 acres without the restrictions included in Section 3.07.420.F. We support the conclusion of the Phase 3 Regional Industrial Land Study that we ensure that the region has 15 sites which are at least 50 acres in size to attract large employers; however, creating a regulation that applies to all sites over 20 acres in size within certain geographic areas is not grounded in solid empirical evidence. To date, no one at Metro has been able to provide us with a credible explanation of how Metro arrived at the decision to protect all parcels in certain geographic

areas – both within the UGB and to be added to the UGB – over 20 acres. Given the current economic crisis, we believe it is entirely inappropriate and irresponsible to place restrictions on the real estate market that have unknown consequences. How do we know that the result of these proposed amendments won't lead to a scarcity of smaller parcels, and thus further negatively influence our economy and our ability to attract family wage jobs? We suggest that Metro reconsider taking such actions that may lead to potentially damaging economic consequences.

3. Reduce the employee qualifications for corporate headquarters (Section 3.07.420.E.2). The proposed language states that in order to locate a corporate headquarters office within a RSIA, the office must accommodate "1,000" employees and "set forth plans for long-term use of the subject property". First of all, such restrictions will likely negatively impact the potential to obtain financing for such projects, resulting in our region being excluded from the list of potential sites for such corporate headquarters. Secondly, the number of employees appears arbitrary. Would we not be satisfied with a 500, 250, or 100 employee corporate headquarters in an RSIA which provided family wage jobs for our citizens? The number of 1,000 employee corporate headquarters is exponentially less than the number of 100 employee corporate headquarters. At this time in our history, it is not prudent to turn away a 100 employee corporate headquarter facility. We need jobs.

NAIOP appreciates the opportunity to provide input into the important decisions that the Metro Council will be making in regards to Title 4. We have included a proposed blackline revision to the current draft which incorporates the changes noted above. We encourage you to make thoughtful decisions that do not have unintended negative economic consequences. We believe that our citizens deserve good job opportunities now and in the years to come.

Best Regards,

Todd R. Sheaffer
National Association of Industrial and Office Properties (NAIOP), Portland Chapter
2002 Public Affairs Committee Chairman

c: Councilor David Bragdon
Councilor Rod Park
Councilor Susan McLain
Councilor Bill Atherton
Councilor Rex Burkholder
Councilor Rod Monroe
NAIOP Board of Directors
NAIOP Public Affairs Committee

Title 4: Industrial and Other Employment Areas
DRAFT AMENDMENTS - CLEAN

Proposed CPC Recommendation to Council, November 7, 2002

3.07.410 Purpose and Intent

The Regional Framework Plan calls for a strong economic climate. To improve the region's economic climate, the plan seeks to protect the supply of sites for employment by limiting incompatible uses within Industrial and Employment Areas. To protect the capacity and efficiency of the region's transportation system for movement of goods and services and to promote the creation of jobs in centers, the plan encourages efficient patterns and mixes of uses within designated Centers and discourages certain kinds of commercial retail and professional office development outside Centers. It is the purpose of Title 4 to achieve these policies. Metro will consider amendments to this title in order to make the title consistent with new policies on economic development adopted as part of periodic review.

3.07.420 Protection of Regionally Significant Industrial Areas

A. Regionally Significant Industrial Areas are those areas that offer the best opportunities for family-wage industrial jobs. Each city and county with land use planning authority over areas shown on the Generalized Map of Regionally Significant Industrial Areas adopted in Ordinance No. 02-969 shall derive specific plan designation and zoning district boundaries of the areas from the map, taking into account the location of existing uses that would not conform to the limitations of non-industrial uses in subsections C, D and E of this section and the need of individual cities and counties to achieve a mix of types of employment uses.

B. Each city and county with land use planning authority over an area designated by Metro on the 2040 Growth Concept Map, as amended by Ordinance No. 02-969, as a Regionally Significant Industrial Area shall, as part of compliance with section 3.07.1120 of the Urban Growth Management Functional Plan, derive plan designation and zoning district boundaries of the areas from the Growth Concept Map.

C. After determining boundaries of Regionally Significant Industrial Areas pursuant to subsections A and B, the city or county shall adopt implementing ordinances that limit development in the areas to industrial uses, uses accessory to industrial uses, offices for industrial research and development and large corporate headquarters in compliance with subsection E of this section, utilities, and those non-industrial uses necessary to serve the needs of businesses and employees of the areas. Ordinances shall not allow financial, insurance, real estate or other professional office uses unless they are accessory to an industrial or other permitted use.

D. Notwithstanding subsection C of this section, a city or county shall not approve:

1. A commercial retail use with more than 20,000 square feet of retail sales area in a single building or in multiple buildings that are part of the same development project; or
2. Commercial retail uses that would occupy more than five percent of the net developable portion of all contiguous Regionally Significant Industrial Areas.

E. As provided in subsection C of this section, a city or county may approve an office for industrial research and development or a large corporate headquarters if:

1. The office is served by public or private transit; and
2. If the office is for a corporate headquarters, it accommodates at least ~~1,000~~100 employees and is subject to a master plan ~~that sets forth plans for long-term use of the subject property.~~

F. A city or county may allow division of lots or parcels into smaller lots or parcels as follows:

1. Lots or parcels 20 acres or smaller may be divided into any number of smaller lots or parcels;
2. Lots or parcels larger than 20 acres but smaller than 50 acres may be divided into any number of smaller lots and parcels as long as at least one resulting lot is 20 acres or more in size, so long as the resulting division yields the ~~maximum number of lots or parcels larger than 20 acres;~~
3. Lots or parcels 50 acres or larger may be divided into smaller lots and parcels as long as at least one resulting lot is 50 acres or more in size, so long as the resulting division yields the maximum number of lots or parcels of at least 50 acres;
4. Notwithstanding paragraphs 2, 3 and of this subsection, any lot or parcel may be divided into smaller lots or parcels or made subject to rights-of-way for the following purposes:
 - a. To provide public facilities and services;
 - b. To separate a portion of a lot or parcel in order to protect a natural resource, to provide a public amenity, or to implement a remediation plan for a site identified by the Oregon Department of Environmental Quality pursuant to ORS 465.225;
 - c. To separate a portion of a lot or parcel containing a nonconforming use from the remainder of the lot or parcel in order to render the remainder more practical for a permitted use;
 - d. To reconfigure the pattern of lots and parcels pursuant to subsection G of this section; or
 - e. To allow the creation of a lot for financing purposes when the created lot is part of a master planned development.
 - f. On lots or parcels that a city or county approves a master plan allowing divisions of less than 20 acres.
 - g. Any lot or parcel within the UGB as of December 1, 2002.

G. A city or county may allow reconfiguration of lots or parcels less than 50 acres in area if the reconfiguration would be more conducive to a permitted use and would result in no net increase in the total number of lots and parcels. Lots or parcels 50 acres or greater in area may

also be reconfigured so long as the resulting area of any such lot or parcel would not be less than 50 acres.

H. Notwithstanding subsections C and D of this section, a city or county may allow the lawful use of any building, structure or land at the time of enactment of an ordinance adopted pursuant to this section to continue and to expand to add up to 20 percent more floor area and 10 percent more land area. Notwithstanding subsection F of this section, a city or county may allow division of lots or parcels pursuant to a master plan approved by the city or county prior to December 31, 2003.

J. By December 31, 2003, Metro shall, following consultation with cities and counties, adopt a map of Regionally Significant Industrial Areas with specific boundaries derived from the Generalized Map of Regionally Significant Industrial Areas adopted in Ordinance No. 02-969, taking into account the location of existing uses that would not conform to the limitations of non-industrial uses in subsections C, D and E of this section and the need of individual cities and counties to achieve a mix of types of employment uses. Each city and county with land use planning authority over the area shall use the map in the application of the provisions of this section until the city or county adopts plan designations and zoning district boundaries of the area as provided by subsection A of this section.

3.07.430 Protection of Industrial Areas

A. In Industrial Areas mapped pursuant to Metro Code section 3.07.130 that are not Regionally Significant Industrial Areas, cities and counties shall limit new and expanded retail commercial uses to those appropriate in type and size to serve the needs of businesses, employees and residents of the Industrial Areas.

B. In an Industrial Area, a city or county shall not approve:

1. A commercial retail use with more than 20,000 square feet of retail sales area in a single building or in multiple buildings that are part of the same development project; or
2. Commercial retail uses that would occupy more than 10 percent of the net developable portion of the area or any adjacent Industrial Area.

C. Notwithstanding subsection B of this section, a city or county may allow the lawful use of any building, structure or land at the time of enactment of an ordinance adopted pursuant to this section to continue and to expand to add up to 10 percent more floorspace.

3.07.440 Protection of Employment Areas

A. Except as provided in subsections C, D and E, in Employment Areas mapped pursuant to Metro Code section 3.07.130, cities and counties shall limit new and expanded commercial retail uses to those appropriate in type and size to serve the needs of businesses, employees and residents of the Employment Areas.

B. Except as provided in subsections C, D and E, a city or county shall not approve a commercial retail use in an Employment Area with more than 60,000 square feet of retail sales area in a single building, or commercial retail uses with a total of more than 60,000 square feet of retail sales area on a single lot or parcel, or on contiguous lots or parcels, including those separated only by transportation right-of-way.

C. A city or county whose zoning ordinance applies to an Employment Area and is listed on Table 3.07-4 may continue to authorize commercial retail uses with more than 60,000 square feet of retail sales area in that zone if the ordinance authorized those uses on January 1, 2003.

D. A city or county whose zoning ordinance applies to an Employment Area and is not listed on Table 3.07-4 may continue to authorize commercial retail uses with more than 60,000 square feet of retail sales area in that zone if:

1. The ordinance authorized those uses on January 1, 2003;
2. Transportation facilities adequate to serve the commercial retail uses will be in place at the time the uses begin operation; and
3. The comprehensive plan provides for transportation facilities adequate to serve other uses planned for the Employment Area.

E. A city or county may authorize new commercial retail uses in Employment Areas if the uses:

1. Generate no more than a 25 percent increase in site-generated vehicle trips above permitted non-industrial uses; and
2. Meet the Maximum Permitted Parking – Zone A requirements set forth in Table 3.07-2 of Title 2 of the Urban Growth Management Functional Plan.



METRO Council
600 NE Grand Avenue
Portland, OR 97232-2736

November 21, 2002

Dear Councilors:

The City of Sherwood has considered the proposed urban growth boundary expansion detailed in the Executive Officer's recommendation, dated November 5, 2002. Except for our infrastructure needs, including land necessary to accommodate the completion of the Adams Avenue extension, Sherwood does not support bringing in additional property for housing development. The primary reasons for that conclusion are detailed in the Sherwood City Council Resolution 2002-051, passed October 22, 2002 (attached).

As you know, the Executive Officer's recommendation came as a surprise to our Mayor and Council, Sherwood Planning staff, and me. The recommendation does not recognize the results of planning efforts that have taken place in the Sherwood area for the past several years; and, proposes additional land for expansion in areas most expensive for providing infrastructure.

The inclusion of 96.38 acres southeast and adjacent to the intersection of Edy and Elwert Roads was specifically addressed in Sherwood Council Resolution 2002-051; the Council made a finding that is inappropriate to bring it into the UGB at this time for housing development. Furthermore, the METRO Planning documents titled: Regionally Significant Wildlife Habitat and Regionally Significant Riparian Corridors (dated September 3, 2002), indicate medium to high riparian habitat values for approximately 40% of this property. Three properties totaling 57 acres along Edy Road were considered by the City and School District for a school/park site, and would be supported by the City if brought in for that purpose.

The biggest surprise to the Sherwood community, was the inclusion of 208 acres southwest of our current border, along Brookman Road. This area was studied previously under the former Urban Reserves analysis as URA #45. The conclusions of that study revealed that the costs of improvements to transportation, water supply, and sanitary sewer systems would be difficult to bear for the community. Originally, the

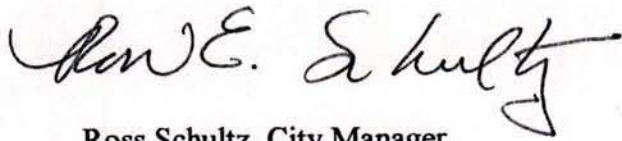
results of this study were to be incorporated into a long-term plan for bringing this area into the Metro UGB, but after reviewing the study and the analysis of its cost, Sherwood Council did not adopt the study, and chose instead to focus on the current impacts to our infrastructure. In particular, the position of this property relative to the regional transportation system, makes it obvious that development here without a commitment to major improvements to the arterial system, simply cannot be justified. The 99W to I-5 connector road that was proposed to serve this area, to relieve congestion already experienced in the 99W and Tualatin-Sherwood Road corridors, is an estimated \$250 million project (by ODOT, 1998). The acreage considered includes a substantial amount of flood plain, wetlands, and 3,000 feet of railroad line crossing diagonally through the area.

You have received an application and supporting documents from Adelle Jenike of RE/MAX equity group, inc. in support of expanding the UGB in the Brookman Road area. The supporting documents contain several inaccuracies about the property considered, and the ability of Sherwood and other agencies to serve the area. Sherwood is not the water service provider to the area; Sherwood is not the sewer service provider; there is no regional storm water drainage system planned for the area; there is no requirement to "bring in" the area to the UGB in order to study a Highway 99W-to-Interstate 5 connector road; the property is constrained by slopes, flood plain, wetlands and other restrictive features (see the Metro Wildlife Habitat and Regionally Significant Riparian Corridors maps referenced above, and attachment B). For these reasons, if the property *were* to be included in the UGB, Sherwood will require a Local Improvement District, or other similar funding structure, be in place to provide infrastructure. Burdening the existing residents of Sherwood with the cost of bringing what would be *inherently high-cost infrastructure* to these properties is not acceptable. Without the 99W-to-I-5 connector as a feasible project planned for the near future, the inclusion of this area would only serve to add more trips to 99W, Tualatin-Sherwood Road, and Sherwood's internal transportation system.

The *exclusion* of 20 acres (near Highway 99W) requested by our Council for boundary expansion came as a surprise as well. True, the land is currently zoned EFU by Washington County; and the soils on a portion of the property certainly support that designation. However, most of the larger (18 acre) site is occupied by an electrical substation, and its position between lands already included in the UGB makes it suitable (and in fact, the only property available) to complete Adams Avenue, a road included in our transportation system plan, and vital to relieving congestion on Highway 99W. The smaller (2 acre site) west of 99W would provide a similar function, and the Council should consider its location with respect to lands already urbanized, as allowed by state statute, ORS 197.298(3). If the proposed UGB boundary expansion is not the method chosen by Metro to allow the completion of transportation systems, then these areas of needed connectivity must be addressed in other ways, certainly before additional housing is added to the area.

I encourage you to make these adjustments to the Executive Officer's recommendation, as noted above.

Sincerely,

A handwritten signature in black ink that reads "Ross E. Schultz". The signature is written in a cursive style with a large, sweeping initial "R".

Ross Schultz, City Manager

Attachments:

- A. Sherwood Recommended Urban Growth Boundary Expansion, 11-02
- B. Sherwood Recommended UGB Expansion (delineating floodplain area), 11-02
- C. Resolution 2002-051 by Sherwood City Council



C.L. Wiley
C.L. Wiley
City Recorder
City of Sherwood

Resolution No. 2002-051

A RESOLUTION FOR METRO GOVERNMENT CITING CITY OF SHERWOOD'S PREFERENCES FOR URBAN GROWTH BOUNDARY EXPANSION AS OF OCTOBER 2002

WHEREAS, a written request dated October 4, 2002, was sent from Mr. Rod Park, Chair of Metro's Community Planning Committee, to Mayor Mark Cottle, Mayor of Sherwood, requesting the City formalize its request regarding the Urban Growth Boundary expansion areas currently under consideration and study by Metro; and

WHEREAS, providing a Resolution from the Council conveys the City's position regarding the current Urban Growth Boundary, and

WHEREAS, the City hereon confirms its position in regards to expanding the Urban Growth Boundary in the Sherwood area, and finds:

1. The City of Sherwood considered the expansion detailed in Metro's Alternatives Analysis Study Areas map and determined that except for institutional and infrastructure needs, including land necessary to accommodate new school sites and the completion of important transportation linkages, Sherwood is in no position to bring in any additional property for development purposes, because:

A. Transportation corridors with adequate capacity are not currently available.

B. For the last 10 years Sherwood has been one of the fastest growing cities in Oregon, as the population grew from 3305 to 12,840. The City's infrastructure cannot be built fast enough to adequately serve its population, and needs time to allow the services the City provides to catch up to our growth.

C. Further expansion will diminish Sherwood's ability to encourage in-fill development, and enhance the efficiency of land use.

2. Areas of UGB amendment that are needed to enhance the transportation system and encourage more efficient development of land in Sherwood include:

A. Additional land to complete the connection of Adams Avenue from Tualatin -Sherwood Road to 99W.

B. Additional land to complete the connection of Teal Road from 99W to Roy Rogers Road.

C. Inclusion of an approximately 3 acre portion of parcel 2S121C001202, as proposed by Metro, designated MAE on Washington County's records – the remainder of the parcel is zoned AF-20. The intent of the MAE District is to provide lands for 'land extensive industrial uses' in the rural areas of the County. As this parcel is adjacent to the General Industrial zone in Sherwood, it would not be an abrupt change in designation or potential uses, and can be served by our infrastructure; therefore the proposed amendment can be *supported* by Sherwood.

3. Changes to the urban growth boundary on lands currently classified as "lower priority", zoned for Exclusive Farm Use are justified, and in compliance with the State goals regarding conversion of those lands to urban uses, because:

A. The proposed alignment of the Adams Avenue extension is a connection needed to relieve traffic congestion at the intersection of Tualatin-Sherwood Road and Pacific Highway 99W, included in the Draft Transportation plan for Sherwood dated April 30, 1998. (The final TSP has yet to be adopted.) This small area is surrounded on three sides by the city growth boundary, but as it is outside the UGB, those parcels are disconnected; and thus, the state highway receives unnecessary congestion as motorists must divert to the 99W/Tualatin-Sherwood Road intersection to travel between the two principal arterials.

B. An analysis of the subject property reveals that a total of 18 acres of land is needed to extend the road, and make the needed connection to the traffic light at 99W. Of this acreage, 8.10 acres are occupied by an electrical substation, which has no present or future potential for agriculture, despite the EFU zoning designation. The requirements of ORS 197.298(3) allow for lower priority land to be included within the UGB if one (or more) of three criteria are satisfied:

(1) Specific types of identified land needs cannot be reasonably accommodated on higher priority lands;

(2) Future urban services could not reasonably be provided to the higher priority lands due to topographical or other physical constraints; or

(3) Maximum efficiency of land uses within a proposed urban growth boundary requires inclusion of lower priority lands in order to include or to provide services to higher priority lands.

D. The City finds in regards to criteria (1): The land requested for inclusion is situated *between* parcels that are within the UGB already, and should be considered despite the presence of higher priority lands elsewhere near the city, as other lands would not be located in the unique position of the subject parcel. The land need is for a collector arterial – designed to connect other major roadways, and the primary factor behind considering this parcel is its geographic position – not a comparison to other lands with different soil categories or agricultural potential. Despite a higher priority, other land could not possibly provide the connection.

E. The City finds in regard to criteria (3): The efficiency sought for development of land uses requires that the two separate portions of the UGB be connected. The lower

priority lands proposed for inclusion are to connect "higher priority" lands – which includes those already within the UGB. Industrial-zoned parcels along 99W and Tualatin-Sherwood Road are not likely to develop without a more efficient flow of traffic that would be provided with the extension of Adams Avenue; therefore, the maximum efficiency of land can be achieved in the *existing* urban growth boundary.

F. Furthermore, the City finds that preventing efficient access to lands already designated for urban-level development, simply wastes land and does not preserve viable farm acreage.

4. In the Metro Executive Officer's Recommendation of August 2002, a 85 acre area of expansion on land zoned Ag-Forest 10 and 5 at the intersection of Elwert and Edy Roads was considered for a future school and city park site; however, at this time the school district is not prepared to acquire land beyond the current city boundary. The City finds that this area should be *removed* from consideration for UGB expansion at this time, and that it remain in the rural, resource land category. Its inclusion at this time will only encourage more residential land development in Sherwood, which has to date overburdened our infrastructure and school system.

5. The City of Tualatin is requesting an Urban Growth Boundary adjustment, and plans to annex approximately 440 acres around Tonquin Road. This property is adjacent to Sherwood and Wilsonville, as well as Tualatin. The City finds that additional UGB expansion and the planned annexation by Tualatin should not be considered until the three affected communities devise a plan to designate future land use, provide infrastructure, and determine how each might serve the area most efficiently while keeping the natural buffers that we desire between our cities.

NOW, THEREFORE, THE CITY RESOLVES AS FOLLOWS:

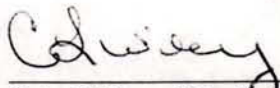
Section 1. That this document be adopted and presented to the Metro government as the City's local jurisdiction comments relative to expansion of the Urban Growth Boundary as of the date of adoption.


Section 2. The City Recorder is directed to provide this document to Mr. Park at Metro by the November 1, 2002 deadline.

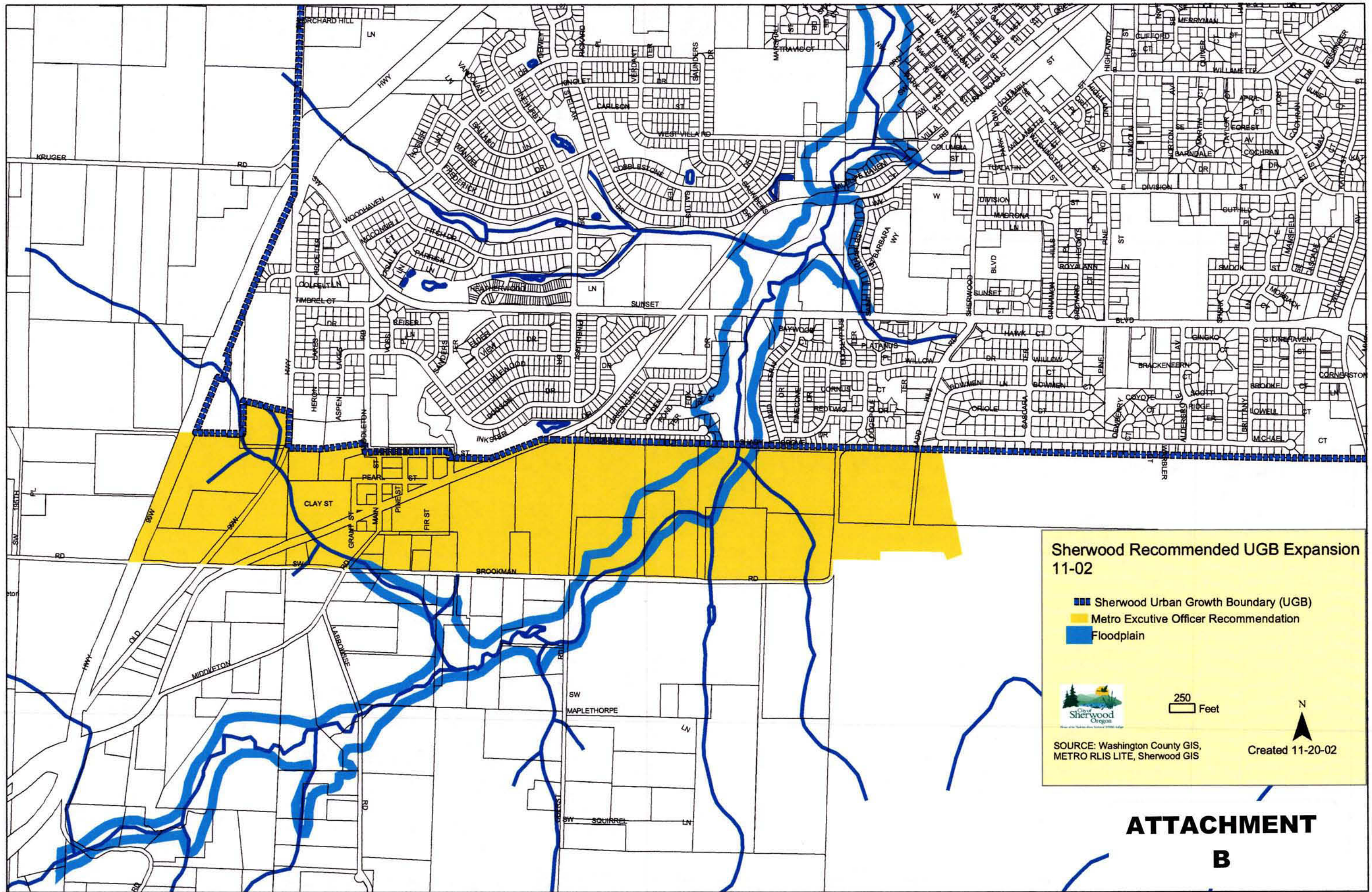
Duly passed by the City Council this 22nd day of October 2002.

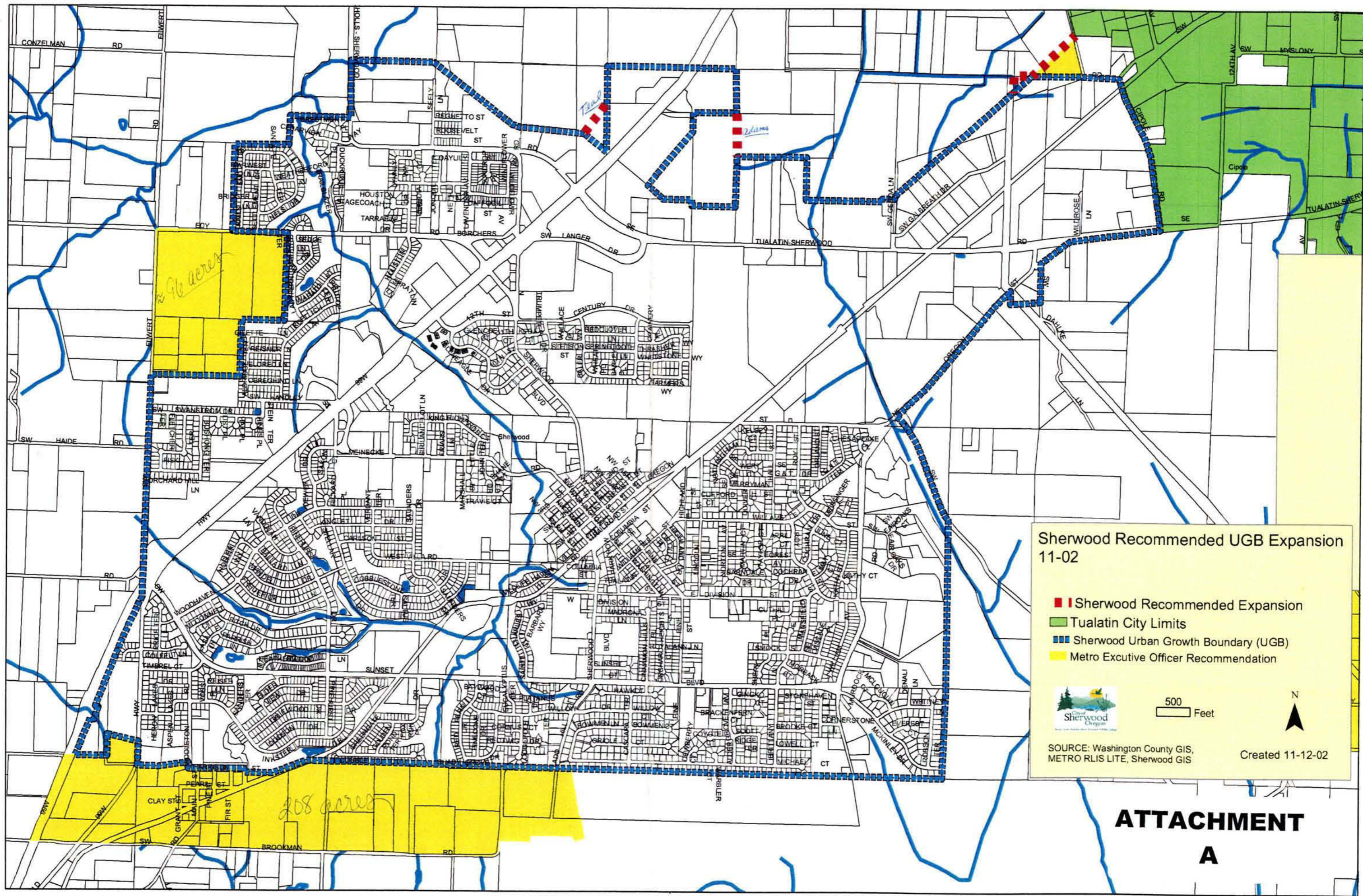

Mark O. Cottle, Mayor

ATTEST:


C.L. Wiley, City Recorder







KENT SEIDA

112102C-58

METRO

REGIONAL SERVICES

METRO COUNCILOR

METRO STAFF

ATT: MIKE BURTON

REGARDING

(URBAN GROWTH BOUNDARY AREA # 37)

WEST LINN

ORIGINAL

REASONS TO BRING URBAN AREA # 37
INSIDE THE URBAN GROWTH BOUNDRY

1. IT CONTAINS NO FARM OR FOREST LANDS
2. 100% OF THE OWNERS WANT TO BE INCLUDED WITHIN THE GROWTH BOUNDRY
3. METRO WILLINGLY ALLOWED THE BEST PART OF MY PROPERTY, WHICH WAS CONDEMED BY THE SCHOOL TO BE BROUGHT INTO THE URBAN GROWTH BOUNDRY. METRO CONSIDERED THAT MY FARM WAS PERMANTLY RUINED AND INCLUDED IT IN URBAN AREA(OLD # 30). THEREFORE IT IS LODGICAL THAT IT BE INCLUDED AT THIS TIME.
4. IT IS A KNOB PROTRUDING INTO THE CURRENT URBAN BROWTH AREA. THREE FOURTHS OF # 37 BOUNDRIES ARE TOUCHING THE CURRENT URBAN GROWTH AREA
5. TOUCHING ITS BOUNDRIES ARE:
 - A. ROSEMOUNT RIDGE MIDDLE SCHOOL
 - B. WEST LINN CITY HALL AND SERVICES
 - C. WEST LINN SENIOR CENTER
 - D. WEST LINN'S NEWEST SHOPPING MALL
 - E. FUTURE WATER RESEVIOR SITE
 - F. MULI LEVEL APARTMENTS AND TOWN HOUSES WITH NO BUFFER AT ALL
 - G. PAVED MAIN ROADS (SALAMO AND ROSEMONT)
 - H. MAIN POWER LINES, GAS LINES, SEWER LINES WATER LINES, TELEPHONE LINES ETC.
6. THERE ARE NOT NATUAL FEATURES OR HAZARDS THAT NEED TO BE PROTECTED OR AVOIDED.(NOTE THE LETTER FROM THE COUNTY THAT WE HAVE NO SET BACK OR STREAMS ON OUR 40 ACRES)
7. THERE ARE ONLY TWO HOUSES ON ONE HUNDRED ACRES. OUR OLD FARM HOUSE AND A NEW ONE JUST BEING BUILT. THIS LEAVES THE MAJORITY OF THE LAND LAND WIDE OPEN FOR DEVELOPMENT IN THE PROPER WAY. UNLIKE THE DAMASUS AREA THAT IS ALREADY BROKEN UP IN FIVE ACRES OR LESS LOTS.
8. SIXTY ACRES (BRANDYWINE ESTATES) HAS BEEN BROKEN UP INTO TEN PARCELS ONE LARGE AND NINE SMALL. THEY ARE CURRENTLY FOR SALE. THIS IS THE POOREST POSSIBLE PLANNING FOR AN AREA THAT ABUTTS WEST LINN CITY HALL. IF THIS AREA DOES NOT COME INTO THE URBAN GROWTH BOUNDRY THESE LOTS WILL BE SOLD AND BUILT UPON. THAT WILL FOR EVER RUIN ANY PROPER PLANNING FOR WHAT WILL BE THE GOEGRAPIC CENTER OF FUTURE WEST LINN. SHAME ON METRO IF THEY ALLOW THIS TO HAPPEN AFTER TAKEING MINE FOR A SCHOOL.
9. NINETY PERCENT OF THE LAND CONTAINED IN # 37 IS BUILDABLE ON ROCKY GROUND WITH SOILS UNSUITABLE FOR FARMING OR ANY OTHER PRODUCTIVE USE.
10. THERE IS ALREADY A MAJOR (COLLECTOR) ROAD BUILT INTO THE HEART OF THE AREA NAMED BRANDYWINE DRIVE AND DEDICATED TO THE COUNTY. ALL OF THE UTILITES HAVE BEEN PLANNED FOR AND ARE VAULTED UNDER GROUND. THERE ARE ALSO TWO OTHER ROADS INTO THE HEART ONE PAVED AND ONE GRAVEL THEY ALL BASICLY MEET IN THE CENTER.
11. THE ENTIRE AREA IS IN LARGE ACREAGES AND THE EXISTING HOUSES SPACED TO ALLOW FOR EASY SUB DEVELOPMENT.

12. ALL THE OLDER TIMBER HAS BEEN LOGGED. THERE ARE ONLY A FEW SCATTERED FIR TREES OF ANY SIZE. THE MAJORITY HAS BRUSH, VOLUNTEER MAPLES AND OVER GROWN CHRISTMAS TREE PATCHES PLANTED MAINLY FOR TAX BREAKS
13. HISTORIC WEST LINN IS IN TROUBLE COMMERCIALY. THERE IS VERY LITTLE FLAT GROUND. THERE IS NO OPPERTUNITY FOR ANY FURTHER DEVELOPMENT OR RE DEVELOPMENT. ADDING # 37 TO THE CITY WILL GIVE IT THE COMMERCIAL CORE IS SO DESPERATELY NEEDS. THERE IS CURRENTLY NOT EVEN ENOUGH FLAT GROUND FOR A THEATER OR MOVE HOUSE. THERE IS ENOUGH FLAT SPACE IN # 37 FOR A BUSINESS CAMPUSS WHICH WILL GIVE HIGH TAX ASSESMENT WITH LOW IMPACT ON SEVICES. IF IT IS BROUGHT IN BEFORE IT RUINED IN TINY CHUNKS
14. THERE IS NO WILDLIFE IN THE AREA THAT WOULD BE EFFECTED.
15. # 37 IS INCLUDED IN WEST LINNS GROWTH PLANS FOR THE FUTURE. THIS WAS A STUDY FUNDED BY THE PREVIOUS CITY 'OUNCIL. THE STUDY TOOK ONE YEAR AND WAS MADE UP OF OVER TWENTY CITIZENS.
16. IF METRO FOLLOWS ITS "HIERARCHY OF LANDS" TO FIRST EXPAND ON LAND THAT HAS THE LEAST VALUE FOR FARMING AND FORESTRY IT WILL TAKE # 37 FIRST. THERE IS NO POSSIBLITY OF ANY FARMING OR FORESTRY ON THIS LAND. IT IS TO ROCKY AND TO POOR A SOIL TO FARM "FOR A PROFIT" AND TO CLOSE TO POULATION FOR FOREST BURNIG AND SPRAYING. THE LAND IS JUST LIEING IDLE, WAITING FOR METRO TO ALLOW IT TO BE PUT TO ITS BEST USE URBAN DEVELOPMENT.
17. IT HAS THE ABILITY TO BE EASILY PROVIDED PUBLIC SERVICES AND INFRASTRUCTURE AS THEY CURRENTLY BORDER IT ON THREE SIDES AND GO ALONG BRANDYWINE DRIVE TO THE HEART. THERE ARE NO DIFFICULTIES AT ALL.
18. THIS IS AN IDEAL AREA FOR MIXED USE WITH HOUSEING JOBS, AND TRANSPOTATION
19. THIS IS AN OPPERTUNITY TO MOVE WEST LINN TOWARD A COMPLETE COMMUNITY WITH JOBS AND SHOPPING AND HOUSEING ALL CLOSE TOGETHER.
20. THIS IS THE BEST PLACE TO EXPAND THE URBAN GROWTH BOUNDRY

RESPECTFULLY SUBMITTED BY

Kent Seida
 KENT SEIDA
 17501 S.E. FOREST HILL DR.
 CLACKAMAS, OREGON 97015

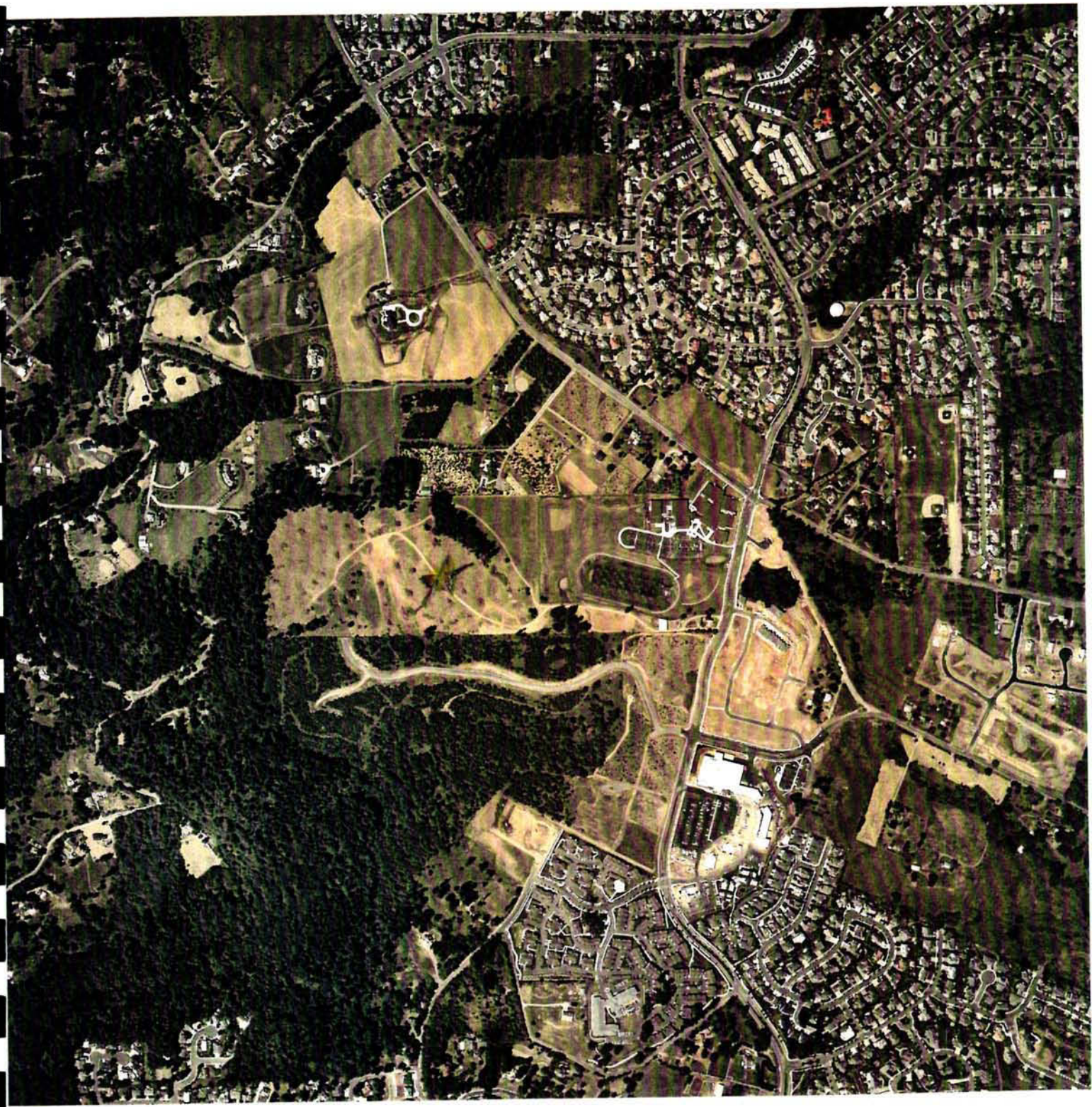
(503) 658-3912

I HAVE GIVEN METRO SOME REASONS WHY # 37 SHOULD BE THE FIRST PIECE OF PROEPRTY BROUGHT INTO THE URBAN GROWTH BOUNDARY AND ASK THAT MIKE BURTON INCLUDE IT IN HIS AUGUST LIST. THERE ARE ONLY ABOUT 200 ACRES SO THE AREA IS QUITE SMALL COMPARED TO THE TOTAL AMOUNT NEEDED.

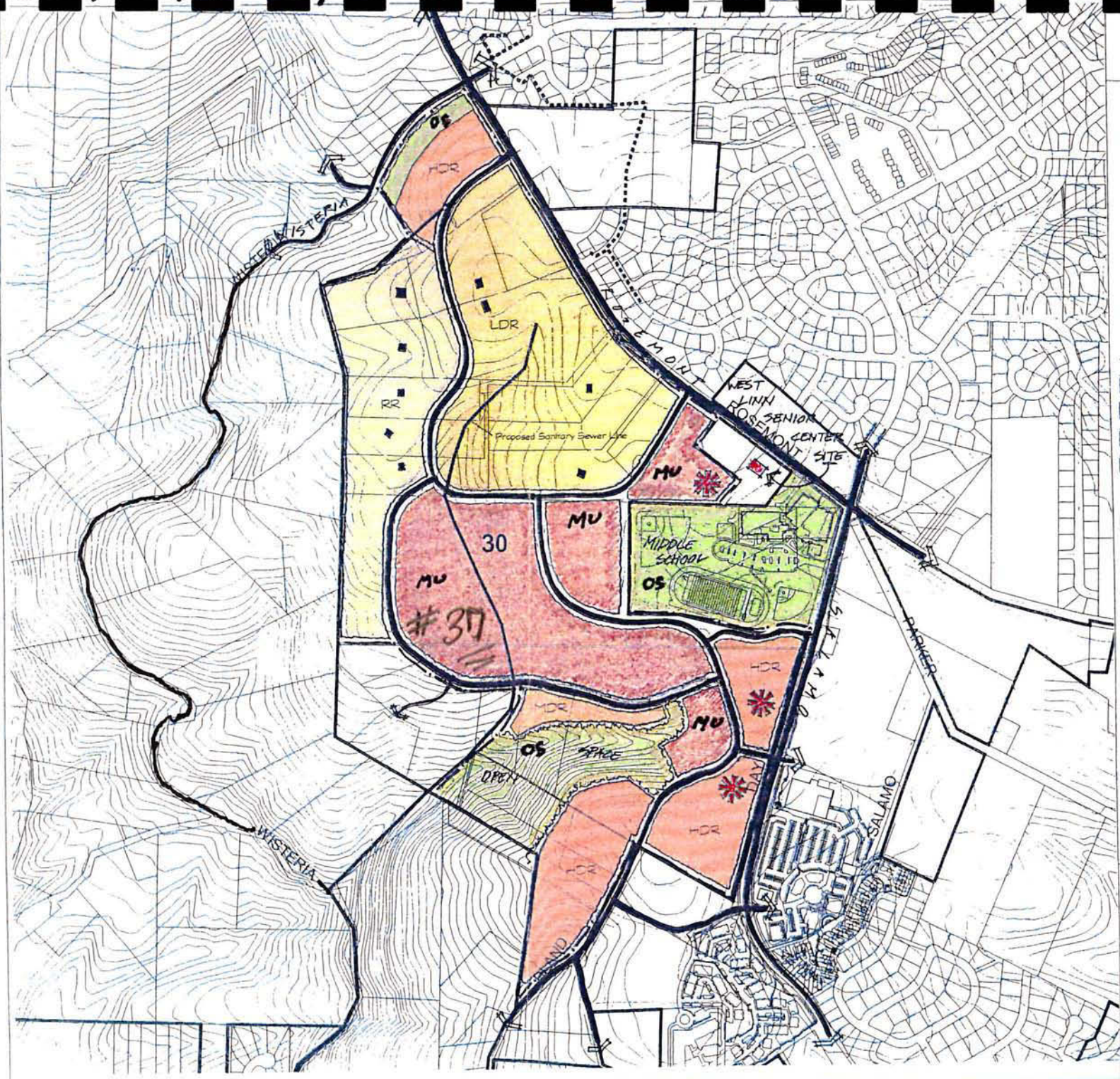
THEREFORE THE INCLUSION OF THIS PROPERTY THAT MEETS AND BEATS ALL THE REQUIREMENTS SHOULD BE AN EASY CHOICE. IT IS APROVED BY ALL THE OWNERS AND IS INCLUDED IN WEST LINNS PROJECTED GROWTH PLANNS.

I AM THEREFORE REQUESTING THAT URBAN AREA # 37 BE INCLUDED IN THE FUTURE URBAN GROWTH BOUNDRY.

I AM ATTACHING SEVERAL SUPPORT DOCUMENTS AND PHOTOS TO SUPPORT MY REQUEST FOR INCLUSION .



URBAN AREA # 37



- Urban Reserve 30
- West Linn
- Proposed Sanitary Sewer Line
- Existing Sanitary Sewer Line Basin
- 10 Ft. Contours

URBAN AREA
37

LEGEND

- MIXED USE
- HIGH DENSITY RESIDENTIAL (12-20 du/ac)
- MEDIUM DENSITY RESIDENTIAL (6-12 du/ac)
- LOW DENSITY RESIDENTIAL (2-6 du/ac)
- RURAL RESIDENTIAL
- OPEN SPACE
- EXISTING HOMES
- AQUATIC CENTER/ATHLETIC CLUB ALTERNATIVE LOCATIONS

JUNE 8TH, 1999



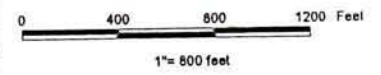
DRAFT Metro's Goal 5 Inventory Map 2S1E26

 Stream

*PLEASE NOTE:
VERY LIMITED
STREAMS NONE
ON SEIDA PROPERTY*

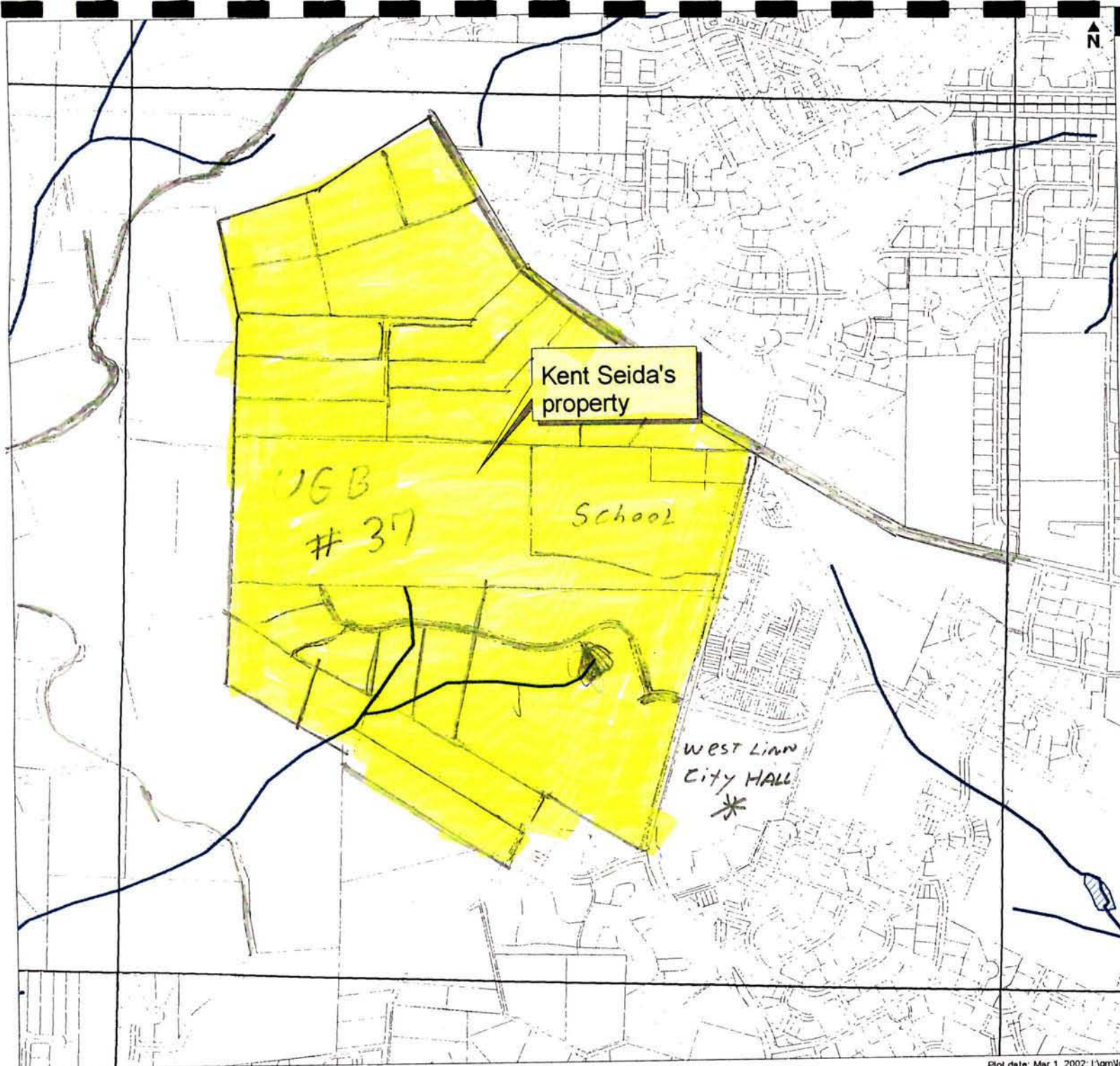
*URBAN AREA
317*

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, rectification of any errors will be appreciated.



METRO

600 NE Grand Ave.
Portland, OR 97232-2736
503 797-1742 FAX 503 797-1909
Email: drc@metro.dst.or.us





*Clackamas
County*

DEPARTMENT OF
TRANSPORTATION AND DEVELOPMENT

Sunnybrook Service Center

April 19, 2002

Kent Seida
17501 SE Forest Hill Dr.
Clackamas OR 97015

SUBJ: Property Described as T2S, R1E, Section 26 Tax Lot 200; 21895 S Salamo Rd.
West Linn; File No. Z0774-01-C

Dear Mr. Seida,

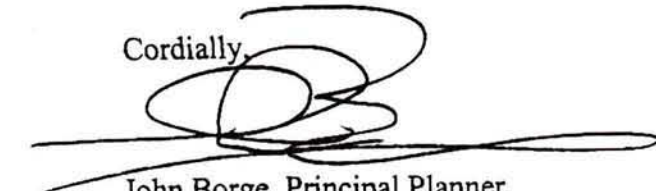
I have received your letter regarding the subject property. It is my understanding the issue is whether or not the County will administer a stream corridor setback for the stream that has been mapped on the property.

Stream corridor setbacks are provided for in Section 704 of the Clackamas County Zoning and Development Ordinance. Subsection 704.03 authorizes the County to administer these setbacks for significant streams. This subsection also acknowledges the location of these streams may vary when more specific information is available. Consequently, the administration of setbacks will be applied to the actual location of the stream as determined by the most accurate information.

You have submitted evidence that identifies the stream is not located in the area shown on the County's maps. This evidence includes confirmation from the Oregon Division of State Lands no waters subject to their permit requirements are located on the property. As a result, there is no basis to administer stream corridor setbacks on the subject property.

Should you have any questions or wish to discuss this further, please feel free to contact me direct at (503) 353-4508.

Cordially,



John Borge, Principal Planner
Land Use and Environmental Planning

DIVISION OF
STATE LANDS

October 13, 1993

Mr. Arthur G. Crook
A.G. Crook Co.
1800 NW 169th Place, Suite B-100
Beaverton, OR 97006

STATE LAND BOARD

BARBARA ROBERTS
Governor

PHIL KEISLING
Secretary of State

JIM HILL
State Treasurer

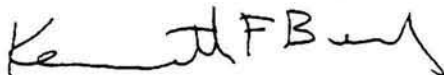
Re: Wetland determination for Seida Construction,
Clackamas County, T2S, R1E, Section 26.

Dear Art:

I have reviewed your letter of September 27, 1993 concerning the above referenced site. Based on the information presented, I concur that there are no wetlands or other waters subject to the permit requirements of Oregon's Removal-Fill Law (ORS 196.800-196.990).

Thank you for the complete documentation, it helped my review. If you have any questions concerning this letter, please call.

Sincerely,



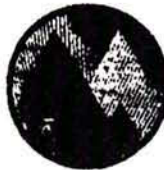
Kenneth F. Bierly
Wetlands Program Manager

KFB/dsh
ken:609

cc. Mr. Kent Seida
Clackamas County Planning Department
Tami Burness, Division of State Lands



775 Summer Street NE
Salem, OR 97310-1337
(503) 378-3805
FAX (503) 378-4844



METRO

February 20, 2002

Mr. Kent Seida
Kent Seida Construction
17501 S.E. Forest Hill Drive
Clackamas, OR 97015

Dear Mr. Seida:

Re: Metro's Goal 5 Inventory Map Correction

Thank you for submitting a map change request for your property located in Section 2s1e26 (tax lot 200) in Clackamas County. We have reviewed your request and accompanying documentation and agree with the change you have proposed. The stream segment that appeared on Metro's Goal 5 map has been removed. The final version of Metro's Goal 5 Inventory map will reflect this change.

If you have any questions, please call me at 503-797-1726 or Carol Krigger at 503-797-1817.

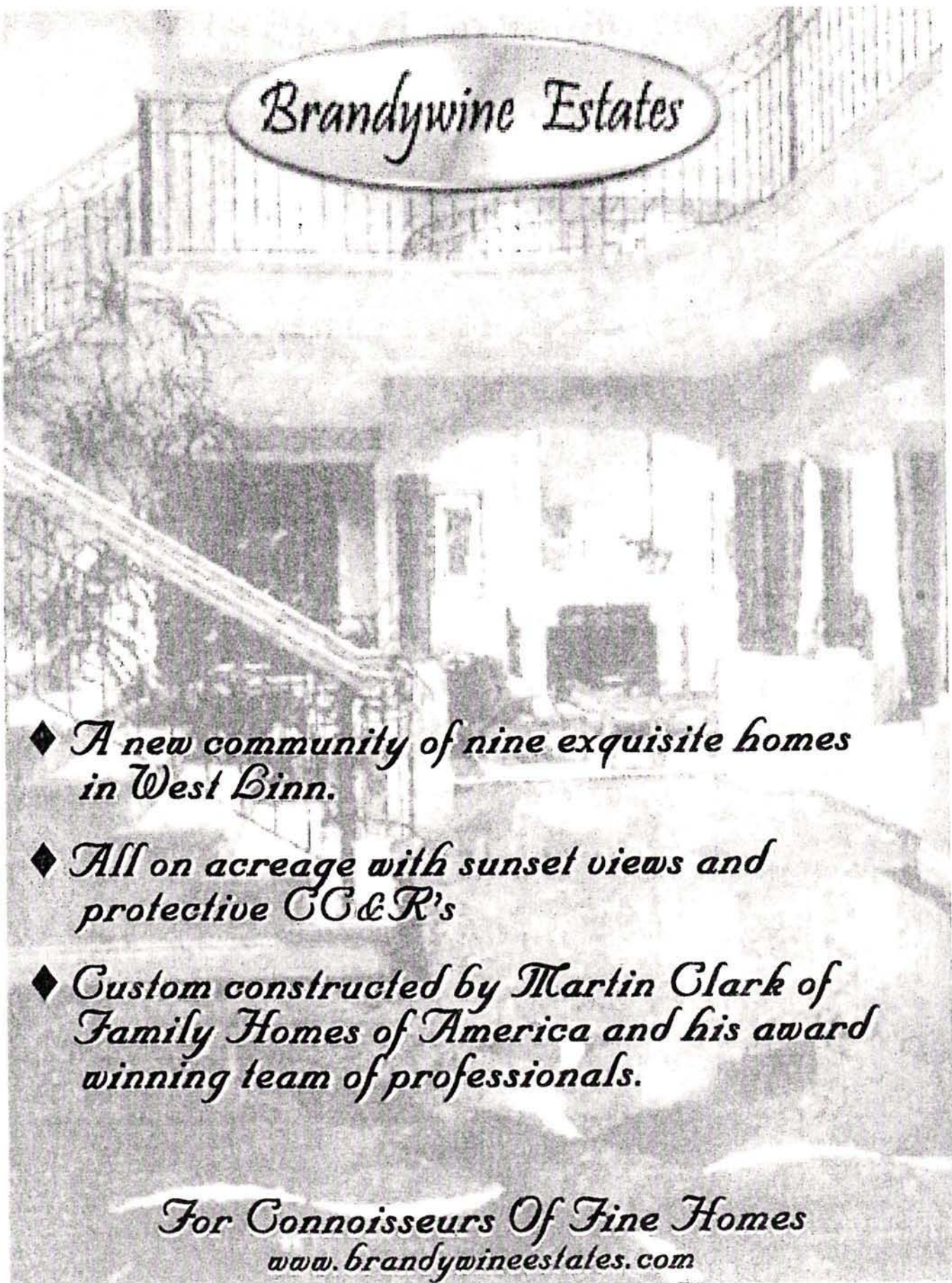
Sincerely,

Paul Ketcham
Principal Regional Planner
Planning Department

PK/CK/srb
I:\gm\long_range_planning\share\Goal 5\Map Corrections\Seida006-02.doc

cc: Carol Krigger

101 1200

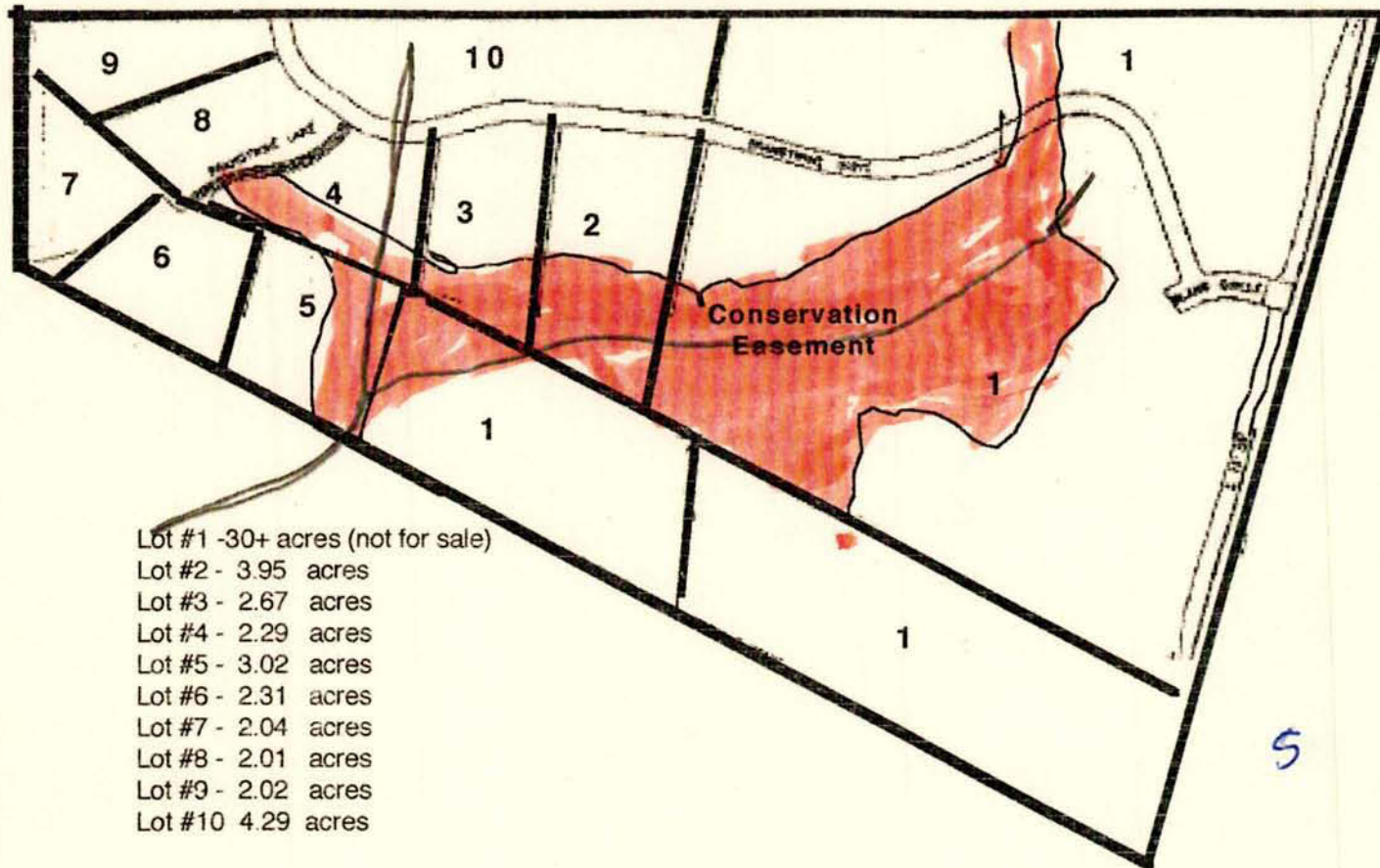


Brandywine Estates

- ◆ *A new community of nine exquisite homes in West Linn.*
- ◆ *All on acreage with sunset views and protective CC&R's*
- ◆ *Custom constructed by Martin Clark of Family Homes of America and his award winning team of professionals.*

For Connoisseurs Of Fine Homes
www.brandywineestates.com

Brandywine Estates



- Lot #1 -30+ acres (not for sale)
- Lot #2 - 3.95 acres
- Lot #3 - 2.67 acres
- Lot #4 - 2.29 acres
- Lot #5 - 3.02 acres
- Lot #6 - 2.31 acres
- Lot #7 - 2.04 acres
- Lot #8 - 2.01 acres
- Lot #9 - 2.02 acres
- Lot #10 4.29 acres

At a Glance: Brandywine Estates is a new twenty five acre community of nine, yet to be built, exquisite homes on acreage with a view. Each home to be custom crafted by builder Martin Clark of Family Homes of America and his award winning team of professionals. Lot sizes range from two to four acres with a conservation easement threaded through the property. Lots five, six and seven will be gated, and all lots will benefit from protective CC&R's.

Price: Land and home prices start at \$1,100,000 (4000 sq. ft. minimum). There are proposed plans ready for your consideration, or bring your ideas and Martin Clark will work with you and your architect to build the home of your dreams.

"Marty Clark not only met our expectations, but exceeded them. He made it a trusting and pleasurable construction experience."

John and Debi Sermeus
Home owner in West Linn

"I thoroughly enjoy working with Marty. His attention to detail and quality is terrific. Marty is great throughout the entire process."

J.E. Krause
J.E. Krause & Associates
"Street of Dreams" award winning architect

Steve Wilkes
Associate Broker
Re/Max Equity Group Inc.

503-495-3284

For Connoisseurs Of Fine Homes
www.brandywineestates.com

Tip Hanzlik
Broker
Realty by Referral

503-807-2556

101 1300



Brandywine Estates

- ◆ *A new community of nine exquisite homes in West Linn.*
- ◆ *All on acreage with sunset views and protective CC&R's*
- ◆ *Custom constructed by Martin Clark of Family Homes of America and his award winning team of professionals.*

For Connoisseurs Of Fine Homes
www.brandywineestates.com



** PHOTOS SHOW THE SLOPE OF THE GROUND WILL ALLOW FOR EASY BUILDING
THIS IS THE SEIDA PROPERTY DESIGNATED FOR MIX USE. THIS AREA IS THE ONE
HOPE FOR ANY COMMERCIAL DEVELOPMENT IN WEST LINN DO TO SLOPES. THIS
AREA COULD BE FUTURE OFFICE CAMPUSS. FOR COMPLETE COMMUNITIES

THERE IS APROX FOURTY ACRES IN ONE PIECE. NEXT TO SIXTEY ACRES





** PLEASE NOTICE TOWNHOUSES THAT BORDER TWO THIRDS OF THE EAST BOUNDARY ALONG SALAMO ROAD. THERE IS NO BUFFER OR TRANSITION FROM HEAVY DENSITY TO RURAL LAND.

NOTICE BELOW APARTMENT MULTI STORY ON THE BOUNDARY LINE





**WEST LINN NEWEST AND LARGEST SHOPPING MALL AND CIVIC BUILDINGS
NOTICE WEST LINN CITY HALL THE TALLEST BUILDING IN THE PICTURE

ROSEMONT RIDGE MIDDLE SCHOOL WHICH THRU CONDEMNATION TOOK THE HEART OUT
OF MY FAMILY FARM. THIS PROPERTY WAS IMMEDIATELY ALLOWED TO COME INTO THE UGB
NOW IT ONLY MAKES SENSE TO BRING THE REST OF THE USELESS PROPERTY IN.

NOTICE THE APARTMENTS IN THE BACKGROUND YOU NEED # 37 TO GET LAND FOR JOBS
A SCHOOL SHOULD NOT BE THE EDGE OF THE UGB BUT RATHER SURROUNDED BY IT

Also the Senior Center





** NOTICE THE ONE HOUSE ON 60 ACRES JUST BEING BUILT. YOU CAN ALSO SEE THE LOTS THAT ARE ALL FOR SALE. THERE IS A SHADOW PLATT THAT SHOWS THE LOTS AND BLOCKS IF THIS IS BROUGHT INTO THE UGB. IF IT IS NOT BROUGHT IN NOW AND SOLD IN THREEE ACRE CHUNKS SHAME ON METRO FOR ALLOWING THE POOREST OF PLANNING TO HAPPEN.

THIS PICTURE SHOWS THE NICELY SLOPED LAND IDEAL FOR A MIXED USE AREA TO ENABLE JOBS AND A COMPLETE COMMUNITY. YOU CAN HEAR THE FREEWAY NOISE ONE MILE AWAY. THIS IS NOT A QUIET PEACEFUL PLACE ANY MORE., IT IS ONLY WAITING FOR DEVELOPMENT THAT SHOULD BE PROPERLY PLANNED





** NEW WEST LINN SENIOR CENTER BORDERS UGB # 37 **
NOTE: APARTMENTS IN THE BACKGROUND ALSO BORDERING # 37

** SALAMO ROAD MAJOR COLLECTOR THAT BORDERS # 37 ALSO ROSEMONT
RIDGE MIDDLE SCHOOL



**Welcome
to the
Rosemont Ridge Design Workshop
September 19-20-21, 2000**

Agenda for the Three Days

Tuesday, September 19, 7:00-9:00 pm

- Welcome and Introductions
- Purpose and Process Overview
- Existing Conditions
- Preliminary Plan Concepts for Discussion

Wednesday, September 20, 7:00-9:00 pm

An Open House format will be used for Wednesday evening. All participants are invited to view the working drawings, ask questions and discuss ideas. Everyone (who wants to) gets to draw!

Thursday, September 21, 7:00-9:00 pm

- Welcome
- Overview of Ideas and Direction from the Tuesday and Wednesday Sessions
- Presentation and Discussion of Refined Alternatives
- Next Steps

A Note Regarding Wednesday and Thursday – Can people visit during the day on Wednesday and Thursday? Absolutely. We ask that visitors come after 11 AM, and, limit their visit to a reasonable length of time. This will allow the team to complete its work each day. Thanks.

Selected Questions and Answers About the Rosemont Ridge Planning Process

What is the purpose of this effort? The basic purpose is to provide information to the community and City Council to assist decision makers and the public about future expansion of the urban growth boundary and city limits. It is a non-binding planning study intended to inform future decisions.

Who is guiding the work? The work is guided by a 21 member Coordinating Committee that includes membership from the City Council (1 member), Planning Commission (2), Clackamas County (1), Lake Oswego (1), School District (1), property owners (4), and citizenry (11). They are supported by a nine-member Technical Advisory Committee.

What is the purpose of the 3-day workshop? The workshop's purpose is to engage the public in preparing up to three alternative conceptual plans. The 3-day format allows for an intensive and collaborative effort where ideas are proposed, illustrated and discussed in "real time". This format increases the opportunities for many parties and advisors to work together.

What happens after the workshop? In a nutshell, the process is:

October — Report of workshop results to the citizen-based Coordinating Committee.

November — Interim report to the City Council.

November - December — Evaluation of the Alternative Plans (Cost-Benefit Analysis)

December - January, 2001 — Preparation of report from the Coordination Committee to the City Council.

Why is the project being privately funded? The City currently does not have funds earmarked for this work, so a collection of the property owners within the former Urban Reserve Area 30 have provided funding for the consultants to assist the community.

Does West Linn "need" more land? It may or may not – this question is up to the City Council and community to determine. The Rosemont Ridge Concept Plan process is trying to inform future decisions about need and annexation by showing how the land might be used, and what the costs and benefits may be of including or not including this area.

Is there a plan to include Wisteria Road properties in the City? No. The Coordinating Committee wants to hear the perspective of residents along Wisteria Road, and involve them in the planning process.

How can I get further information? Contact:

Joe Dills, Otak, 699-4598, joe.dills@otak.com

Darci Rudzinski, City of West Linn Planning, 656-4211, drudzinski@ci.west-linn.or.us

Rosemont Ridge Concept Plan

(Area 30)

Committee Roster

Updated 7/27/00

Coordinating Committee				
<i>Name</i>	<i>Address</i>	<i>Phone</i>	<i>Fax</i>	<i>E-Mail</i>
Ken Sandblast Chair, L.O. Planning Commission	16227 Kimball Street Lake Oswego, OR 97034	722-8585 (w) 636-0721 (h)		
Barbara Coles Clackamas Co. Planning Commission	750 S. Rosemont Road West Linn, OR 97068	636-9655 (w)		
Roger Woehl West Linn - Wilsonville School Dist.	Administration Building PO Box 36 West Linn, OR 97068	638-9869		
John Moss West Linn Planning Commission	4975 Ireland Lane West Linn, OR 97068	656-5005 (w) 656-5452 (h)		
Chuck Wagner West Linn Planning Commission	800 Wendy Court West Linn, OR 97068	557-8673 (w) 655-3539 (h)		
Mike McFarland West Linn City Council	2571 Bronco Court West Linn, OR 97068	230-3100 (w) 655-7275 (h)		
Jeffrey Emery Citizen	1150 S. Rosemont Road West Linn, OR 97068			
Linda Hamel Citizen	5661 Cascade Street West Linn, OR 97068			

<i>Name</i>	<i>Address</i>	<i>Phone</i>	<i>Fax</i>	<i>E-Mail</i>
Renee Herman Property Owner	1148 S. Rosemont Road West Linn, OR 97068			
William Hewitt Citizen	4705 Coho Lane West Linn, OR 97068			
Michael Hughes Citizen	1915 Pinto Court West Linn, OR 97068			
David Kennedy Citizen	19824 Bennington Court West Linn, OR 97068			
Paul Knobel Citizen	4700 Summer Run Drive West Linn, OR 97068			
Ted Kyle Citizen	2465 Randall Street West Linn, OR 97068			
Jay Larson Citizen	605 S. Rosemont Road West Linn, OR 97068			
Bryan Libel Citizen	2007 Virginia Lane West Linn, OR 97068			
Susan Lodge Citizen	5775 Perrin Street West Linn, OR 97068			
Jim Lyon Property Owner	PO Box 625 West Linn, OR 97068			
Edward McLean Property Owner	21575 Shannon Lane West Linn, OR 97068			
Alice Richmond Citizen	3939 Parker Road West Linn, OR 97068			
Kent Seida Property Owner	17501 SE Forest Hill Dr. Clackamas, OR 97015			

Technical Advisory Committee

<i>Name</i>	<i>Address</i>	<i>Phone</i>	<i>Fax</i>	<i>E-Mail</i>
Dan Drentlaw West Linn Planning	22500 Salamo Road West Linn, OR 97068	656-4211	656-4106	ddrentlaw@ci.west-linn.or.us
Darci Rudzinski West Linn Planning	22500 Salamo Road West Linn, OR 97068	656-4211	656-4106	drudzinski@ci.west-linn.or.us
Dave Monson West Linn Public Works	22500 Salamo Road West Linn, OR 97068	722-5500		
Ken Worcester West Linn Parks	22500 Salamo Road West Linn, OR 97068	557-4700		
Roger Woehl West Linn - Wilsonville School District	Administration Building PO Box 36 West Linn, OR 97068	638-9869		
Shari Gilevich Clackamas County Department of Transportation & Development	9101 SE Sunnybrook Blvd. Clackamas, OR 97015	353-4523		sharig@co.clackamas.or.us
Ron Skidmore Clackamas County Department of Transportation & Development	9101 SE Sunnybrook Blvd. Clackamas, OR 97015	353-4529		ronsk@co.clackamas.or.us
Tom Coffee Lake Oswego Planning	380 A Avenue Lake Oswego, OR 97034	635-0270		
Lydia Neill Metro Growth Management	600 NE Grand Avenue Portland, OR 97232	797-1839		neill@metro.dst.or.us

Policy Direction for Rosemont Ridge Concept Plan
Draft 2 – June 19, 2000
(Note: Project title is a working title.)

This paper outlines the overall policy direction for the Rosemont Ridge Concept Plan. It includes the project purpose, objectives, and descriptions of intergovernmental coordination and citizen involvement opportunities.

Purpose of Plan

The purposes of the Rosemont Concept Plan are to:

- Study alternatives for the future use and character of the study area
- Evaluate the costs and benefits of the various alternatives
- Provide information for future decisions regarding potential expansion of the urban growth boundary and city-wide votes on annexations

(Updated following the June 5th Council and Planning Commission)

Objectives

- Conduct an open planning process that provides a forum for broad public participation and intergovernmental cooperation;
- Provide information to the city and community to inform potential future decisions regarding annexations;
- Explore a potential addition to the City of West Linn that will contribute to the city's long term livability;
- Determine the positive and negative impacts of development alternatives; and
- Prepare a plan that investigates the following:
 - Opportunities for the orderly, economic and efficient provision of urban services, including sewer, water, storm drainage, transportation, fire and police protection, parks, library, planning, engineering and administration, and a financing strategy for those costs
 - Provision for residential densities appropriate to West Linn, and a review of the regional requirement for an average of at least 10 dwelling units per net developable residential acre
 - A diversity of housing stock
 - Provision for appropriate commercial development
 - A transportation plan consistent with the West Linn Comprehensive Plan
 - A strategy for protecting natural resources, fish and wildlife habitat, water quality enhancement and natural hazards mitigation
 - A conceptual school plan which provides, if necessary, for the amount of land and improvements needed for school facilities.

Intergovernmental Coordination

Intergovernmental coordination will occur through the following opportunities:

- Membership on the Coordinating Committee (CC), including representatives from Lake Oswego, Clackamas County and Service Providers.
- Membership on the Technical Advisory Committee (TAC).
- Notice of project activities will be provided. Affected governments will be given the opportunity to participate in the development of project recommendations.
- Review of existing Intergovernmental Agreements and discussion of the need for new resolutions.

Summary of Citizen Involvement

There will be ample opportunity for citizen involvement in the Rosemont Ridge planning process. Opportunities include the following:

- Citizen representation on the Coordinating Committee.
- Citizen input during Coordinating Committee meetings.
- Three day charrette with opportunities for participation
 - Day 1: Community meeting
 - Day 2: Informal open house
 - Day 3: Community meeting
- Interim report to City Council at the end of Phase I.
- Information through the City of West Linn Website.
- Presentation to the Planning Commission on draft findings
- Town Hall on draft findings prior to the City Council presentation on final recommendations

RESOLUTION NO. 00-11**A RESOLUTION SUPPORTING PLANNING FOR FORMER "URBAN RESERVE AREA 30."**

WHEREAS, the City has established "Acquire funding to plan and evaluate land use for Urban Reserve Area 30" as a priority goal for this year; and,

WHEREAS, the area previously designated as "Urban Reserve Area 30" and adjacent properties (referenced herein as UR 30 Area) are designated "Exception" land and zoned for rural residential uses by Clackamas County; and,

WHEREAS, the UR 30 Area could develop under existing zoning and impact the city; and,

WHEREAS, the UR 30 Area will develop in the future and it is in the City's interest to plan for this area to determine the positive and negative impacts of development alternatives; and,

WHEREAS, the City supports conducting an open planning process for UR 30 that provides a forum for broad public participation and intergovernmental cooperation;


NOW, THEREFORE, BE IT RESOLVED BY THE WEST LINN CITY COUNCIL, that:

Section 1: The West Linn City Council supports and will participate in a master planning process for the UR 30 Area. The City's support and participation is based upon the following understandings:

- a. The planning process will be based upon the attached Scope of Work and the project planning team costs will be paid for by the property owners.
- b. The planning process will be open and encourage citizens to participate. Similarly, the process will actively involve the participation and cooperation of city elected and appointed officials and staff, affected cities, the County, School District, and other affected units of government.
- c. The City will appoint a "coordinating committee" made up of citizens, business representatives, property owners, a Planning Commission liaison, and representatives from affected units of government. The role of the coordinating committee will be to provide a forum for discussion, public participation, and intergovernmental coordination during the development of the plan. The coordinating committee will be advisory to the project planning team and make a report to the City Council.

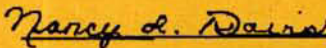
- d. The project will provide an interim report to the City Council at the end of Phase I.
- e. The final report will be reviewed by the Planning Commission, who at their discretion, may or may not forward comment to the City Council.
- f. The project team will forward the proposed UR 30 Area Plan to the City Council. At that time, the Council retains all options to accept, reject, comment, or take no action regarding the proposal.
- g. The Council, at the end of Phase I (planning), may elect to require or conduct additional studies, e.g., cost-benefit analysis.
- h. Future annexation of Urban Reserve Area 30 is subject to a public vote. The vote is to be held as early as possible, during or after the planning process, if recommended by the coordinating committee and on approval of Council.

THIS RESOLUTION ADOPTED BY THE WEST LINN CITY COUNCIL THIS 27th
 DAY OF March, 2000.



 JILL THORN, MAYOR

Attest:



p:\devrww\resolutions\RES-UR30.3-15-00

URBAN RESERVE 30 PLANNING

PHASE I. LAND USE PLAN DEVELOPMENT

The City will initiate an RFP process to select the most appropriate consultant who will be paid by property owners under contract with the City.

The City and property owners will share consultant selection and review of work products. As a first step, the consultant would facilitate the City Council and Planning Commission in developing a policy position regarding UR 30. The process will then include City appointment of an ad hoc citizen group to meet at least three times to provide input into the plan. The citizen group will consist of property owners of UR 30 and City at large. A technical advisory committee (TAC) would also be formed to provide input through all three phases of the work program provided below:

A. Scope of work.

Task 1: Define study area to determine any additions or deletions to UR 30

- a. Natural features inventory and map preparation
 - slope
 - vegetation cover
 - drainageways/wetlands
 - view sheds
 - urban separation greenbelts and community identity
- b. Street/utility infrastructure inventory and system-wide impacts
 - sewer capacity and distribution (by gravity)
 - water capacity (storage) distribution
 - existing street system and capacity
- c. Existing land use
 - zoning and subdivision
 - vacant parcels, size
 - existing plans including Clackamas County, other jurisdictions
- d. Governance issues
 - existing agency agreements
 - utility and service district jurisdictions
 - State RUGGOs
 - Metro Functional Plan and Title 11 requirements

Task 2: Develop conceptual land use plan

- a. Define buildable area based on natural features inventory, carrying capacity study (Step 1-a)
- b. Review Metro Code 3.09 requirements
 - Density requirement

- affordable housing
 - sufficient commercial/industrial designations for town center at Tanner Basin
- c. Evaluate City policy including draft Comp Plan
 - d. Designation of major street improvements and connections. Identify needed public facilities such as sanitary sewer, storm sewer, and water improvements.
 - e. Locations for single-family, multi-family, commercial lands and corresponding density/intensity. Location for public open space, recreation, parks, schools, fire halls, or other public uses.

Task 3: Develop two or three conceptual land use plans for subsequent evaluation in terms of consistency with:

- Metro Code 3.09/Functional plan requirements
- City policy, particularly Comp Plan

Plan alternatives will be used to analyze and compare the impact on existing infrastructure and service providers and corresponding costs.

PHASE II LAND USE PLAN - COST/BENEFIT ANALYSIS AND SELECTION

A consultant with a specialty in economic analysis would be hired to evaluate the land use alternatives. The consultant may be part of the land use consulting team hired in Phase I, or a separate firm serving as a sub-consultant. The consultant would be managed by the City and property owners and would be paid by the property owners; however, SDC funds may be appropriate to use for this purpose.

1. Evaluate land use plan alternatives based on criteria developed by the consultant. Criteria to include, but not limited to, identification of needed improvements and costs for public facilities and services including:
 - a. Transportation
 - Street system including arterial, collector, and neighborhood collectors construction and connections
 - Transit (bus) service
 - Pedestrian/bike system and connections
 - b. Water
 - storage
 - distribution
 - c. Sewer
 - treatment, water quality standards
 - distribution (gravity locations)
 - d. Storm
 - capacity
 - distribution
 - e. Police

- f. Fire
 - g. Schools
 - h. Parks (including pathways)
2. Evaluate revenue generated from each alternative including property tax and SDC funds.
 3. Prepare cost benefit analysis on each alternative.
 4. Select Plan based on:
 - a. Cost/benefit analysis
 - b. Consistency with City policy, particularly the draft Comp Plan
 - c. Consistency with Metro Functional Plan and Section 3.09 requirements
 5. Determine financing strategy
 6. Report to ad hoc citizen group

PHASE III COMPREHENSIVE PLAN AMENDMENT

City to process an amendment to the plan based on the selected alternative, including City-wide public notice and hearings with the Planning Commission and City Council. If approved, the consultant would assist the City in preparing the plan amendment and necessary application in a form required by Metro to process an Urban Growth Boundary amendment. The consultant would also assist the City in amending the IGA (Intergovernmental Agreement) with Clackamas County.



Urban Reserve Area 30

N City of West Linn Geographic Information Systems (GIS)

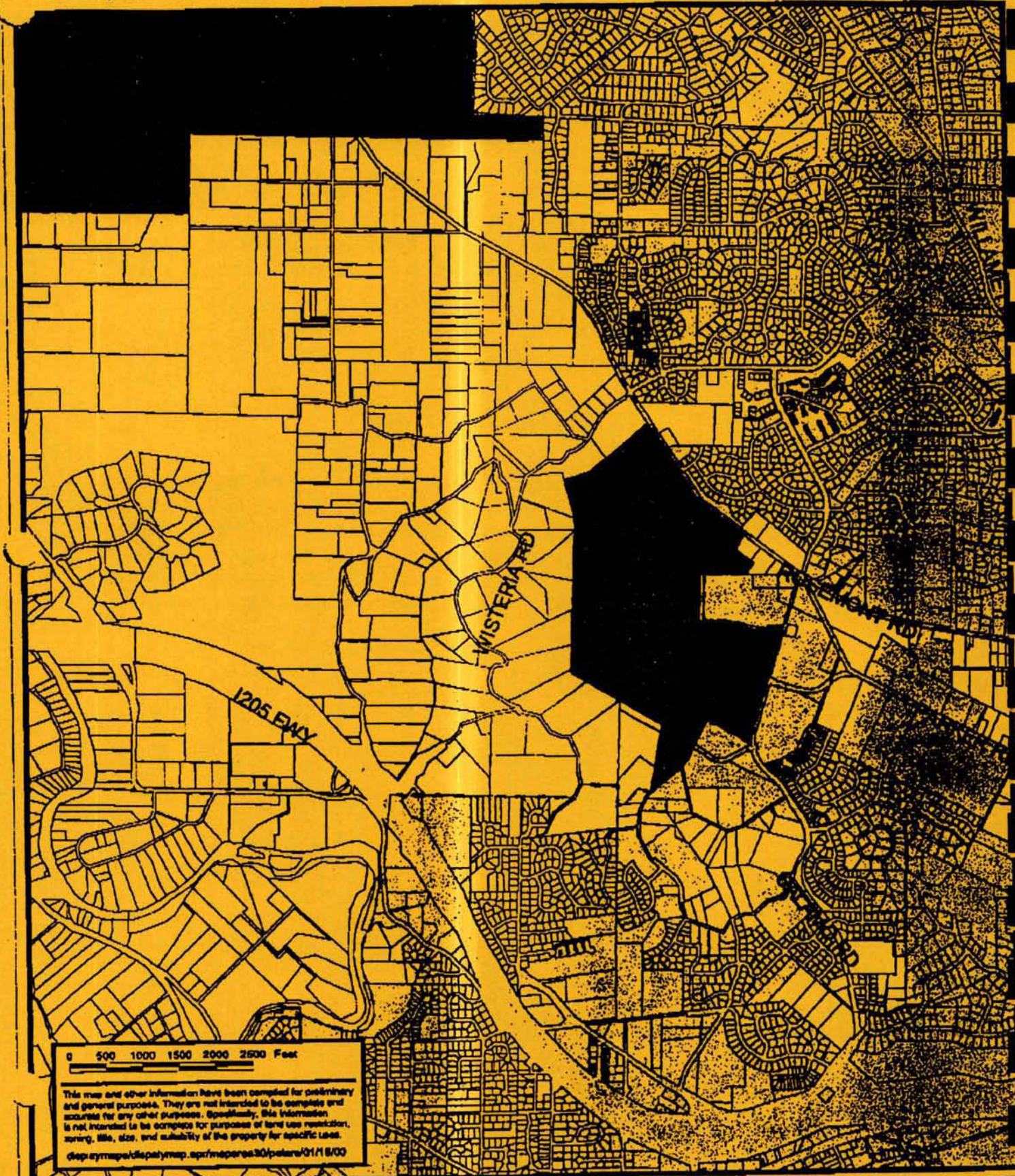
UGB

 Urban Reserves

 City Limits

 Tax Lots

Tax Lot Base Source: Clatsop County



0 500 1000 1500 2000 2500 Feet

This map and other information have been compiled for preliminary and general purposes. They are not intended to be complete and accurate for any other purposes. Specifically, this information is not intended to be complete for purposes of land use rezoning, zoning, title, size, and suitability of the property for specific uses.

dep.syrmap/dep/tyrmap.spr/mep/area30/polar/071700

To: The Metro Commissioners
From: Jack Simpson, West Linn
Subj: Stafford Triangle

Date: 21 November 2002

Good afternoon, Ladies and Gentlemen.

I appear before you today to express my concerns about inclusion of Area 37 of the Stafford Triangle within the Urban Growth Boundary.

I note with concern and dismay the arguments made earlier before MPAC by West Linn developer Herb Koss that Area 37 should be included as part of a plan to develop the Stafford Triangle.

Mr. Koss' Cascade Summit was easy to develop because the land was available and rural in nature. It could logically tie in with his housing developments in Tanner Basin further downhill. But, after more than two years, his shopping center continues to have major vacancies.

It is understandable why it would help Mr. Koss to have rural Area 37 directly across the street from his shopping center opened up to dense housing development.

Clearly, his entrepreneurial risk inherent in constructing a shopping center is insufficient reason for Metro to include Area 37 within the UGB.

Neither Metro nor the City of West Linn is obliged to cover a gambler's bets. But Metro and West Linn **are** required to exercise prudent judgement and fiscal responsibility and to comply with existing laws.

The most serious consideration, however, is the high cost of providing necessary infrastructure to Area 37. Self-serving statements that necessary city services exist near at hand in Cascade Summit carefully skirt around the expense of extending these services.

Earlier studies published by Metro indicated that the costs of infrastructure development for the Triangle would be staggeringly high. Extrapolated to today's costs, that figure could rise well into the billions. That's more than staggering, it's crippling!

Who is supposed to foot the bill for these improvements?

Inclusion of any portion of the Triangle in the UGB would provide the development industry with several more years of income. I object philosophically to government subsidization of one industry segment at such high cost to us and to the environment.

In contrast, I maintain that Metro should preserve the rural aspects of the Triangle. Once the Triangle is developed into housing, it cannot be reclaimed. Please don't start down that road. We must recognize that progress also can be defined as preservation and conservation.

I trust that your good judgement and sense of responsibility will include significant preservation of Green Spaces and wildlife habitat and will foster environmental protection in the Stafford Triangle--widely acknowledged as one of the most visually attractive areas of the Portland Metropolitan area.

Finally, I urge each of you to search your conscience and strive for a just, ethical and honorable solution to these questions, one that will favor the majority rather than a privileged few. I hope, therefore, that each of you will vote to exclude any portion of the Stafford Triangle, now and forever, from the Urban Growth Boundary.

JACK SIMPSON
1671 Killarney Drive
West Linn OR 97068
503-655-9819

Chairman Park, Metro Council, My name is Nick Stearns and I reside at 2531 NW Westover Road, Portland, Oregon. I am testifying in favor of inclusion of Area 32 southwest of Oregon City.

This area, when compared to other areas being considered for inclusion, represents a highly efficient and productive opportunity to provide for needed housing, employment and retail activities in the region. I believe that, based on the data you have been looking at, area 32 represents one of the best and most appropriate locations on which to expand the UGB.

First, the ratio of buildable acres to total acres is among the highest and most efficient of all the areas being considered. The ratio of buildable acres to total acres in the original area 32 exceeded 71 percent ranking it in the top few of any areas of consideration. The new, reduced area 32p, is nearly 100% developable. Other areas under consideration with high efficiency tended to be EFU zoned lands; area 32 is all exception land with no resource land or commercial farming taking place.

Second, area 32 is easy to develop and inexpensive to serve. All major services currently serving the homes in this area have additional capacity. Water, natural gas, cable tv, and electricity already run down South End Road right through the middle of the expansion area. Sewer service is currently approximately ½ mile up South End Road and can be extended in the South End Road right of way with minimal costs or environmental effects to serve the expansion area. South End Road, a major arterial, runs through the middle of the expansion area. People living in this area are able to drive directly to relatively smooth flowing HWY 99 and avoid congested HWY 213. Additionally, Tri-Met currently operates a bus line on South End road that would serve the expansion area without additional cost or service changes. Portions of a bicycle lane have been constructed on South End Road in the expansion area and further development here would aid in completing the bike lane.

Third, Area 32 has minimal environmental and physical constraints. Metro consultants described the original Area 32 as being generally comprised of "gentle to moderate" slopes. The smaller area 32p is nearly level making Area 32 one of the least constrained of the study areas by topographical and environmental factors.

Fourth, the City of Oregon City, after much consideration, has recommended that area 32p be included in the UGB expansion. In public hearings, residents of this vicinity testified that most people living in or near area 32 currently drive all the way into Canby to do even minor, daily shopping as Oregon City's current retail zones are across town. Oregon City would like the opportunity to create a town-center in this neighborhood to serve local residents who could conveniently walk, bicycle or drive to jobs and retail services in this district. This town-center type of development could result in increased residential carrying capacity of both the expansion area and undeveloped land currently inside the boundary north of the expansion area.

Therefore, I respectfully request that the council include area 32 in the final Urban Growth Boundary expansion. Area 32 represents an opportunity to assist in Metro's efforts to provide for a 20-year land supply of non-resource lands that can accommodate regional growth in a productive, efficient and environmentally conscious manner.

CHRIS

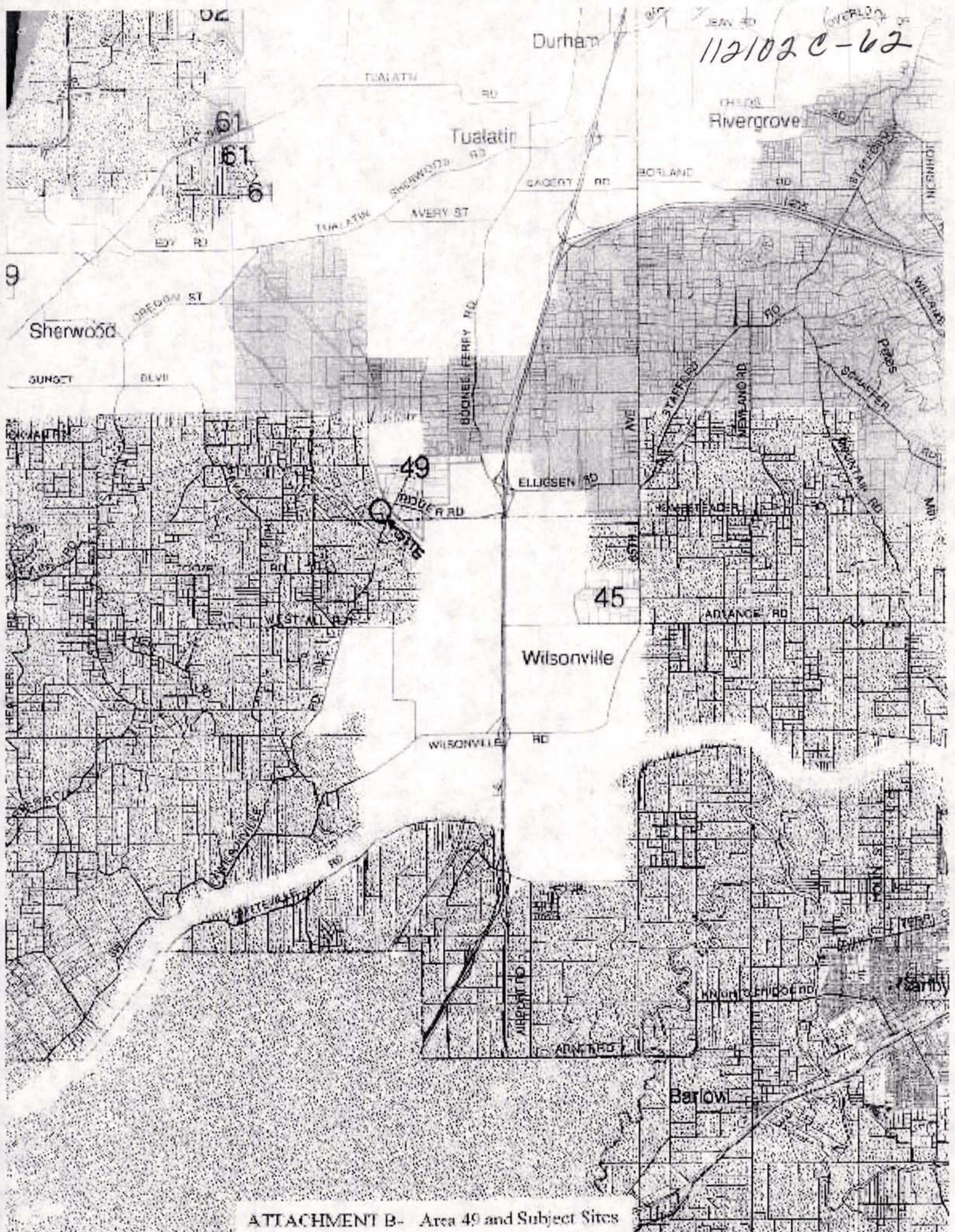
From: "Bruce & Connie Vincent" <bvincent-1@worldnet.att.net>
To: "Tim O'Brien" <obrien@metro.dst.or.us>
Date: 11/22/02 12:39PM
Subject: S.Grahams Ferry Ind. Group,(Dave Selby), 11/21/02 Oral testimony

Tim: Unfortunately, I had a 2:00 PM WA County hearing I had to attend, therefore I could not present oral testimony on behalf of my clients. As you know Dave Selby from the S.Grahams Ferry Bus Group gave oral and written testimony. A copy of that written testimony is attached. As I understand it, Carl Hosticka wanted a map included with the testimony so the Council clearly knew which area Dave Selby was referring to. Dave said he talked with Andy Cotugno after his testimony and Dave pointed to a map indicating the subject site.

I have included a map of Area 49 that shows where we are located. Please forward this e-mail to Andy, Susan McLain and the rest of the Councilors, so everyone is clear on what we are requesting. As you know Susan McLain sponsored this amendment to Area 49, but it got pulled off at the 11/19 Community Planning Committee meeting. We do not want to get lost in the shuffle therefore we strongly urge that the Council include us into Area 49.

Bruce Vincent, Planning Consultant for the S. Grahams Ferry Business Group

CC: "Ed Doubrava" <ed@showplacelandscape.net>



112102C-62

ATTACHMENT B- Area 49 and Subject Sites

Mike Stewart

115102C-63

METRO COUNCILORS; YOU ARE FACED WITH A DIFFICULT DECISION.

YOU CAN DECIDE TO DO WHAT IS RIGHT BY FOLLOWING OREGON LAW AND THEREBY CREATE A COMPLETE COMMUNITY RIGHT HERE IN THE STAFFORD BASIN

OR

YOU CAN ALLOW CLACKAMAS COUNTY TO CONTINUE TO BE A BEDROOM FOR THE CITIES OF PORTLAND, HILLSBORO AND BEAVERTON.

CLACKAMAS COUNTY NEEDS MORE JOBS. HOW DO WE GET THOSE JOBS? BY ADDING MORE EMPLOYMENT LAND AND CAREFULLY PLANNING TO DEVELOP THAT EMPLOYMENT LAND.

BILL ATHERTON SAYS THAT WE NEED COMPLETE COMMUNITIES. WE CAN COMPLETE OUR COMMUNITY RIGHT HERE IN THE STAFFORD BASIN. HOWEVER, IF WE DON'T BRING THE STAFFORD TRIANGLE INTO THE UGB, WE WILL REMAIN A BEDROOM COMMUNITY FOR THE CITY OF PORTLAND.

IF YOU DON'T BRING THE STAFFORD TRIANGLE INTO THE UGB, WHO ARE YOU LISTENING TO?

I UNDERSTAND THAT THERE IS A TREMENDOUS AMOUNT OF POLITICAL PRESSURE BEING PUT UPON YOU. THE CITY OF PORTLAND DOES NOT WANT YOU TO APPROVE THE STAFFORD BASIN.

I'VE HEARD THAT SOME OF YOU ARE BEING THREATENED WITH A RECALL IF YOU BRING THE STAFFORD BASIN INTO THE UGB.

POLITICAL TORQUE COMES FROM ALL DIRECTIONS.

PORTLAND UNDERSTANDS THE ECONOMICS OF HAVING ALL THE JOBS AND CLACKAMAS COUNTY HAVING THE BEDROOMS. IT COSTS MORE TO PROVIDE SERVICES TO HOMES THAN IT DOES TO PROVIDE SERVICES TO BUSINESSES.

PORTLAND WILL CONTINUE TO HARVEST THE REVENUE AND YOU WILL FORCE CLACKAMAS COUNTY TO CONTINUE TO OPERATE AT A DEFICIT.

RESIDENTS OF WEST LINN USE THE ROADS IN THE STAFFORD TRIANGLE AS THEIR PERSONAL SPEEDWAYS, WHILE THEY COMMUTE TO AND FROM WORK IN OFFICES OUTSIDE OF CLACKAMAS COUNTY.

WITH CAREFUL PLANNING WE CAN CREATE FUNCTIONAL AND PICTURESQUE SITES FOR EMPLOYMENT RIGHT HERE IN THE STAFFORD BASIN.

THE PHASE THREE REGIONAL INDUSTRIAL LAND STUDY, PUBLISHED IN OCTOBER OF 2001, TOLD YOU THAT WE NEEDED TO CREATE EMPLOYMENT LAND IN CLACKAMAS COUNTY.

IN MAY OF 2002, CLACKAMAS COUNTY SAID THAT IT URGENTLY NEEDS TO INCREASE ITS SUPPLY OF EMPLOYMENT LAND—THAT IT NEEDS TO CREATE MORE JOBS FOR ITS RESIDENTS.

IF WE MAKE THE STAFFORD BASIN A SITE FOR EMPLOYMENT, THEN WE WILL DECREASE THE EXODUS EVERY DAY FROM THE COUNTY AND CREATE COMPLETE COMMUNITIES RIGHT HERE.

WE WILL THEN HAVE A COMMUNITY WHERE WE CAN WORK NEAR OUR HOMES. WHEN WE WORK NEAR OUR HOMES, WE DRIVE LESS AND CREATE LESS POLLUTION AND THEREBY MAINTAIN A HEALTHIER ENVIRONMENT FOR OUR FAMILIES.

THE QUESTION BEFORE YOU TODAY IS THIS: DO YOU DO WHAT IS POLITICALLY EXPEDIENT; OR DO YOU DO WHAT IS RIGHT FOR CLACKAMAS COUNTY AND FOR THE METRO AREA?

IF YOU DECIDE TO DO WHAT IS RIGHT, YOU WILL BRING THE STAFFORD TRIANGLE INTO THE UGB. YOUR TASK THEN WILL BE TO PLAN CAREFULLY TO CREATE AN AREA THAT WILL BE HIGHLY DESIREABLE FOR EMPLOYERS AND BUSINESSES THAT WILL EXPAND THE EMPLOYMENT BASE AND AT THE SAME TIME CREATE A HEALTHIER ENVIRONMENT TO LIVE IN!

More Jobs For Clackamas County

May 2002

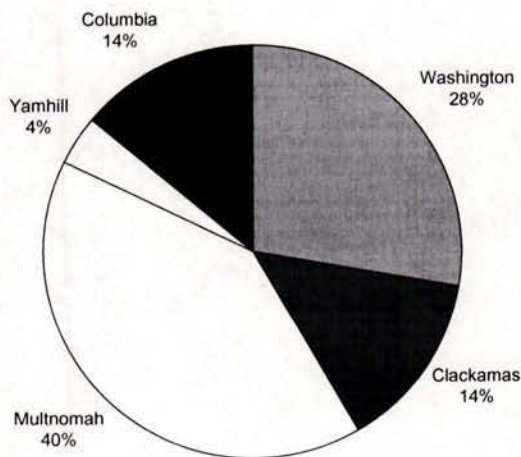
Clackamas County urgently needs to increase its supply of employment land. It needs to accommodate expanding existing businesses and to create more jobs for our residents.

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 employment land to meet the 20 year projected demand for sites. 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 employment land by percent in the region.

Percentage of Industrial Land By County



What has been done so far?

Since Clackamas County has the severest shortage of industrial sites in the region and the largest outcommute of any urban County in the State, local leaders have long sought more land to provide jobs for our residents.

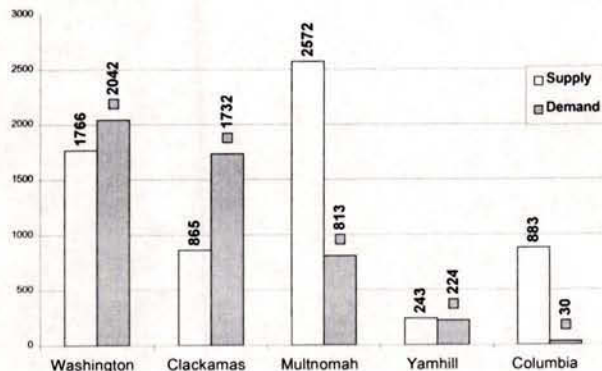
Milestones include:

- Even back in 1986, the County's Economic Development plan pointed to the need for more employment land.
- The 1997 Clackamas County Economic Development Plan lists lack of employment land as a critical issue.
- In 1999, Clackamas County was the "poster child" for industrial land in the Regional Industrial Lands Study Phase 2.
- In 2000, the Clackamas County Economic Development Commission outlined three steps to expanding the urban growth boundary (UGB) in Clackamas County. The first step is to expand the UGB in Stafford and Happy Valley/Damascus.
- In February 2002, Clackamas County leaders reviewed the Regional Industrial Lands Study Phase 3. The study summarized land supply challenges and made recommendations to address shortages.
- By December 2002 METRO will decide whether to expand the regional urban growth boundary and where. For more information, consult their web page: www.metro-region.org.

How much employment land is there now? How much will be needed over the next 20 years?

In terms of acres, the graph below illustrates that Clackamas County is ahead of only Yamhill County in the six County PMSA in terms of available inventory. Less than 47 acres are considered ready to develop.

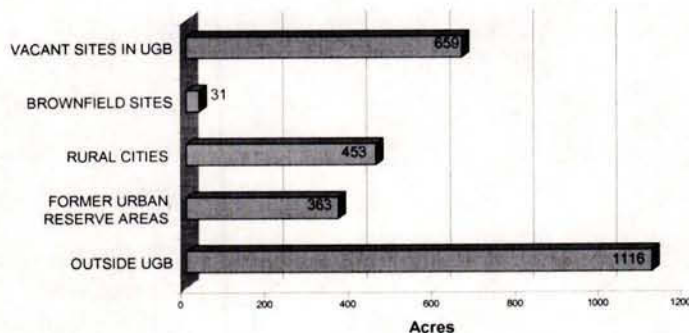
Supply vs. Demand for Industrial Land



Despite the importance of industrial jobs, our county has a shortage of the 1,732 to 2,500 acres to accommodate existing and future business growth for the next 20 years. Local companies may be forced to leave the County when they need to expand.

Sites with potential have been identified that have good transportation access, flat topography larger parcel size and no signs of wetlands or contaminated soils. These sites are located in the following areas.

Potential Future Industrial Land in Clackamas County



It is critical to expand the Urban Growth Boundary for more employment land because:

- 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 more jobs locally, Clackamas County needs a greater inventory of employment sites. These long trips to work carry tremendous social and physical costs to our people and our roads.
- 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 in Clackamas County to meet 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.
- FISCAL SUSTAINABILITY**
Clackamas County and its communities provide a wide variety of public services to our citizens. These services contribute to our quality of life. We need to increase the level of business investment and employment within Clackamas County to help pay for these needed services.

INVESTMENT & COST OF SERVICES

Type of Development	Pays for Itself	Revenue to Cost Ratio
Residential	No	\$1 to \$1.15
Farm / Forest	Yes	\$1 to \$0.37
Industrial /commercial	Yes	\$1 to \$ 0.29

Source: American Farmland Trust, Farmland Information Center

- WE NEED MORE EMPLOYMENT LANDS IN THE REGION**
The Regional Industrial Lands Study Phase 3 - outlines a critical need for more employment land today within the Portland metropolitan region. There will be additional reductions in buildable land supply due to pending stream protection proposals. Depending on setback requirements, the impact could be substantial. This increases the need for a larger regional industrial land inventory.

OPPORTUNITIES FOR INPUT IN THE METRO URBAN GROWTH BOUNDARY EXPANSION DECISION

By December 2002, the Metro Council will decide 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:

- **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.

Clackamas County Business and
Economic Development Services
9101 SE Sunnybrook Boulevard
Clackamas, Oregon 97045

ADDRESS CORRECTION REQUESTED

WHO TO CONTACT:

A seven member elected council governs METRO. They 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

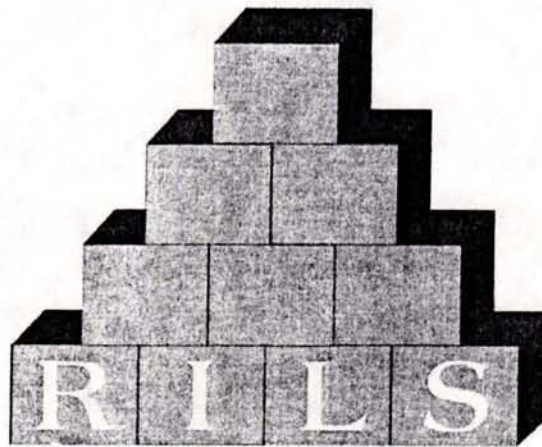
David Bragdon - District 7 - SW Portland and small portion of Lake Oswego and Clackamas County.

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

Mike Stewart

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



PREPARED BY

Otak, Inc.

IN ASSOCIATION WITH

ECONorthwest
Parametrix

October 31, 2001

Preparation of this report was funded in part with Oregon State Lottery funds administered by the Oregon Economic and Community Development Department. Funding programs included: Northwest Oregon Economic Alliance Regional Investment Fund; Mt. Hood Economic Alliance Regional Investment Fund; and the Multnomah-Washington Regional and Rural Investment Board.

Acknowledgments

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

Project Consultants

Otak, Inc. – Todd Chase and Julie Jacobs
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
Study Methodology	3

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.

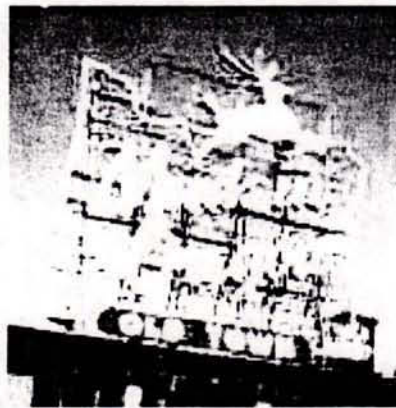
trends. Additionally, Phase 3 summarizes the industrial land supply policy issues and strategies requiring immediate attention from local and regional decision making bodies.

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.

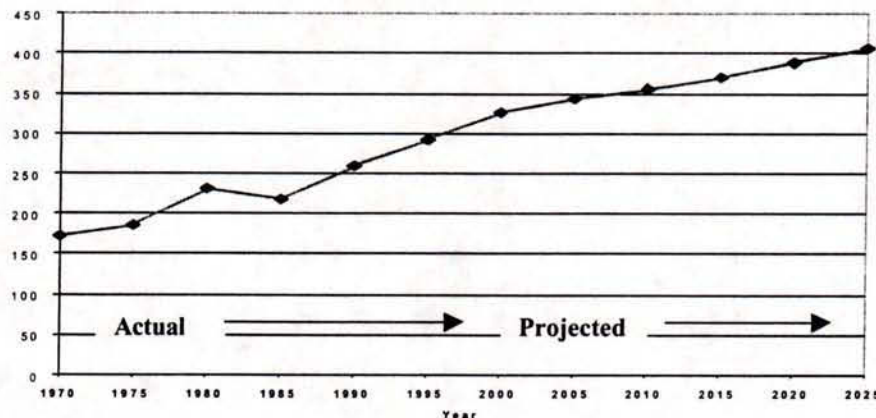
Industrial Development Trends

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.

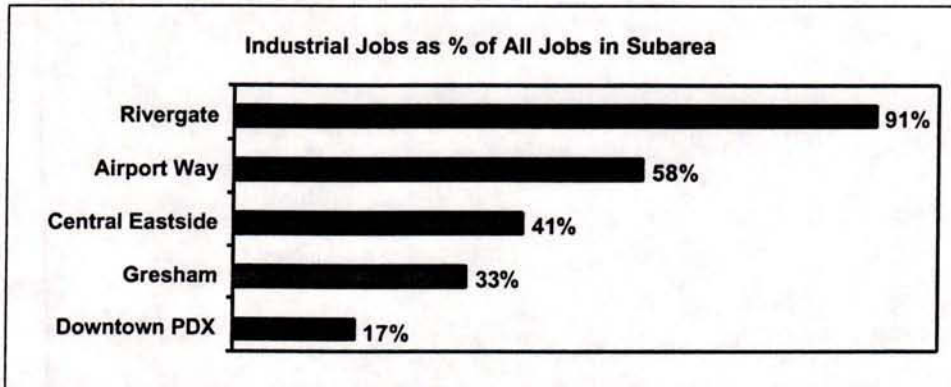
Not all jobs in "industrial" sectors require vacant industrial-designated land. It is estimated that 15 percent of new industrial jobs can be accommodated within commercial buildings or through redevelopment. The distribution of industrial jobs as a percentage of all jobs tends to vary widely by location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

Industrial Development Trends

Continued

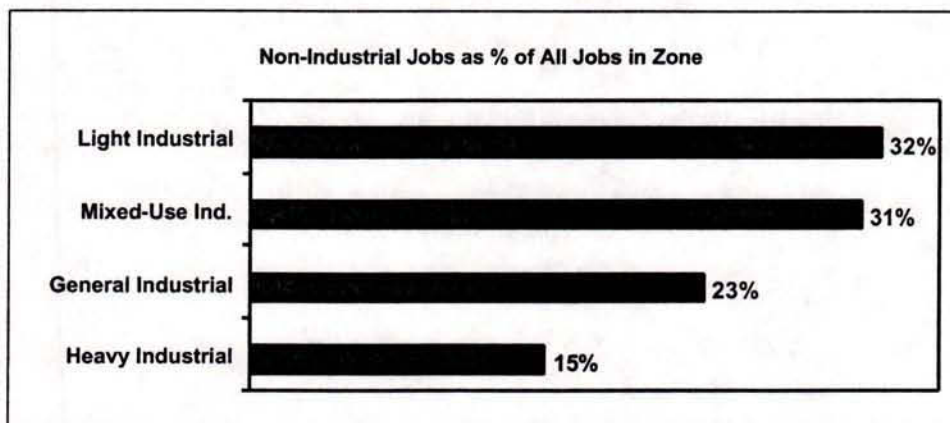
Figure 2: Industrial Job Distribution by Selected Subarea



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.

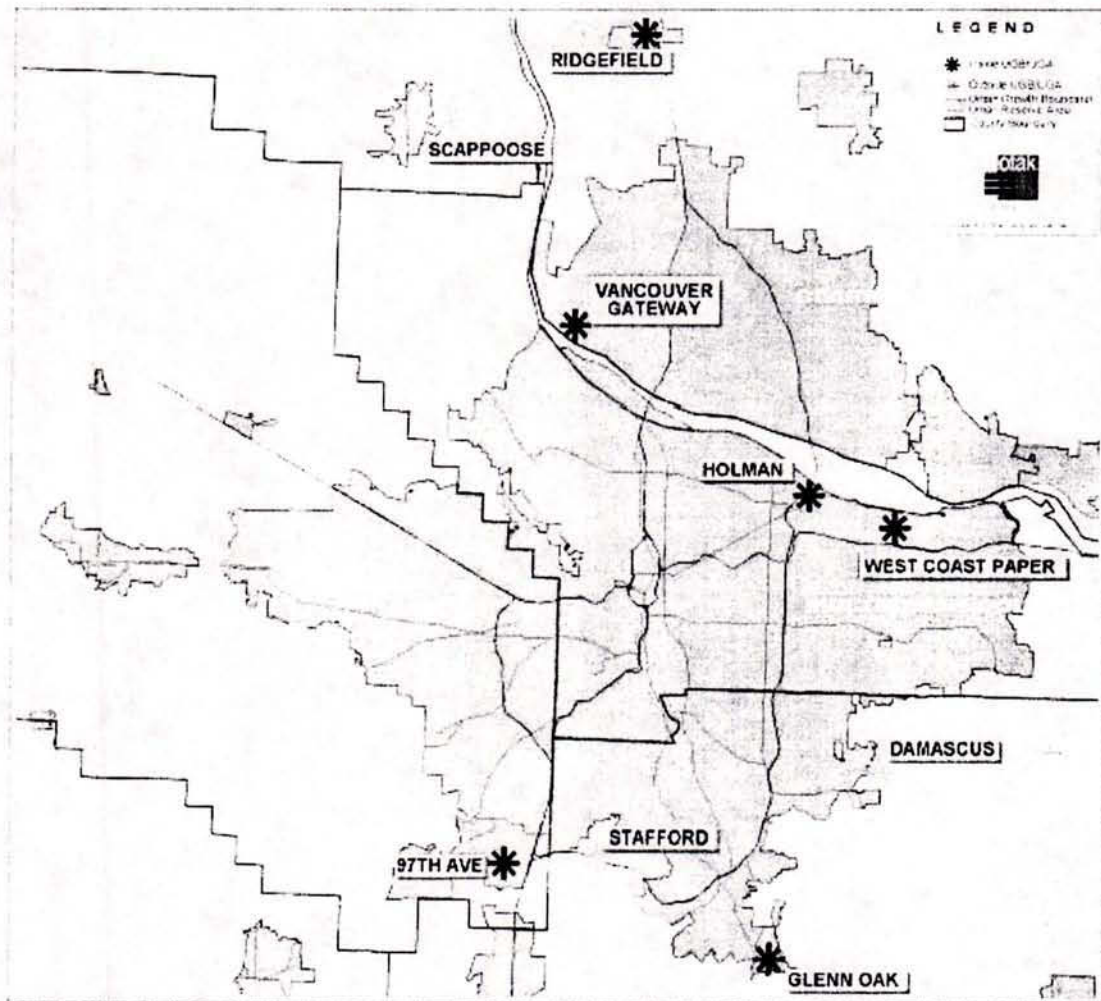
Industrial Development Case Study Findings

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.

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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 UGBIUGA 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

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

² Applies 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 UGB/UGA 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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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.

112102C-64

TO: Metro Council

11-21-02

FROM: Robert J. Thomas 2563 Pimlico Drive West Linn, OR 97068 phone: 657-7492

SUBJECT: Opposition and protest against expanding the UGB anywhere in the tri-county metropolitan region at this time, including not expanding it eastward in Clackamas County toward Damascus nor enveloping any part of the Stafford Triangle flanked by the cities of West Linn, Lake Oswego and Tualatin in Clackamas County.

The so-called need now being put forth for UGB expansion at this time by members of Metro's staff is based on their erroneous and improper forecasts of population increase presumptions for the tri-county metro region. These population forecasts are based on what is tantamount to unquestioned acceptance of deliberately envisioned and engineered continuation of massively subsidized growth-pushing strategies and consequently more related large net in-migration assumptions. This assumes the further extension and continuation of the last 15 years of greatly subsidized growth for the development industry and for most of the large corporations attracted here by various types of huge give-aways at the public's expense, most appropriately labeled as big time corporate welfare. These corporations thereby reap huge corporate benefits, but pay nothing whatsoever to help offset the huge costs of infrastructure to serve both their very costly production processes and housing for the employees they attract to the region. And the development industry itself only contributes token amounts toward its created infrastructure needs. Ordinary tax and rate payers presently pick most of the costs of infrastructure for subsidized growth.

This subsidy racket has been done on a most unprecedented and massive scale never before seen in Oregon. Such subsidies by state and local jurisdictions amounted to over \$1 billion dollars per year in recent years, being specifically about \$1.14 billion in the year 2000. (See page 116 in report by planner and economic analyst Eben Fodor, entitled "Assessment of Statewide Growth Subsidies in Oregon") That's much more than the state's budget funding deficit of about \$800 million. Obviously the state wouldn't have a big shortage of monies to cover its budgetary needs if it and other jurisdictions stopped using such massive amounts of money to subsidize growth. Such massive subsidies of growth over the last 15 years have enticed a huge net in-migration of job takers to the region over the last 15 years to take jobs created and advertised by such hugely subsidized corporations. The results of this and the assumptions of more of this are what lie behind what is being cranked into a consequently very flawed future population forecast model by Metro staff. The region's future does not have to be, should not be, and undoubtedly cannot be a replication of the past 15 years of explosion in massively subsidized growth. It can only lead to financial and livability disasters.

An attempt to camouflage Metro's hollow and contrived prediction of such regional future population increases behind arcane econometric data, such as looking at various regional growth rates throughout the United States and selectively using any of that data as supposedly transferable, necessarily applicable and unquestionably reliable as a predictor of continuing large increases in this metropolitan region's population in the future can be characterized, if not as chicanery, then at least as contrived nonsense in trying to legitimize large expansions of the UGB at this time. When so-called public servants engage in this kind of fantasyland work, they are not serving the broad public interest, but serving special interests, namely specially situated powerful interests who reap inordinately large profits from rampant subsidized growth at the expense of the public and the region's livability. (Fodor's report shows that established residents have payed about 98 percent of the costs of growth over the decade from 1990 to 2000, and only the remaining approximate 2% is payed by new growth.)

The huge subsidies of growth by the state and local regional jurisdictions is what underlies and

2.

promotes a very false and distorted economy, one that is made especially vulnerable to inherently wide-swinging boom and bust cycles. It does not promote a sustainable and stable regional economy. It is based on what has become, in light of present day reality, not only a false national but also a false global paradigm that no longer applies, namely the notion that never ending exponential physical growth and resource consumption is necessary to have a sound economy that will lead to a better life for everyone. We've seen the results of this paradigm falling apart all around us now over the last two years, globally, nationally and regionally. Thousands of workers in the local tri-county region, who were enticed here by massively subsidized job creation and housing, at the expense of long time residents, have lost their jobs, and the firings and layoffs are continuing to considerably outnumber any rehires or new hires in the job market.

This is not a time for Metro to progress from being the implementation arm of regional subsidized mad growth disease to being the implementation arm of total regional fiscal insanity by expanding any of the UGB at this time. There is absolutely no need for doing so, regardless of the recently concocted sham excuse of needing to expand the UGB to provide urbanizable lands to compensate for the so-called recent good-guy MPAC vote that recommends setting aside land for schools and parks within the present UGB that could otherwise be used for housing. There is no shortage of land for realistic housing needs at this time even if some land were set aside for schools and parks within the present UGB. Please spare us such hypocrisy under the guise of doing good. For example West Linn's latest analysis shows that it can accommodate about 8000 more people, or a 33% increase in population for build-out within its present UGB. So it certainly doesn't need its UGB expanded any time soon. That is also the case for most other jurisdictions within the tri-county region.

This "school plus park land" nonsense has also now become an excuse to disguise the real subsidized growth orientation of the three Clackamas County Commissioners and Metro's Executive Officer Mike Burton. Burton did a last minute 180 degree flip to abandon his oft repeated prior assurances and recommendation to not include any part of the Stafford Triangle at this time within the UGB. He abandoned that stance in order to suddenly accommodate, just before the election, the previously kept secret and undisclosed request by the three Clackamas County Commissioners to include the entire Stafford Triangle now within an expanded UGB under the guise of the above-described compensation need for such lands.

The Metro Council needs to start focusing on and thinking about serving the needs and welfare of longer term existing residents instead of focusing on serving the interests of imagined future residents to be enticed here by more subsidized growth. Don't be swayed toward these kinds of destructive policies by listening to the totally knee-jerk and irresponsible request, made without any infrastructure cost analysis, by the three Clackamas County Commissioners to include the Stafford Triangle or any part thereof within the UGB. Their unethical and unsupportable last minute request deserves only to be tossed on the junk heap of bad ideas, and Mike Burton's support of that deserves to be likewise junked for the same reasons.

Clackamas County nor anyone else has the financial means to support building the massive infrastructure improvements needed for such growth insanity. In the interests of protecting the region's existing tax and rate payers from financial and livability ruination, Metro should come to its responsible senses and stop approving of any of this insanity. That means doing its duty to not expand the UGB anywhere at this time.

Bob Thomas

also for Metro Council's attention 11-21-02

TO: Lake Oswego City Council

FROM: Bob Thomas 2563 Pimlico Drive, West Linn

11-12-02

I'm here to express my hope, and actually make a request, that the Lake Oswego City Council will act in solidarity with the West Linn City Council in strongly opposing and appropriately expressing outrage at the last minute switch, on the day before the election, by Metro Executive Officer Mike Burton, to succumb to the irresponsible and previously concealed request of the three Clackamas County Commissioners, namely Michael Jordan, Bill Kennemer and Larry Sowa, to now include the entire Stafford Triangle within an expansion of the Urban Growth Boundary for urbanized development.

Burton had previously given his assurance, repeatedly, that he would not recommend inclusion now of any part of the Stafford Triangle during this periodic review by Metro, and that also applied to his not going along with the prior request of the Clackamas County Commissioners to include lands between Tualatin and Wankers corner primarily for commercial and industrial development with some added housing, as is also being pushed for by growth mad Mayor Lou Ogden of Tualatin.

If this switch by Mike Burton to cave into concealing this request by the three Clackamas County Commissioner, had instead been disclosed at least a week or two before the election, we would undoubtedly have seen enough votes to confirm incumbent Councilor Bill Atherton's reelection instead of his being replaced for the next four years by newcomer to the political scene, Brian Newman, the candidate with big campaign financial support from the development community and from those whose careers are tied to the continuation of regional subsidized growth.

But now all of the citizens of Lake Oswego, West Linn and Tualatin are faced with this concealed betrayal, which unless reversed and stopped now will mean the financial ruination, the infrastructure ruination and the quality of life ruination of not only that of the Stafford Triangle but also of its three surrounding cities. There is no way that significant urbanization of the Triangle can be planned, financed or constructed in any way that can avoid such ruination.

All of us need to look at the cost analysis of providing infrastructure services to that area done by Lake Oswego's planning staff a while back to realize this would be a taxpayer's nightmare. Since there are no ways to make developers up-front fund such huge costs, it would mean saddling the taxpayers of Lake Oswego, West Linn and Tualatin with nearly all of the costs, in which the vast amounts of facilities for more water, sewer, roads, schools, police and fire facilities, libraries, etc. would alone be impossible for taxpayers to bear in any realistic way. It's an idea whose time should never have come, because it is built upon the sands of fiscal insanity, destructive congestion, grid lock and the ruination of our mutual qualities of life. The three cities surrounding the Triangle would become places that lose their desirability as places to live.

If the three Clackamas County Commissioners won't immediately withdraw their request for this, which they obviously planned and arranged to keep secret from the public until just before the election, then these three back room arranging Clackamas County Commissioners need to be recalled. It's most unethical to behave as they did. Unfortunately Larry Sowa can't be recalled until six months has elapsed after his reelection, but recall proceedings could go forth now against Jordan and Kennemer.

If they won't listen to the public and withdraw their request, then our only hope is to go in mass to the Metro meeting at their offices in downtown Portland on the evening of November 21 and convince a majority of the Metro Councilors to not approve the request of the Clackamas County Commissioners, but to instead proceed as previously recommended by Metro's Executive Officer Mike Burton. Burton who has decided at the last minute to aid this reprehensible last minute switch for inclusion of the entire Stafford Triangle at this time will fortunately be gone at the end of the year when his position is obliterated. His last minute flip to a big time pro-developer swan song will not be missed.

Bob Thomas

also for Metro Council's attention 11-21-02

11-12-02

TO: Lake Oswego City Council FROM: Bob Thomas 2563 Pimlico Drive, West Linn

SUBJECT: Protest of the last minute switch by Clackamas County Commissioners and Metro Executive Officer Mike Burton to recommend to the Metro Council the inclusion of the entire Stafford Triangle within the Urban Growth Boundary (UGB) at this time, in contrast to Burton's repeated assurances that he would not recommend inclusion of any part of the Triangle at this time.

I wish to submit two separate written inputs on this subject, with this shorter one listing and emphasizing the primary points I wish to stress.

By far, most of the citizens of West Linn, Lake Oswego and the Stafford Triangle have repeatedly expressed their desire to retain the rural character of the Stafford Triangle, and the city governments of West Linn and Lake Oswego have consistently supported this position.

We are now faced with the very surprising and disappointing last minute switch in recommendation from our three county commissioners and by Metro Executive Officer Mike Burton in accommodating and succumbing to their request for the entire Stafford Triangle to be immediately drawn into the UGB. This is an undisguised betrayal of the citizens, and an unethical reversal of their positions for months and throughout the recent political campaign.

If you are serious about protecting the Stafford Triangle, I urge you to consider the following responses:

1. Support a petition to recall Commissioners Jordan and Kennemer. They must be replaced by representatives who can live up to their word and support citizen mandates. Unfortunately Commissioner Sowa can't be recalled until 6 months after his reelection, but he likewise needs to be replaced.
2. Support Metro Councilor Bill Atherton's concern that the Metro Staff has used erroneous and inflated population forecast figures to support unnecessary UGB expansion. Support a requirement that Metro use realistic forecast numbers.
3. Support legislation to repeal the developer-lobbied State law requiring a 20 year land supply for urbanization.
4. Support, either by ordinance or state law, the recovery of full cost SDCs, and further, support state law allowing full spectrum SDCs (inclusion of schools, fire, police and libraries).

In the past you have worked as a City to support the local citizens' desire to preserve the rural character of the Stafford Triangle. Do not abandon them now.

Bob Thomas

11 2102C-65

November 19, 2002

Metro Council
600 NE Grand Avenue
Portland, OR 97232

Re: Citizen input to the public hearing process about study areas for the Urban Growth Boundary

I understand a committee has been formed to conduct work sessions and culminate it's work into a recommendation to the Metro Council. This recommendation will be helping decide the immediate changes in the Urban Growth Boundary.

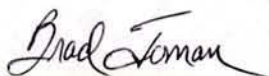
The Metro Council has a tough job. You have decisions to make with many special interests in your ear. Homebuilders, general contractors, Realtors, the high-tech industry and others are all making pleads and demands. City governments; namely Hillsboro, Cornelius, Forest Grove and North Plains all want to expand onto prime farmland to meet their needs. Untrue things are said to gain your approval. Tom Hughes, Mayor of Hillsboro, made the statement that this would be the last request for expansion of this type. This is an empty promise, rhetoric or a downright lie in order to get what he wants! Call it what you want. Keep in mind the long term. Land is a finite thing. Farmland is not vacant. It has a preferred use that is already in place. Just because flat land near services make it cheaper to expand doesn't make it right to consume farmland this way. If encroachment continues in the Tualatin valley these lands will be totally converted from farm use. This area will look like a new Los Angeles basin; smog, crowded living, freeways and industry; all because big money is screaming for more jobs and more housing for more people. This is not the type of Oregon that I want to see happen.

Bigger is not better. Divert human energy another direction, away from farmland. It is the right thing to do.

I am writing this as an individual; one voice. I hope that I speak for thousands of others in this region and in this State. I hope that this concern for farmland is on the minds of the silent majority. Metro is a layer of government that is needed to buffer the narrow demands of special interest groups. The 'almighty buck' unfortunately has such a powerful pull on the decisions being made here. Our State politicians should handle big issues that center on reducing the demand for land. Unfortunately, few have the nerve, foresight or independent thinking to seriously address the roots of the problem. The problem is population growth, through birth, migration, immigration and illegal aliens.

I am getting away from the immediate problem. You are now planning out 20 years. Do some longer range planning. If this society keeps chipping away at the farmland base, what will be left to farm in the Tualatin valley 100 years from now. Our best farmland will be covered and modified, never to be restored, with it becoming too valuable to revert to its original use.

The Metro Council has some difficult decisions to make on December 5. I hope these decisions do not encroach on farmland. Push the boundary out if you must, but put it out on other lands even if higher development costs are required. Keep farmlands in farm use. Our grandchildren and great-grandchildren will thank you. Set an example for them to follow and pass onto their heirs.



Brad Toman
31400 NW Camp Ireland St.
Hillsboro, OR 97124

Telephone at home 503-648-2633

rec'd 11/21/02

112102066

Presiding Officer Hosticka and Members of the Council

I am David Tripp, I have recently been reelected to the City Council in West Linn. My address is _____. If you add Area 37 to the UGB, you will have added to the transportation problems in our community and thereby contributed to a decline in its livability. Traffic into, out of, and through West Linn must now use roadways that are at capacity at rush hour and even other times of the day.

Highway 43 is currently at service level F in several locations. According to Metro's 2020 RTP projections, without urbanization in Stafford, 43 will be Service Level F all the way from Lake Oswego to 205. Interstate 205 is in the same condition with an equally dismal future. Rosemont Road to the west is a two lane road with significant congestion at Stafford Road and once on Stafford, motorists have the Borland intersection and 205 to look forward to.

The Alternatives Analysis for Area 37 rated its transportation service "difficult". Of the 91 study areas evaluated, 28 were give a difficult transportation rating and Area 37 was one of them. By this objective analysis why have you proposed adding this area to the UGB and making a difficult situation worse. A difficult situation for which there is no foreseeable relief given the inadequacy of funding for road capacity improvements in the region over the next 20 years.

And one final point with reference to the Alternatives Analysis. Of the 91 study areas evaluated, only 6 had a "difficult" rating in 3 of the 4 urban service factors. No area was rated "difficult" in all 4 service factors. If Area 37 is rated as one of the 6 most difficult areas to serve and there are 85 other areas that have better service ratings, why are you proposing to add Area 37 to the UGB?

Water - moderate

Trans
Sewer
Street } difficult

November 19, 2002

To the Metro Council -

As a resident of West Linn, I wish to object to the urbanization or industrialization of the Rosemont-Stafford area. The road systems cannot support it. I-205 is already congested, and the smaller arterial roads are congested too. For example, Wonkers Corner has become congested because of the congestion of I-205. The road systems have to be addressed before further expansion can occur.

In addition, the development would impact the schools and public facilities of both West Linn and Lake Oswego, and Wilsonville. We are the taxpayers who have to ultimately foot the bill for these developments. Such expansion would effect the 'livability' of the areas. This does not even address the increased air and water problems. Who is to supply water to this area? We are already experiencing water supply problems the way it is.

We hope you will arrive at the right decision to not include this area until the other issues have been resolved.

Sincerely,



Don Truax

West Linn Resident

Bill Wilson

CHAPTER II - FUNCTIONS AND POWERS

Section 4. Jurisdiction of Metro.

Metro has jurisdiction over matters of the powers of metropolitan concern. Matters of metropolitan concern include the powers granted to and duties imposed on Metro by current and future state law and those matters the council by ordinance determines to be of metropolitan concern. The council shall specify by ordinance the extent to which Metro exercises jurisdiction over matters of metropolitan concern.

Section 5. Regional Planning Functions.

(1) Future Vision.

(a) Adoption. The council shall adopt a Future Vision for the region between January 15, 1995 and July 1, 1995. The Future Vision is a conceptual statement that indicates population levels and settlement patterns that the region can accommodate within the carrying capacity of the land, water and air resources of the region, and its educational and economic resources, and that achieves a desired quality of life. The Future Vision is a long-term, visionary outlook for at least a 50-year period. As used in this section, "region" means the Metro area and adjacent areas.

Bill Wilson

Local Poll

What would you like to see on the Tidings webpage?

- News coverage 17%
- Sports coverage 52%
- Community events/things to do 16%
- Schools coverage 14%

Vote

Area 37 is adjacent to the current western boundary of West Linn, hemmed in on the north by Rosemont Road and on the west by Wisteria and S.W. Woodbine Roads.

After a brief debate, the motion was approved by a vote of 4 to 2, with councilor Rod Monroe absent.

Bill Atherton, West Linn's representative at Metro, joined with Carl Hosticka in casting the dissenting votes.

Covering approximately 373 acres, the area will be able to accommodate nearly 1,200 housing units in the future, according to Metro projections.

Features

Local TV Listings

The area also has been on the front lines of recent growth in West Linn, and corresponding efforts to resist that growth. Several major projects, including a Safeway, West Linn's new City Hall, and Rosemont Ridge Middle School have popped up nearby in recent years.

That recent growth apparently helped nudge the Metro Council toward recommending Area 37 for inclusion in the UGB.

"It helps the new town center in West Linn...which is currently on the edge, and not in the center," said Bragdon in making his proposal.

Councilor Atherton spoke strongly against bringing the property in to the UGB, noting the hilly terrain, and his perception that Metro would be forcing unwanted urbanization on to West Linn. Atherton said Metro was overstepping its bounds in trying to craft the city's future.

"Whether this would contribute to creating a town center there is their decision, not ours," Atherton said. "Just because it looks good on a map doesn't mean it looks good in the field."

Atherton said it is his understanding that West Linn is looking to create a town center on underused industrial properties near the Willamette River, not on top of the hill.

But Rod Park, chairman of Metro's Community Planning Committee, said the desires of West Linn's residents and city government are secondary to the needs of the larger metro region.

"No one escapes the responsibilities of the urban growth boundary, one way or another," Park said.

Metro voted to include several other properties in the draft ordinance on Tuesday, including thousands of acres around Damascus, a few hundred acres near Bethany, and even smaller parcels near Portland's Forest Park. Around 60 acres near Wilsonville was recommended for future industrial and

I believe Mr. Burton was told this

County Commissioners have retreated & softened their ~~st~~ earlier stance

issued letter

Wilsonville was recommended for future industrial and commercial development.

A final vote on which properties are brought in to the UGB could come as early as Dec. 5, at a second scheduled public hearing. Properties recommended for inclusion could be removed, or other properties could be added between now and then.

A second action taken by Metro on Tuesday will likely affect the total acreage brought in to the UGB. By a 4-3 vote, with councilors Atherton, Hosticka, and Susan McLain in the minority, the council voted to add a presumed 4 percent residential vacancy rate to their projections.

Earlier this fall, Metro had been working with an assumed vacancy rate of 5 percent, then dropped the vacancy rate provisions all together. Tuesday, councilors Atherton, Hosticka, and McLain tried, but failed, to get their colleagues to agree to a 2½ percent vacancy rate.

The result of the move is that Metro is now assuming the region will need more housing units to accommodate the nearly 500,000 people projected to move into the area over the next 20 years. While most of that population growth is expected to occur inside the current UGB, the new figures state that Metro will need to find space for 37,400 housing units outside the current boundary, up from around 31,000.

Aside from Area 37, the Stafford Triangle contains five Metro-designated areas, encompassing 3,551 acres.

Projections suggest the area could accommodate 7,625 new housing units, with 166 acres near Borland Road set aside for industrial or commercial development.

The Stafford Triangle parcels are some of the largest pieces of land not currently included in the draft ordinance being prepared for this afternoon's public hearing.

If the Stafford Triangle is brought in to the UGB, West Linn, Lake Oswego, and Tualatin will have to decide which city will plan the area and provide urban services such as water and sewer to the area.

Alternately, the three cities could allow Clackamas County to take over planning and services responsibilities, which could result in the creation of a brand-new city of more than 20,000 people in the Stafford area.

West Linn's city council has gone on record as having no desire to serve new development in the Stafford area, while Tualatin has expressed a willingness to service any new commercial lands along Borland Road.

Lake Oswego's council while opposed to the urbanization of

Lake Oswego's council, while opposed to the urbanization of
Stafford in principle, has said it would serve the area in order to
assert some degree of control over its development.


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West Linn Tidings

November 21, 2002

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Metro eyes 373 acres of land near Rosemont/Wisteria

Metro Council will make final UGB decision by Dec. 5

11/20/02

By Scott Hammers

Respond to this story
Email this story to a friend

A portion of the Stafford Triangle will be on the table this afternoon (Thursday) when the Metro Council hosts a public hearing on the coming expansion of the Urban Growth Boundary.

Metro will be meeting at its headquarters, 600 NE Grand Avenue in Portland, at 2 p.m., Thursday, Nov. 21. The public is invited to attend and comment.

On Tuesday, the seven-member council met as the "Community Planning Committee" to assemble the draft ordinance that will be presented at this afternoon's meeting. Councilor David Bragdon — who represents central eastside Portland, and was recently elected to serve as Metro's president next year — introduced a motion to add Area 37 to the list of properties to be considered.

LOCAL PEOPLE



If Stafford Triangle land is included inside the urban growth boundary, housing like this might be encouraged. (Staff photo by Vern Uyetake)

To: Bill Wilson

Presiding Officer Hosticka and Members of the Council

5023 Prospect St
West Linn

I am Bill Wilson. I am a West Linn City Councilor. My address is _____. Today I have come to voice my concern for the proposed addition of Area 37 to the UGB. The City of West Linn has consistently opposed urbanization of the Stafford Area and Area 37 in particular. When I say the City of West Linn, I am not just referring to the elected and administrative officials of the City. I am also referring to the citizens of West Linn who in two consecutive elections have clearly stated that they want the City to limit development and to not expand into a larger UGB.

The citizens do not want such an expansion because it will reduce the livability of their community through increased traffic congestion, a loss of open space and views, and **increased taxes and utility rates**. They are also concerned about the quality of their children's education that is being threatened by **reduced state funding and the growth in class sizes**. The West Linn-Wilsonville School District recently passed a bond measure by the **narrowest of margins**. There was **no funding in the measure** for additional school capacity in the Stafford area including Area 37.

Citizens do not want to pay even more taxes for additional schools that would be needed to serve an expanded UGB. They do not want to subsidize the cost of new schools needed to serve new development. In West Linn, citizens have clearly stated that there is a limit to what they are willing to pay for and that does not include the subsidization of an expanded UGB that is forced on them by Metro implementing an unfunded State mandate.

I would also like to speak candidly to all of you regarding your Charter, and, for the record, the Charter is the list of rules and direction that we, as public officials, are **bound** to follow.

There is a critical provision in your Charter. It is found in:

Chapter II, Section 5, Item #1, Subparagraph (a)

I will direct you to (3) specific requirements:

- 1) carrying capacity of the land
- 2) educational resources and economic resources(water, fire, police) (no city can provide services---all have said that clearly)
- 3) achieves a desired quality of life. We have spoken very clearly on this and the Clackamas County Commissioners as well as Metro are quite aware of this desired quality of life....and it does not include increased traffic, increased classroom size, or further subsidy/higher taxes for the benefit of the development industry. There can be no mistake about this in particular!

actual or needed

It is the charge of Metro to accommodate ~~actual~~ growth. There is a distinct difference between ACTUAL and that which is hoped for through the development industry's business models. Jockeying numbers is not actual growth. Projections have to be used, but should be reasonable and realistic. When you manipulate these numbers through vacancy factors and elevated population growth numbers, you create a false basis for these decisions.

What we inherently have here is a conflict---accommodate growth while adhering to your Charter.

BUT....there is a way out....a way to resolve this conflict:

Let's use more reasonable numbers

Let's cooperate and coordinate with the local communities because we are the ones who know what the impact of this development will actually be

Let's work with the State Legislature to repeal the 20-yr land supply requirement, as this is, at best, a shot in the dark, open to all kinds of manipulation, which by its very nature, is irresponsible.

Do your job folks.

Follow and obey your Charter

The community doesn't

Do not include Area 37. We don't need it. ~~We don't~~ want it, and ~~we can't~~ afford to service it. It makes no sense to include it as it will not accomplish anything.

the communities + County can't

WEST LINN CITY COUNCIL MEETING SCHEDULE

November 12, 2002 - November 30, 2002

Tuesday, November 12

Council Quorum (7:00 p.m.)
Re: Future of Willamette Falls Locks
City Hall (Council Chambers)

~~Wednesday, November 13~~

~~City Council Work Session (7:00 p.m.) [tentative]
Re: Goal 5 Phase II Scope of Work and Policy Questions
City Hall (Council Chambers) **Cancelled**~~

Friday, November 15

City Council Work Session (7:00 p.m.)
Re: METRO / UGB Update by Tom Coffee

Tuesday, November 19

Budget Committee Meeting (7:00 p.m.) - City Hall

Wednesday, November 20

Agenda Work Session (6:45 p.m., Rosemont Rm.)
City Council Regular Session (7:15 p.m.)
City Hall (Council Chambers)

Thursday, November 21

South Fork Water Board (7:00 p.m.)
Oregon City - City Hall

Tuesday, November 26

City Council Work Session (7:00 p.m.)
Re: Storm Water Master Plan

Thursday, November 28

Thanksgiving Day

Miscellaneous / Other:

12 Robinwood Neighborhood
Tue Association, 7:00 p.m.
CedarOak School

13 Willamette Neighborhood
Wed Association, 7:00 p.m.
Willamette School

18 Bolton Neighborhood
Mon Assn., 7:00 p.m.
Bolton Fire Hall

18 Rosemont Summit
Mon Neighborhood Assn.
7:00 p.m., City Hall

25 Marylhurst Neighborhood Assn.
Mon 7:00 p.m., City Hall

Mark Your Calendars:

- December 5: Work Session re Turn Out Task Forces for the Willamette and Robinwood Neighborhood Assns.
- December 11: Executive Session, City Manager Eval.

Postcard from W. Linn
to Citizens

mm

A New City Between West Linn and Lake Oswego?

DID YOU KNOW that Metro, the regional growth-management agency for the Portland area, is considering as an option allowing a new city the size of West Linn to sprout up along Stafford Road and Rosemont Road?

This area is located between Lakeridge High School to the north, the Safeway Shopping Center and West Linn City Hall in West Linn to the east, Tualatin to the west, and the I-205 freeway to the south.

Here is a comparison of the proposed new Rosemont-Stafford urban area with the existing city of West Linn:

	SIZE	POPULATION
Existing West Linn city	7.5 square miles	23,090
Rosemont-Stafford area	6.1 square miles	23,735 (or more)

The West Linn City Council strongly opposes urbanizing the Rosemont-Stafford area because of the adverse impacts it will have on the roads, schools, and other public facilities of the city and also because of the adverse environmental impacts of increased air and water pollution along with the destruction of wildlife habitat.

Metro will be holding a public hearing on whether to bring the Rosemont-Stafford area into the Portland area Urban Growth Boundary on Thursday, November 21, at 2 p.m. in the Metro Council chamber at 600 NE Grand Ave., in Portland. If you are interested in participating in this hearing, the City of West Linn is providing bus transportation to and from West Linn City Hall. Please call 503-657-0331 by 5 p.m. Tuesday, Nov. 19 to reserve a seat. This message paid for and authorized by the City of West Linn.

112102C-69

A New City Between West Linn and Lake Oswego?

DID YOU KNOW that Metro, the regional growth-management agency for the Portland area, is considering as an option allowing a new city the size of West Linn to sprout up along Stafford Road and Rosemont Road?

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Here is a comparison of the proposed new Rosemont-Stafford urban area with the existing city of West Linn:

	SIZE	POPULATION
Existing West Linn city	7.5 square miles	23,090
Rosemont-Stafford area	6.1 square miles	23,735 (or more)

The West Linn City Council strongly opposes urbanizing the Rosemont-Stafford area because of the adverse impacts it will have on the roads, schools, and other public facilities of the city and also because of the adverse environmental impacts of increased air and water pollution along with the destruction of wildlife habitat.

Metro will be holding a public hearing on whether to bring the Rosemont-Stafford area into the Portland area Urban Growth Boundary on Thursday, November 21, at 2 p.m. in the Metro Council chamber at 600 NE Grand Ave., in Portland. If you are interested in participating in this hearing, the City of West Linn is providing *bus* transportation to and from West Linn City Hall. Please call 503-657-0331 by 5 p.m. Tuesday, Nov. 19 to reserve a seat. This message paid for and authorized by the City of West Linn.

A New City Between West Linn and Lake Oswego?

DID YOU KNOW that Metro, the regional growth-management agency for the Portland area, is considering as an option allowing a new city the size of West Linn to sprout up along Stafford Road and Rosemont Road?

This area is located between Lakeridge High School to the north, the Safeway Shopping Center and West Linn City Hall in West Linn to the east, Tualatin to the west, and the I-205 freeway to the south.

Here is a comparison of the proposed new Rosemont-Stafford urban area with the existing city of West Linn:

	SIZE	POPULATION
Existing West Linn city	7.5 square miles	23,090
Rosemont-Stafford area	6.1 square miles	23,735 (or more)

The West Linn City Council strongly opposes urbanizing the Rosemont-Stafford area because of the adverse impacts it will have on the roads, schools, and other public facilities of the city and also because of the adverse environmental impacts of increased air and water pollution along with the destruction of wildlife habitat.

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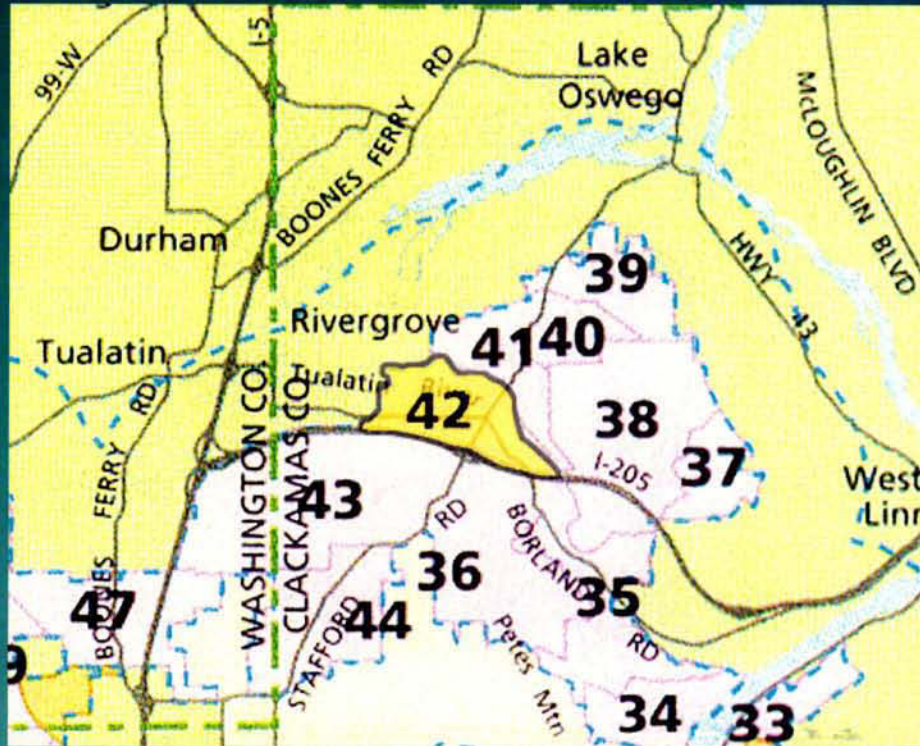
STUDY AREA 42

- ◆ *Request for Inclusion in the
Urban Growth Boundary Amendment*

Submitted by:
Gramor Development, Inc.

1181080-70

STUDY AREA 42 *Vicinity Map*



- ◆ Adjacent to the City of Tualatin
- ◆ Bounded by the Tualatin River to the north
I-205 to the south
- ◆ Formerly identified as Urban Reserve 34

◆ STUDY AREA 42

Gross Vacant Buildable 309 Acres

Total Developed 266 Acres

Constrained
(Title 3/Slopes) 79 Acres

Total Area 654 Acres

Reasons to Consider Inclusion in the UGB

1. Provides 11,323 new jobs in Clackamas County.
2. Positive fiscal impact to the City of Tualatin.
3. Road improvements are needed in this area now and should be planned in consideration with land uses.
4. Land supply is diminishing due to conditional uses.
5. Planning process will take 5-7 years after inclusion in the UGB.

Reasons to Consider Inclusion in the UGB

6. Does not include any exclusive farm use (EFU) land.
7. Tier 1, contiguous to UGB, and adjacent to the City of Tualatin.
8. Physically separated from Lake Oswego and West Linn by the Tualatin River.
9. There is an experienced developer with a proven track record willing to participate.

1. Provides 11,323 New Jobs in Clackamas County

*Washington and Clackamas Counties
Jobs/Housing Ratios*

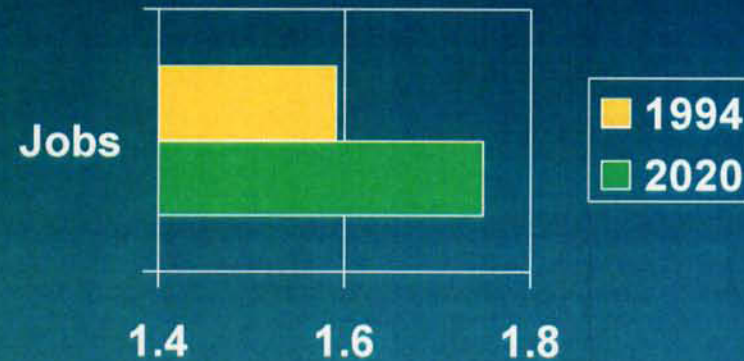
Washington County

1994

Jobs to Households = 1.59

2020

Jobs to Households = 1.75



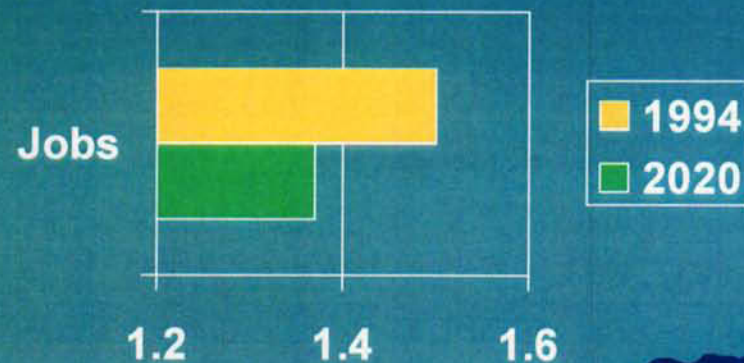
Clackamas County

1994

Jobs to Households = 1.50

2020

Jobs to Households = 1.37



2. Positive Fiscal Impact to the City of Tualatin

- ◆ The City of Tualatin has conducted a fiscal impact analysis report should this area be annexed into Tualatin as an employment area.*
- ◆ The following graphs reflect the conclusions of this report.

*Eco Northwest/Otak Consulting, Jan. 2001

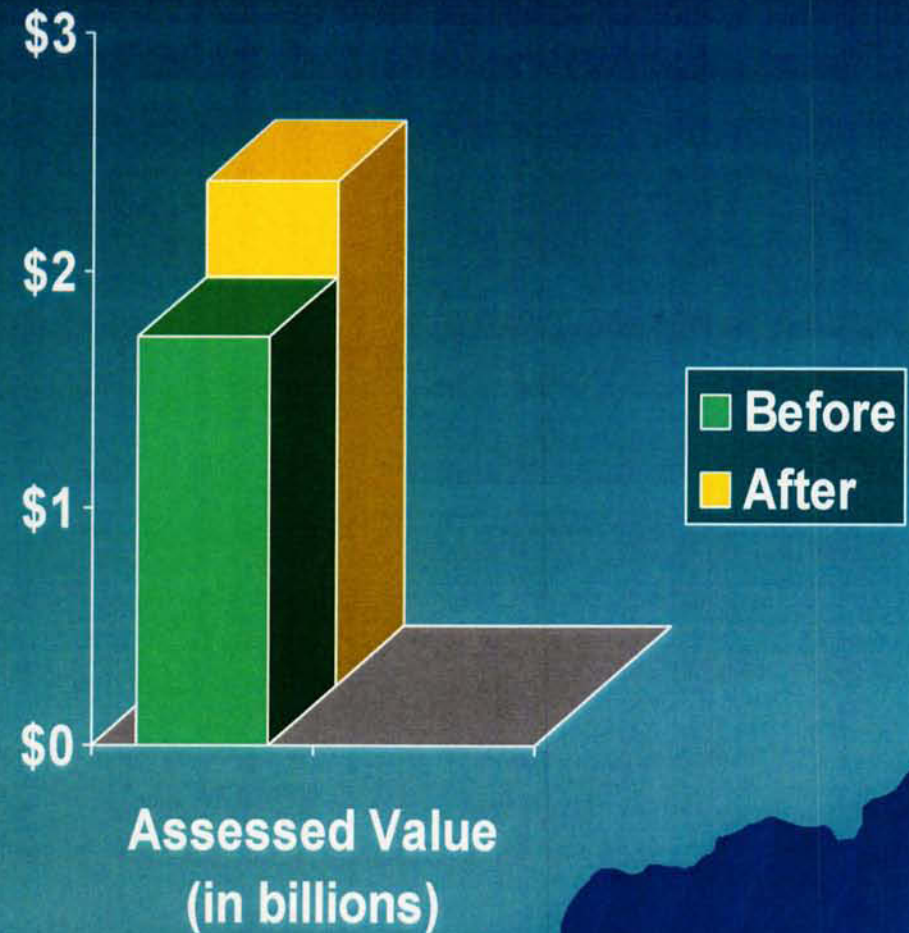
City of Tualatin Fiscal Impact Analysis Report

◆ *Annexation at full build out would increase the City of Tualatin's total assessed value by over 20%.*

◆ **City of Tualatin assessed value = \$1,726,074,147**

◆ **Assessed value with URA 34 @ full build out = \$2,128,049,056**

***\$401,974,909 increase in value**

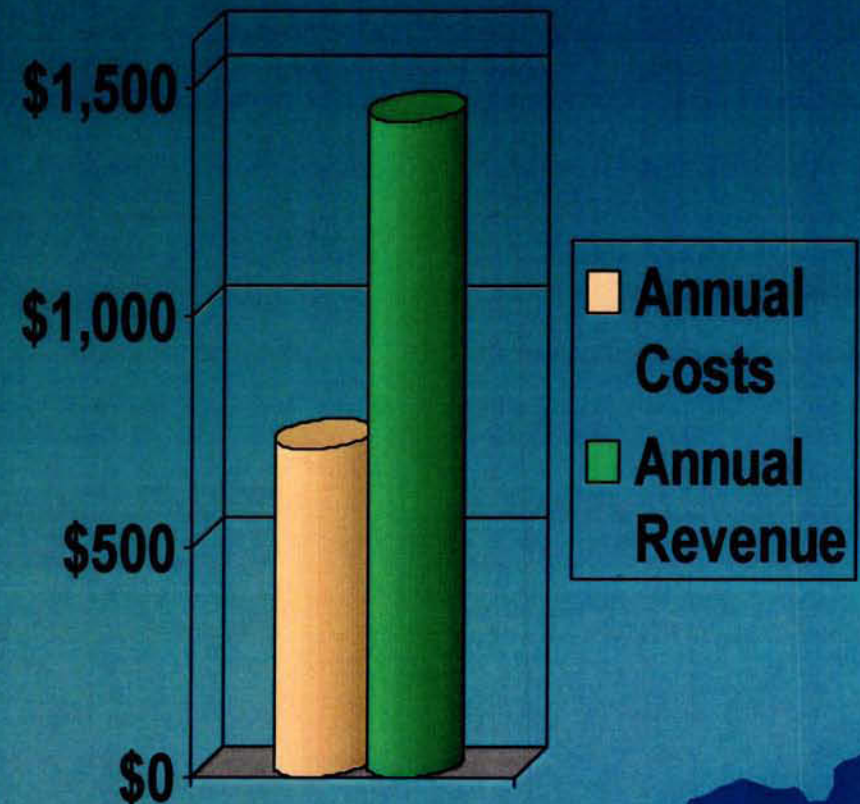


City of Tualatin Fiscal Impact Analysis Report

- ◆ *Annexation would add \$713,784 to the bottom line.*
- ◆ **Annual Revenue Estimates for URA 34 at Full Development**
\$1,428,788
- ◆ **Annual Cost Estimates**
\$715,004

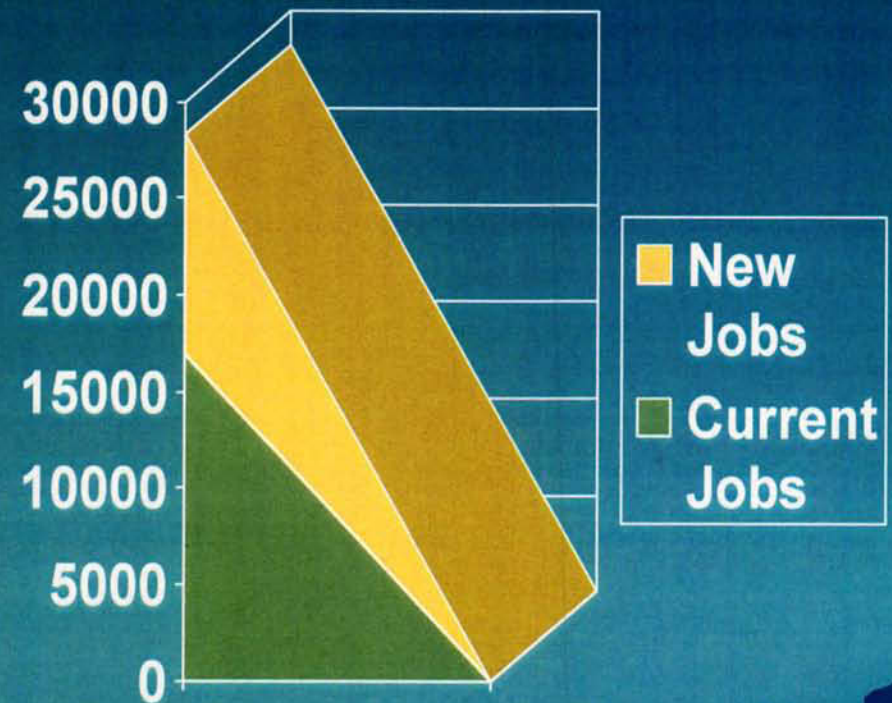
Annual Revenue Surplus

➔ **\$713,784**



City of Tualatin Fiscal Impact Analysis Report

- ◆ *Annexation would provide 11,323 more jobs (an increase of 67%)*
- ◆ **Current Employment 16,971**
- ◆ **Total Employment with new jobs 28,294**



3. Road Improvements Are Needed Now

- ◆ The two primary roads, Borland Rd and Stafford Rd are designed to rural standards.
- ◆ The Stafford/Borland intersection and the Stafford/I-205 interchange are over capacity today.
- ◆ Both these roads and intersections are in need of upgrades immediately.
- ◆ Inclusion in the UGB would allow for a coordinated approach to transportation planning and land planning.
- ◆ New development would help pay for needed transportation improvements.

4. *Land Supply is Diminishing Due to Conditional Uses*

- ◆ A noticeable portion of the developed lands in this study area have been developed through the issuance of conditional uses.
- ◆ Such uses include lumber, educational, and non-profit facilities.
- ◆ The end result is an unplanned, inefficient, under-serviced land use pattern.
- ◆ Time is of the essence- If area 42 is not included in the UGB, conditional uses will severely diminish the opportunity to develop this property in a coordinated and efficient manner.

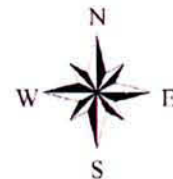
TUALATIN

Geographic Information System

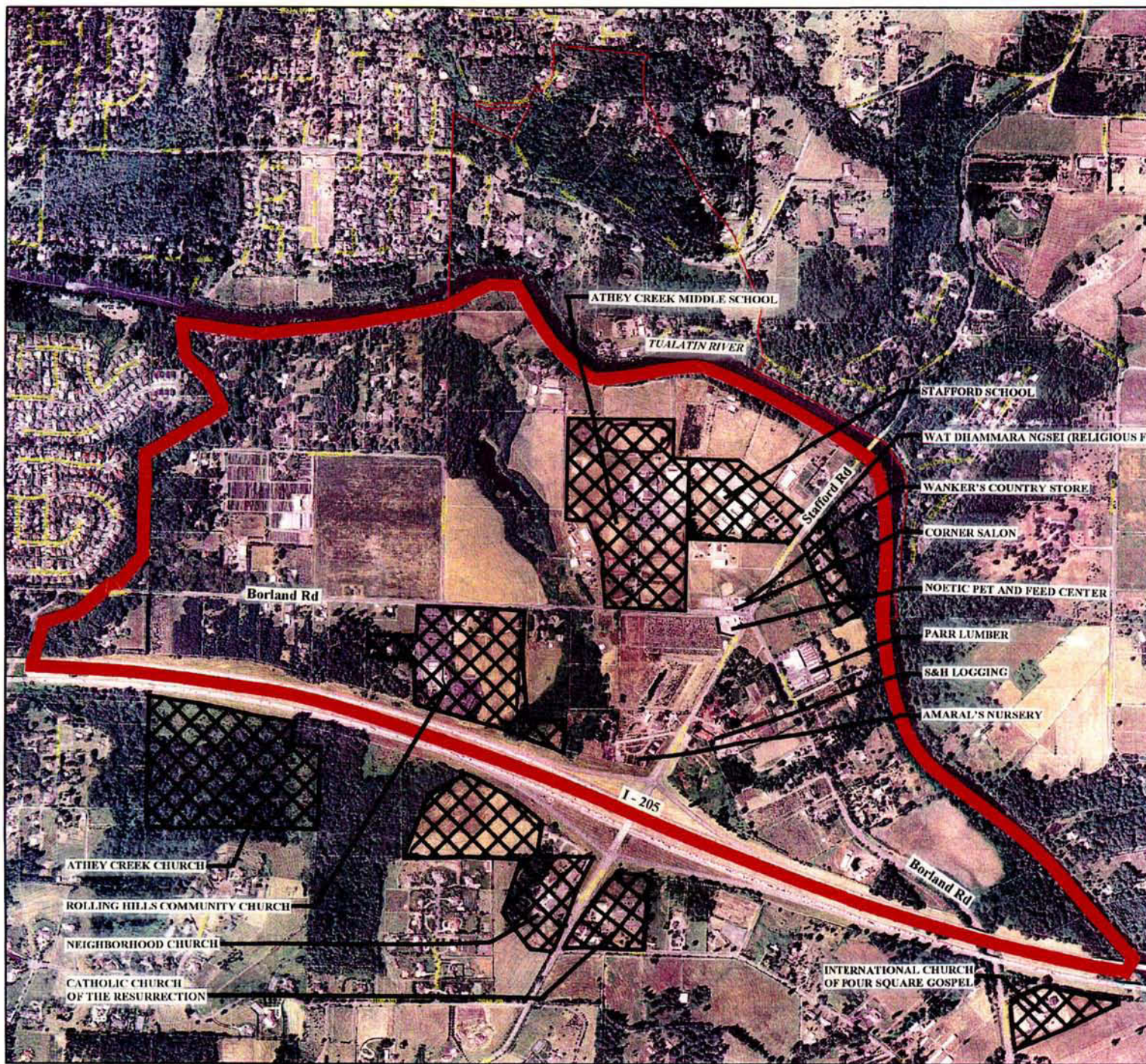
Stafford Area

Former Urban Reserve Area 34
Countouts

RF 1:3,500



This map is derived from satellite imagery of land use and cover. While an average map scale is provided for reference, the map is not intended to be used for navigation or other purposes. It is not a substitute for a professional survey or engineering plan. For more information, contact the City of Tualatin, Oregon, at 503.345.5000.



5. Planning Process Will Take 5-7 Years

Task Name	1998		1999		2000		2001		2002		2003		2004		2005
	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	
UBG Review and Adoption by Metro		█	█												
Rock Creek Urban Reserve Adoption		█	█												
Happy Valley Annexation				█	█										
Happy Valley Zoning Code Adoption				█	█	█									
Happy Valley Comprehensive Plan Adoption						█	█	█							
Joint Transportation CIP Adoption								█	█						
Master Plan/ Design Review Approval (Projected)										█	█				
Construction (Projected)													█	█	

- ◆ After a decision is made to include property in the UGB, development does not take place overnight.
- ◆ It takes 5-7 years for the landscape to become urbanized.
- ◆ Case in point: Happy Valley entitlement process (see above).
- ◆ Construction to take place in year 7.

6. No Exclusive Farm Use Land

- ◆ State priority to maintain land zoned EFU.
- ◆ Metro acknowledges this State Law and ranks the use of EFU land very low for future urbanization.
- ◆ Study Area 42 contains no land designated EFU.

7. Tier 1, Contiguous to UGB, and Adjacent to the City of Tualatin

- ◆ Study Area 42 is considered “exception” land, which is already contiguous to the UGB line and next to the City of Tualatin to the west.
- ◆ Tier 1 category represents Metro’s first priority lands to evaluate potential inclusion in the UGB.

8. Physically Separated

- ◆ Study Area 42 is physically separated from Lake Oswego and West Linn by the Tualatin River, which provides a natural barrier from study areas to the north.
- ◆ I-205 parallels study area 42 from the south, forming a second barrier for properties further to the south.
- ◆ Future urbanization of this study area would provide limited impact to Lake Oswego and West Linn.

9. *Experienced Developer Willing to Participate*

- ◆ Gramor Development has property interests in the area and is committed to working with the public and private sectors to ensure quality development.
- ◆ Gramor has significant experience in the development process within the Portland Metro region including the Happy Valley expansion area planning process.
- ◆ Private development interest is a critical catalyst to the development process.

112108C-71

The process for 5 years ago
became bogged down by politics
which became unsupportable in the court system.

STAFF REPORT

**FOR THE PURPOSE OF AMENDING THE METRO URBAN
GROWTH BOUNDARY TO ADD LAND FOR A SPECIFIC TYPE OF
INDUSTRY NEAR SPECIALIZED FACILITIES NORTH OF
HILLSBORO**

Date: November 14, 2002

Prepared by: Tim O'Brien, Planning Department

PROPOSED ACTION

Adoption of Ordinance No. 02-983, to amend the Metro Urban Growth Boundary (UGB) to add land for a specific type of industry near specialized facilities north of Hillsboro. The proposed amendment area is shown on Attachment 1.

BACKGROUND AND ANALYSIS

State law requires Metro to assess the capacity of the UGB every five years and if necessary increase the region's capacity to accommodate the long-term need for employment opportunities. The 2002-2030 Regional Population and Economic Forecast produces an employment projection by standard industrial classification, where employment needs are stratified by firm and parcel size and by six real estate types. The industrial building types are warehouse and distribution, general industrial and tech/flex space. The number of parcels and acreage needed for industrial purposes is determined for building type and size based on average regional employment densities. Industrial and commercial land demand and supply are segmented into seven categories: 1) under 1 acre, 2) 1-5 acres, 3) 5-10 acres, 4) 10-25 acres, 5) 25-50 acres, 6) 50-100 acres, and 7) 100 acres plus.

The Metro 2002-2022 Urban Growth Report (UGR)– Employment Land Need Analysis, which is derived from the forecast, evaluates the need for employment land in the region based on market conditions and a specialized analysis according to the firms that do business in the region. The 2002-2022 UGR – Employment Land Need Analysis estimates there is a deficit of 5,684 net acres of industrial land projected across all lot sizes. More significant is the shortage of approximately 14 large lots (greater than 50 acres) as these lots are the most difficult to supply due to consolidation and topographic constraints. The Phase III Regional Industrial Land Study (RILS) forecasted a demand for 15 large parcels (over 50 acres in net land area).

On October 31, 2002 the City of Hillsboro submitted to Metro a document entitled *Alternative Sites Analysis for the "Shute Road Site" Urban Growth Boundary Amendment* in support of amending the UGB to include property located near the intersection of NW Evergreen Boulevard and NW Shute Road in Washington County, hereafter referred to as the "Shute Road Site" (see Attachment 1). The Shute Road Site is proposed as a specific high tech/flex land need and is adjacent to an area identified by the City of Hillsboro as the Westside High Tech Industrial Cluster in Washington County, Oregon. The 203-acre Shute Road Site is proposed to accommodate some of the large lot shortfall identified in the UGR – Employment Land Need Analysis and the RILS.

The land identified as the Shute Road Site is designated as resource land, is zoned Exclusive Farm Use (EFU) by Washington County and contains high-value farmland as defined by ORS 215.710. This area was not part of the Metro 2002 Alternative Analysis Study due to its resource land designation.

APPLICABLE REVIEW CRITERIA

The standards applicable to a legislative amendment to the UGB are set out in ORS 197.298, Statewide Planning Goals 2 and 14 and Metro Code Section 3.01. Inclusion of the Shute Road Site into the UGB as a specific land need falls under the provision of ORS 197.298(3)(a), which states that

- (3) Land of lower priority under subsection (1) of this section may be included in an urban growth boundary if land of higher priority is found to be inadequate to accommodate the amount of land estimated in subsection (1) of this section for one or more of the following reasons:
 - (a) Specific types of identified land needs cannot be reasonably accommodated on higher priority lands;

Compliance with the criteria contained in Metro Code Section 3.01.020 (Legislative Amendment Criteria), constitutes compliance with the Regional Framework Plan.

A response to the criteria in Metro Code Section 3.01.020 is found in Attachment 2, the City of Hillsboro's submittal, *Alternative Sites Analysis for the "Shute Road Site" Urban Growth Boundary Amendment*. This document was hand delivered to each Metro Councilor and a copy is also available in the Metro Council Office.

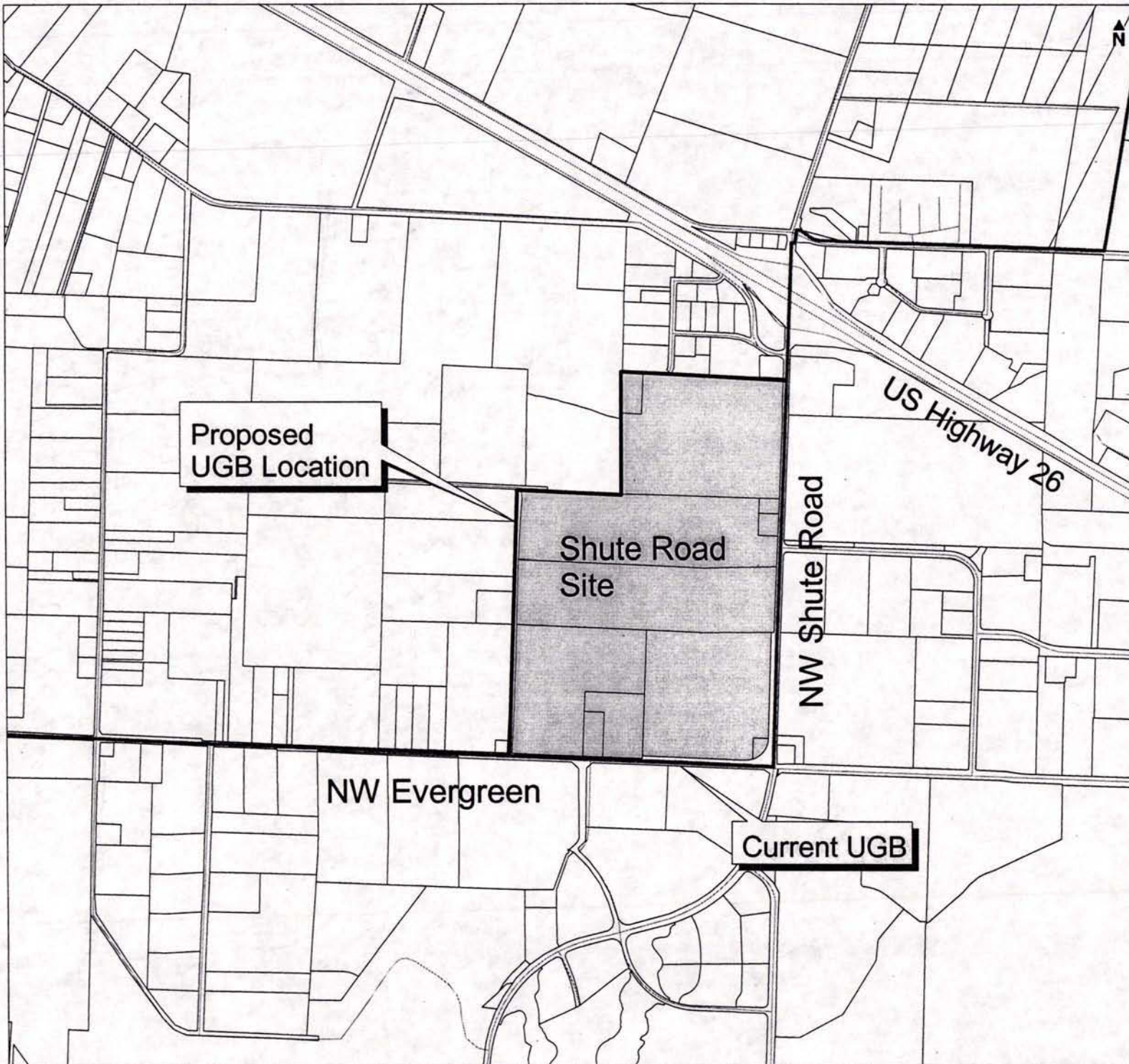
BUDGET IMPACT

There is no budget impact from adopting this ordinance.

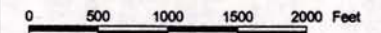
TOB/srb
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Attachment 1 Shute Road Site

Staff Report to
Ordinance No. 02-983



The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.



1" = 1384 feet



METRO
600 NE Grand Ave.
Portland, OR 97232-2736
503 797-1742 FAX 503 797-1909
Email: drc@metro.dst.or.us

I am here today because the public was promised that this time around ~~the~~ that land would be included or not based on the rules and the Merits of the land. Your ~~land~~ ~~has~~ staff has painstakingly evaluated area 65. You have hired experts who confirmed their evaluations. Please listen to them.

9. By the way if is the number of people that count I am sure that the 9 kids & 18 grandkids
Out