

112102C-72

# Your Opinion Counts

Metro's Urban Growth Boundary Council Public Hearings

Due by December 5, 2002

Name Jay Cosnett

Address 12416 SW Borland Rd City/State/Zip West Linn OR 97068

Phone number 503-638-9923 E-mail address jaycosnett@directvinternet.com

Fax number 503-638-9953

Do you want to be placed on the committee/council meeting notice concerning Urban Growth Boundary? Yes

Do you want to be placed on Metro's general notice of Urban Growth Boundary issues? Yes

**Comments** (please print) Your written comments will be entered into the formal record.

Turn in completed comment card, or mail to address on back, or fax to (503) 797-1793.

See attached

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Urban Growth Boundary Comments  
Metro Council Office  
600 NE Grand Avenue  
Portland, OR 97232-2736



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# Your Opinion Counts

Metro's Urban Growth Boundary Council Public Hearings

Due by December 5, 2002

Name Julia Simpson  
 Address 11671 Killarney Dr. City/State/Zip West Linn OR 97068  
 Phone number 503-655-9819 E-mail address juliasimpson@attbi.com  
 Fax number 503-657-1809  
 Do you want to be placed on the committee/council meeting notice concerning Urban Growth Boundary? Yes - send email  
 Do you want to be placed on Metro's general notice of Urban Growth Boundary issues? Yes

**Comments** (please print) Your written comments will be entered into the formal record.

Turn in completed comment card, or mail to address on back, or fax to (503) 797-1793.

Re: Stafford Triangle, Area 37.

West Linn & Lake Oswego have not had the public communication, meetings and process necessary to this kind of decision-making because until 11/5/02, the Stafford area was to not be included in the UGB.

Please do NOT include UGB until such time as West Linn & Lake Oswego can have the necessary meetings and chance to plan for such a decision.

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Urban Growth Boundary Comments  
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600 NE Grand Avenue  
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# Your Opinion Counts

Metro's Urban Growth Boundary Council Public Hearings

Due by December 5, 2002

Name Debra E. Endicott  
 Address 4707 SE Mitchell City/State/Zip Portland OR 97206  
 Phone number 503-774-4071 E-mail address woodcott@earthlink.net  
 Fax number \_\_\_\_\_

Do you want to be placed on the committee/council meeting notice concerning Urban Growth Boundary? \_\_\_\_\_

Do you want to be placed on Metro's general notice of Urban Growth Boundary issues? \_\_\_\_\_

### Comments (please print) Your written comments will be entered into the formal record.

Turn in completed comment card, or mail to address on back, or fax to (503) 797-1793.

I own 3 acres in Study Area 92. Collectively, all 10 owners of the 40 acres want to be included in the UGB. We have written letters to Rod Park + Susan McLain signed by all the owners requesting inclusion -

Our study area is next to 93 - which will be included. (1) We are closer to the SEmer line. (2) 100% of the owners are in favor whereas in 93 only 50% of the owners agree. (3) we are right on the UGB boundary. (4) we abut Washington County property that is inside the UGB. (4) Our land is TIER 1 and not in agricultural use. Thank you for your consideration.

Debbie Endicott

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Urban Growth Boundary Comments  
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600 NE Grand Avenue  
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# Your Opinion Counts

Metro's Urban Growth Boundary Council Public Hearings

Due by December 5, 2002

Name DAVID + CATHERINE MARKS  
 Address 2037 River Knoll CT City/State/Zip WEST Linn, OR 97068  
 Phone number 503-656-0901 E-mail address \_\_\_\_\_  
 Fax number 656-1985

Do you want to be placed on the committee/council meeting notice concerning Urban Growth Boundary? No

Do you want to be placed on Metro's general notice of Urban Growth Boundary issues? No

**Comments** (please print) Your written comments will be entered into the formal record.  
 Turn in completed comment card, or mail to address on back, or fax to (503) 797-1793.

We Fully SUPPORT STAFFORD TRIANGLE

INCLUSION INTO THE UGB IN ITS ENTIRETY.

We ALSO SUPPORT THE REGIONAL PARTNERS  
Desires As Well.

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Urban Growth Boundary Comments  
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# Your Opinion Counts

Metro's Urban Growth Boundary Council Public Hearings

Due by December 5, 2002

Name Roberta Schwarz  
 Address 2206 Tanner Dr City/State/Zip West Linn Or  
 Phone number (503) 723-5015 E-mail address roberta@att.net 97068  
 Fax number 5015

Do you want to be placed on the committee/council meeting notice concerning Urban Growth Boundary? yes

Do you want to be placed on Metro's general notice of Urban Growth Boundary issues? yes

**Comments** (please print) Your written comments will be entered into the formal record. Turn in completed comment card, or mail to address on back, or fax to (503) 797-1793.

Please Do Not Expand the UGB  
 into the Stafford Triangle  
 or any part of it! (Area 37)

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Urban Growth Boundary Comments  
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# Your Opinion Counts

Metro's Urban Growth Boundary Council Public Hearings

Due by December 5, 2002

Name EDWARD SCHWARZ  
 Address 2206 TANNER DR City/State/Zip WEST LINN, OR 97066  
 Phone number \_\_\_\_\_ E-mail address SCHWARZ@ATTBI.COM  
 Fax number \_\_\_\_\_

Do you want to be placed on the committee/council meeting notice concerning Urban Growth Boundary? NO

Do you want to be placed on Metro's general notice of Urban Growth Boundary issues? NO

**Comments** (please print) Your written comments will be entered into the formal record.  
 Turn in completed comment card, or mail to address on back, or fax to (503) 797-1793.

I AM OPPOSED TO THE INCLUSION OF AREA 37  
AND THE STAFFORD TRIANGLE INTO THE  
URBAN GROWTH BOUNDARY.

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Urban Growth Boundary Comments  
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# Your Opinion Counts

Metro's Urban Growth Boundary Council Public Hearings

Due by December 5, 2002

Name RICHARD ATTANASIO  
 Address 1161 Clematis Rd City/State/Zip West Linn, OR, 97068  
 Phone number 503.650.8405 E-mail address rea@dea-inc.com  
 Fax number 502.223.2701

Do you want to be placed on the committee/council meeting notice concerning Urban Growth Boundary? Yes

Do you want to be placed on Metro's general notice of Urban Growth Boundary issues? Yes

**Comments** (please print) Your written comments will be entered into the formal record.  
 Turn in completed comment card, or mail to address on back, or fax to (503) 797-1793.

As residents of Area 37,  
We are in support of the inclusion of  
Area 37 within the UGB.

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# Your Opinion Counts

Metro's Urban Growth Boundary Council Public Hearings

Due by December 5, 2002

Name Peter Lytle  
 Address 2006 Conestoga Lane City/State/Zip West Linn/97068  
 Phone number (503) 723-5586 E-mail address Gerbilofdoom@mon.com  
 Fax number \_\_\_\_\_

Do you want to be placed on the committee/council meeting notice concerning Urban Growth Boundary? yes

Do you want to be placed on Metro's general notice of Urban Growth Boundary issues? yes

## Comments (please print) Your written comments will be entered into the formal record.

Turn in completed comment card, or mail to address on back, or fax to (503) 797-1793.

The students of West Linn High School are highly opposed to the inclusion of area 37 in the UGB. They are also highly opposed to Metro usurping the power of the city government. The students see Metro's decision as a collapse of what our government is supposed to be: by and for the people. The people of West Linn spoke with their vote; they do not want growth. Metro adding area 37 into the UGB is seen as a blatant disregard for our vote. The students of West Linn want to ask you one question: how much of our future are you willing to sacrifice in the name of habitat-destroying, urban sprawl ~~and~~ "progress."

SAVE WEST LINN!

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# Your Opinion Counts

Metro's Urban Growth Boundary Council Public Hearings

Due by December 5, 2002

Name Rita Keeney  
 Address 6488 Horton Rd City/State/Zip West Linn, OR 97068  
 Phone number 722-8788 E-mail address Trilliumstar@aol.com  
 Fax number \_\_\_\_\_

Do you want to be placed on the committee/council meeting notice concerning Urban Growth Boundary? yes

Do you want to be placed on Metro's general notice of Urban Growth Boundary issues? yes

**Comments** (please print) Your written comments will be entered into the formal record.  
 Turn in completed comment card, or mail to address on back, or fax to (503) 797-1793.

I do not support or 969 - There are already  
 few too spaces such as fields, trees and  
 large pivot lots - If we continue to  
 expand we will truly become a Portland  
 megalopolis. Save west Linn!

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# Your Opinion Counts

Metro's Urban Growth Boundary Council Public Hearings

Due by December 5, 2002

Name AZAR SALEM

Address 1820 RAD CLIFFE CT. City/State/Zip WEST LINN OR 97068

Phone number 5037233343 E-mail address \_\_\_\_\_

Fax number \_\_\_\_\_

Do you want to be placed on the committee/council meeting notice concerning Urban Growth Boundary? NO.

Do you want to be placed on Metro's general notice of Urban Growth Boundary issues? NO.

**Comments** (please print) Your written comments will be entered into the formal record. Turn in completed comment card, or mail to address on back, or fax to (503) 797-1793.

BEFORE EVEN ANY EXPANSION. PLEASE  
SEE THE MISEARABLE TRAFFIC ON I05  
AND SURROUNDINGS

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Urban Growth Boundary Comments  
Metro Council Office  
600 NE Grand Avenue  
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# Your Opinion Counts

Metro's Urban Growth Boundary Council Public Hearings

Due by December 5, 2002

Name PACHAUITAN, ROMAN BAKHUY  
 Address 1820 RADCLIFF CT. City/State/Zip WEST LANSING, MI 48068  
 Phone number 5037233243 E-mail address \_\_\_\_\_  
 Fax number \_\_\_\_\_

Do you want to be placed on the committee/council meeting notice concerning Urban Growth Boundary? NO

Do you want to be placed on Metro's general notice of Urban Growth Boundary issues? NO

**Comments** (please print) Your written comments will be entered into the formal record.  
 Turn in completed comment card, or mail to address on back, or fax to (503) 797-1793.

I just simply draw your attention to the Urban  
T&E office of <sup>on</sup> 205 and Solano

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Metro Council Office  
600 NE Grand Avenue  
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# Your Opinion Counts

Metro's Urban Growth Boundary Council Public Hearings

Due by December 5, 2002

Name CATHERINE JONES

Address 1246 SW BOKALAND RD City/State/Zip WEST LIN, OR 97068

Phone number 673-0441 E-mail address \_\_\_\_\_

Fax number \_\_\_\_\_

Do you want to be placed on the committee/council meeting notice concerning Urban Growth Boundary? YES

Do you want to be placed on Metro's general notice of Urban Growth Boundary issues? YES

**Comments** (please print) Your written comments will be entered into the formal record.

Turn in completed comment card, or mail to address on back, or fax to (503) 797-1793.

PLEASE DO NOT CONSIDER ANY INCREASES OF  
POPULATION VIA NEW HOMES, RATS, ETC. THIS  
CHARMING AREA SHOULD BE LEFT ALONE,  
AND THOSE WHO WANT MORE ROOM CAN GO  
ELSEWHERE. THERE ARE MANY OTHER  
AREAS AVAILABLE THAT ARE LESS PROBLEMATIC  
AND LESS CONTROVERSIAL.

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# Your Opinion Counts

Metro's Urban Growth Boundary Council Public Hearings

Due by December 5, 2002

Name Casey McNamee

Address 2343 a palouse City/State/Zip West Linn, OR, 97068

Phone number (503) 656-0383 E-mail address bluc7-11@hotmail.com

Fax number \_\_\_\_\_

Do you want to be placed on the committee/council meeting notice concerning Urban Growth Boundary?

Do you want to be placed on Metro's general notice of Urban Growth Boundary issues?

**Comments** (please print) Your written comments will be entered into the formal record.

Turn in completed comment card, or mail to address on back, or fax to (503) 797-1793.

as a student at West Linn high school, I have noticed that there is a lack of money and an over crowding of students, the city of West Linn can hardly keep paper in the printers or staples for the students to use, ~~and I~~ ~~the fact that there is no more money~~ for students to go on field trips with, and now we have to pay 20 dollars for each student each time we go. I think that if we build more houses in area 37 this will add more kids to the schools then there will be even less resources for the students that are already there

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# Your Opinion Counts

Metro's Urban Growth Boundary Council Public Hearings

Due by December 5, 2002

Name J. Douglas Glass

Address 1161 S. Woodbine Rd City/State/Zip West Linn OR 97068

Phone number 503 655 8113 E-mail address hjsg @ teleport.com

Fax number 503 655-8173

Do you want to be placed on the committee/council meeting notice concerning Urban Growth Boundary? yes

Do you want to be placed on Metro's general notice of Urban Growth Boundary issues? yes

## Comments (please print) Your written comments will be entered into the formal record.

Turn in completed comment card, or mail to address on back, or fax to (503) 797-1793.

Until the election those of us living in the Starkford Triangle, including Area 37, believed we were not being considered for inclusion in this round of UGB expansion. The inclusion of Area 37 significantly and substantially degrades the livability of West Linn and the entire Metro Area. Urban greenspace, particularly where it acts as a boundary and buffer needs to be preserved, not paved over. This sudden change in thinking about the Starkford Triangle (Area 37) deserves community meetings in our neighborhood, so that we may provide input.

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# Your Opinion Counts

Metro's Urban Growth Boundary Council Public Hearings

Due by December 5, 2002

Name HUGH BLACK  
 Address 2582 PIMLICO DR City/State/Zip W. LINN, OR 97068  
 Phone number 503-657-9661 E-mail address \_\_\_\_\_  
 Fax number \_\_\_\_\_

Do you want to be placed on the committee/council meeting notice concerning Urban Growth Boundary?

Do you want to be placed on Metro's general notice of Urban Growth Boundary issues?

**Comments** (please print) Your written comments will be entered into the formal record.

Turn in completed comment card, or mail to address on back, or fax to (503) 797-1793.

I OPPOSE THE INCLUSION OF AREA 37 IN THE UGB.  
THE AREA IS TOO STEEP AND SOIL AND WATER  
ISSUES WOULD BE GREAT. WHAT APPEARS TO BE  
ABOUT 3 HOUSES PER ACRE & ASSOCIATED ROAD  
WOULD CREATE RUNOFF PROBLEMS THAT WOULD BE  
UNACCEPTABLE. I'M CURIOUS IF THERE HAVE  
BIDEN AND WATER SHED STUDIES AND IF THE  
AREA WOULD COMPLY WITH THE FEDERAL  
CLEAN WATER ACT. THE WILLAMETTE RIVER  
NEED HELP, NOT ADDITIONAL PROBLEMS.

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# Your Opinion Counts

Metro's Urban Growth Boundary Council Public Hearings

Due by December 5, 2002

Name Jim Whitbeck

Address 2051 Bay Meadows Dr City/State/Zip West Linn OR 97068

Phone number (503) 557-9001 E-mail address elfrenko2@aol.com

Fax number \_\_\_\_\_

Do you want to be placed on the committee/council meeting notice concerning Urban Growth Boundary? No

Do you want to be placed on Metro's general notice of Urban Growth Boundary issues? Yes

## Comments (please print) Your written comments will be entered into the formal record.

Turn in completed comment card, or mail to address on back, or fax to (503) 797-1793.

Students have little to no voice. We ~~are~~ have ~~ideas~~ opinions and thoughts. Allow us to implement them.

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Urban Growth Boundary Comments  
Metro Council Office  
600 NE Grand Avenue  
Portland, OR 97232-2736

112102C-91

# Your Opinion Counts

Metro's Urban Growth Boundary Council Public Hearings

Due by December 5, 2002

Name Paul Negarles  
 Address 6130 Churchill Downs DR City/State/Zip West Linn/OR 97068  
 Phone number 657-0257 E-mail address Carpe - Diem169@hotmail.com  
 Fax number \_\_\_\_\_

Do you want to be placed on the committee/council meeting notice concerning Urban Growth Boundary? YES

Do you want to be placed on Metro's general notice of Urban Growth Boundary issues? Sure

**Comments** (please print) Your written comments will be entered into the formal record.

Turn in completed comment card, or mail to address on back, or fax to (503) 797-1793.

I am a concerned high school student and I wanted  
 to say that the spontaneous ~~surprise~~ of adding Area  
 37 is completely against surprising decision to  
 what the majority of Westlinn  
 Citizens want. Our Council members ~~and we~~ did a wonderful  
 job experring ~~to~~ of our thoughts and views  
 Please Listen!

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Urban Growth Boundary Comments  
Metro Council Office  
600 NE Grand Avenue  
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# Your Opinion Counts

Metro's Urban Growth Boundary Council Public Hearings

Due by December 5, 2002

Name Mark Pyatt

Address 4595 Cornwall St. City/State/Zip West Linn, OR 97068

Phone number (503) 655-3832 E-mail address pyattm3@juno.com

Fax number \_\_\_\_\_

Do you want to be placed on the committee/council meeting notice concerning Urban Growth Boundary? Yes

Do you want to be placed on Metro's general notice of Urban Growth Boundary issues? Yes

**Comments** (please print) Your written comments will be entered into the formal record.

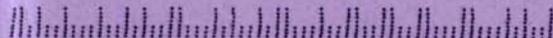
Turn in completed comment card, or mail to address on back, or fax to (503) 797-1793.

The City of West Linn has been seeing so much growth over the past several years. As a High School student, I feel that our schools and roads cannot take any more at this time. Congestion is already a huge problem and disamenity, and building hundreds of acres of new homes will simply add more. Also as a young adult, you are not providing me with a respectable example of how our government works. I feel like it is unfair and selfish to build thousands of new homes where residents do not want them. Thank you for this opportunity to share my opinion.



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# Your Opinion Counts

Metro's Urban Growth Boundary Council Public Hearings

Due by December 5, 2002

Name Constance Ewing  
 Address 227 4<sup>th</sup> Street City/State/Zip Lake Oswego OR 97034  
 Phone number 503.534.1934 E-mail address \_\_\_\_\_  
 Fax number 503.534.1934

Do you want to be placed on the committee/council meeting notice concerning Urban Growth Boundary? yes

Do you want to be placed on Metro's general notice of Urban Growth Boundary issues? yes

**Comments** (please print) Your written comments will be entered into the formal record.

Turn in completed comment card, or mail to address on back, or fax to (503) 797-1793.

DO NOT EXPAND THE UG BOUNDARY  
UNTIL ALL POSSIBLE INFILL IS DONE  
IN PORTLAND. THERE ARE MILES OF  
STREETS, SUCH AS SE. POWELL AND SE STARR,  
FULL OF UNDERUTILIZED URBAN LAND. TELL  
DEVELOPERS TO BUY THOSE VACANT LOTS, AND  
THOSE CRUMBLING SHACKS, AND DEVELOP THOSE  
NEIGHBORHOODS INTO VIBRANT, HEALTHY PLACES  
TO LIVE AND WORK. LEAVE THE  
SUBURBAN PEACEFUL WILDLIFE HABITAT AND  
POTENTIAL PARKS ALONE!

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Urban Growth Boundary Comments  
Metro Council Office  
600 NE Grand Avenue  
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112102C-94

# Your Opinion Counts

Metro's Urban Growth Boundary Council Public Hearings

Due by December 5, 2002

Name MARK FAHEY Sattler  
 Address 9650 SW TIGARD 97224  
 Phone number \_\_\_\_\_ E-mail address \_\_\_\_\_  
 Fax number \_\_\_\_\_

Do you want to be placed on the committee/council meeting notice concerning Urban Growth Boundary? \_\_\_\_\_

Do you want to be placed on Metro's general notice of Urban Growth Boundary issues? \_\_\_\_\_

## Comments (please print) Your written comments will be entered into the formal record.

Turn in completed comment card, or mail to address on back, or fax to (503) 797-1793.

IN FAVOR OF 39 & 40 Com. in  
landowners are ready to work with  
local jurisdictions. Have tried for dialogue  
with local jurisdictions - response for many  
years has been not now but  
later, well later should be hear.

Thank you.

\_\_\_\_\_  
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# Your Opinion Counts

Metro's Urban Growth Boundary Council Public Hearings

Due by December 5, 2002

Name S. H. Findlay  
 Address 1238F SW Cardinell Drive City/State/Zip Portland, OR 97204  
 Phone number 503-241-2886 E-mail address \_\_\_\_\_  
 Fax number \_\_\_\_\_

Do you want to be placed on the committee/council meeting notice concerning Urban Growth Boundary? \_\_\_\_\_

Do you want to be placed on Metro's general notice of Urban Growth Boundary issues? \_\_\_\_\_

## Comments (please print) Your written comments will be entered into the formal record.

Turn in completed comment card, or mail to address on back, or fax to (503) 797-1793.

In public testimony today representatives from West Linn stated their 10 year growth was only 3.4% annualised. Compared with the whole Metro area that is a low number. Sherwood representatives said they had 28% per year growth. Looking at a map of the metro region, one sees how close the Stafford area is to the center of the region. One wonders why West Linn growth is so low. Is it because property values there are higher than other areas? ~~that~~ I can understand why people in West Linn like their rural-looking area, but does it serve the overall good of the Metro region to keep it artificially rural when according to Metro guidelines, and common sense, it should be included in the UGB.

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# Your Opinion Counts

Metro's Urban Growth Boundary Council Public Hearings

Due by December 5, 2002

Name NALMA S. PANOW M.D.

Address 19699 SUN CIRCLE City/State/Zip WEST LINN, OR-97068

Phone number 503-635-7311 E-mail address \_\_\_\_\_

Fax number \_\_\_\_\_

Do you want to be placed on the committee/council meeting notice concerning Urban Growth Boundary? \_\_\_\_\_

Do you want to be placed on Metro's general notice of Urban Growth Boundary issues? \_\_\_\_\_

## Comments (please print) Your written comments will be entered into the formal record.

Turn in completed comment card, or mail to address on back, or fax to (503) 797-1793.

I own a house in West LINN since Dec. 1978. Our taxes were low, our houses were affordable, water & sewer rates were good. Then suddenly we have very high taxes, difficulty to drive from - to - other cities. Bringing more people in & making the area like an old London city in UK.

Please leave West LINN alone otherwise we have to move to a smaller area. Less houses & less problems. Hope you can head my better hand writing. N. Panow

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600 NE Grand Avenue  
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# Your Opinion Counts

Metro's Urban Growth Boundary Council Public Hearings

Due by December 5, 2002

Name Julie M. Jones  
 Address 1246 SW Portland Rd City/State/Zip W. Linn OR 97068  
 Phone number 503-638-9923 E-mail address jthings@directvinternet.com  
 Fax number 638-9953

Do you want to be placed on the committee/council meeting notice concerning Urban Growth Boundary? yes

Do you want to be placed on Metro's general notice of Urban Growth Boundary issues? yes

## Comments (please print) Your written comments will be entered into the formal record.

Turn in completed comment card, or mail to address on back, or fax to (503) 797-1793.

We live btwn Wankers Corner (Stafford Rd) & the Tual. River. We've been on our 1-acre property almost 2 yrs. Before that, living in NE Portland, I had no idea of the huge diversity & abundance of wildlife (water fowl, deer, skunk, geese, etc) that exists all around us. It is my understanding that river quality issues, wildlife, & agricultural value are all areas to be taken into account in considering inclusion in the UGB. We feel Stafford Triangle is not a good candidate for inclusion. This is also a very economically diverse area with many unique features. It is a treasure for many city dwellers as well, who visit the nurseries, farms, and historic Willamette area.

(over)

(continued)

This area (Borland Rd into Willamette area) cannot handle much more traffic. It is already a virtual freeway in front of our house, a.m. + p.m.

Almost no commuter observes the 45 mph limit, except when traffic gets heavy + backed up.

To hear City of Tualatin planner Jim Jacks comment that "Oh, Stafford Rd. + Borland Rd. can handle the increased traffic as 5-lane roads" - makes our stomachs knot up.

Would the councilors please seriously consider being our guests for afternoon tea/lunch/dinner, before making a decision to include

we might show them unique + valuable

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this area, so that firsthand some of the very features of this land?

Our long-dreamed-for, worked-for, "country" home would be so completely and disastrously impacted by urbanization north of 205 + area 37. We are not a bunch of rich folks!! What makes our metro area so wonderful are exactly those kind of spaces. Please don't take this action that would cause the loss of such a special + valuable community. Thank you.

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11/21/02

112102c-98

My concerns stated below are still the same except the traffic and condensed population have increased my concerns. I'm submitting my letter, again, please consider my concerns and do not bring this property into the city. Ronald K. Klueh & Genevieve A. Zillich

November 5, 1998

Metro Councilors  
Metro Council Office  
600 NE Grand Avenue  
Portland, OR 97232

Sent by Fax: 797-1793

Re: Stafford Triangle Inclusion Into The Urban Growth Boundry

Dear Metro Counselors:

I live on 5 acres that abuts the area under consideration for inclusion into the Urban Growth Boundary. I have lived on our property for 10 years and have lived in the area for over 24 years.

When I move to Oregon in 1974 I located in a small new development in West Linn and lived there until a larger development called Hidden Springs Ranch was developed out of a large cattle ranch. I watched Hidden Springs and other adjoining develops grow over several years with hundreds of houses while nothing was done to improve the roadway infrastructure on Highway 43 and Rosemont Road, the only two access points.

I moved to our acreage to get out of the high density housing in West Linn. I find the Stafford Triangle under consideration a very special area. It is the headwaters of several streams which feed into the Tualatin River. As you probably know the Tualatin is one of our more polluted rivers the state is trying to clean up. There is abundant wildlife including, deer, coyotes, doves, pheasant, skunk, raccoons, hawks, buzzards which I see on a daily basis. These animals need a place to live but it is getting more difficult for them as development continues. A beautiful 4 point buck white tail deer was killed last year crossing Rosemont Road. This incident is typical now that the large development of Tanner Basin is rapidly developing in West Linn. Road kills of every species are becoming more common as traffic goes at freeway speeds on two lane, windy country roads developed decades ago. Single car accidents are fairly commonplace on the windy roads where drivers go too fast.

The point I am trying to get you to understand, is each incurring development, is adding hundreds of additional houses and apartments while nothing has been done in my 24 years to improve the collector roads of Rosemont, Stafford, and Highway 43. Those of use who live in the area are trying to cope with the increasing congestion and have tried to get improvements, but the same old answer always comes up, "We do not have the funds for such an improvement".

Now you are deciding on bringing into the Urban Growth Boundary an area that will accommodate thousands of more houses and apartments. I realize your job is to find developable area, and not to save wildlife or protect the environment, or even our sanity but please think about the consequences of your actions. Do we have the necessary infrastructure to accommodate development?

Both the Cities of West Linn and Lake Oswego oppose the area being developed along with the county. They will find it difficult and costly to provide utilities to the area. I have heard other areas are no more costly to develop, but I believe they at least have available service providers and better roadways. No one has said how the thousands of people in the proposed development will get in and out of the area. It still appears no one is willing to come to the table with a plan to develop adequate roadway infrastructure to allow development to occur. The large landowners who want development and have been lobbying you heavily will reap the monetary benefits of development and move somewhere else, leaving the rest of us to pay for, and deal with, the problems development has thrust on us.

Both cities have school systems which are overcrowded. It has taken West Linn over 5 years to develop a new middle school which was needed over 5 years ago. How will the school age children in this new proposed development of thousands of houses, be accommodated. It is my understanding the proposed development has no plan or even land set aside for additional schools.

I believe the area is destined to be developed some day, despite my desire to not have it happen. However I believe it is obvious the area is not ready for development at this time. Your vote for inclusion will be wasted as the cities and county fight development which they don't want or feel they can accommodate. Will this achieve your goal if the area is brought into the Urban Growth Boundary and development doesn't occur? I believe a better course of action is to start working with the state, county and cities to plan for gradual improvements of infrastructure, to accommodate slower annexation and development which we all can deal with. We have to plan for roadways, utilities, schools.

I encourage each of you to drive the proposed area at 7:30 A.M. or 4:30 P.M and you will have a clearer picture of what I am talking about.

Sincerely,



Ronald R. Ulrich  
451 S. Wilda Road  
West Linn, OR 97068  
503-635-8584

My name is Jay Cosnett, I live at 1246 SW Borland Road in unincorporated Clackamas County, outside the Urban Growth Boundary. While our property has not been proposed for addition to the UGB, I am here to state my strong opposition to possible expansion into the Stafford Triangle. My reasons are many, but I will concentrate on a few here today.

First and foremost, the council's recent decisions revising the number of housing units the UGB must accommodate make the addition of the Stafford Triangle completely unnecessary. Clearly, in deciding how to scale back the executive's recommendations to fit your new estimates, the most contentious, problematic and costly areas should be taken off the table first.

Second, even if the earlier estimates were still valid, transportation problems alone would make expansion into Stafford a complete disaster. I would like to call your attention to the City of West Linn's transportation plan, which states:

"Forecasts for I-205 show a 70 percent increase in traffic volumes during the peak afternoon hour compared to today's volumes. This growth cannot be adequately served by planned freeway improvements because they add less than 50 percent capacity compared to the existing system. It is expected that substantial diversions will occur onto parallel local street facilities during commute hours. This phenomena occurs periodically today, and it is expected to increase in magnitude and frequency in the future as travel demands on I-205 outstrip capacity improvements. This traffic diversion is most evident along

Borland Road"—where we live—"and Willamette Falls Drive, where this added regional diversion traffic impacts many of the intervening intersections.

I can tell you from daily personal experience that the increase in diversions is already occurring. If we add 24,000 housing units, or even just the 8,000 jobs proposed by some, the result will be complete and total gridlock for the local street facilities in the unincorporated areas outside the UGB and in West Linn's historic Willamette district. Imagine 8,000-24,000 additional commuter trips, twice a day, through your neighborhood streets, and you'll get an idea of what our front yard would look like.

In addition, I urge you not to let the smoke-screen of "more jobs in Clackamas County" delude you into accepting the idea of adding the area between I-205 and the Tualatin River. The last thing our region needs is more auto-dependent suburban office parks. I first learned of this idea at one of Metro's UGB expansion workshops, where Jim Jacks blithely told us that Borland and Stafford Roads would have to be expanded to five lanes in order to accommodate the increased traffic. Mr. Jacks has reported to the Lake Oswego City Council that their assumptions were that the 8,000 jobs in this area would generate 8,000 new car trips, coming and going. This type of auto-dependent development flies in the face of everything our land use goals and the 2040 plan stand for. The point of the subregional balance argument is to reduce the number and length of car trips between jobs and housing. Since this proposal would in no way accomplish that goal, the subregional argument has no application to this proposal.

Though there are many other reasons why this is a bad idea, including the undermining of nearby town center development, massive infrastructure costs, and the fact that 2 of the 3 adjacent cities oppose this expansion, I'll close with some points that are literally closest to home. In the debate about where and how much to expand, I believe that so-called "exception lands" have been mistakenly viewed as areas into which urbanization can expand without downsides. In fact, rural residential and small acreage farm and forest lands are diverse and vital communities, that provide many tangible benefits to the region as a whole. These benefits include wildlife habitat and migration corridors and substantial unpaved areas (whether cultivated or not) that greatly enhance the water quality of our streams and rivers. Next door or within a few miles, we have pumpkin patches, u-pick farms, working farms that are almost 100 years old, nurseries and more. Besides the horses, cows, lamas, goats and donkies, we share our land with families of deer, hawk, geese and countless other species of wildlife. There is value in this land that is simply not compatible with tens of thousands of additional car trips per day, or acre after acre of subdivisions or business parks, no matter how carefully designed, and I strongly urge Metro to respect and protect that value. Thank you very much.

Nancy J. Hungerford  
Andrea L. Hungerford  
Brian J. Hungerford  
Richard G. Cohn-Lee

**THE HUNGERFORD LAW FIRM**  
ATTORNEYS AT LAW

Bruce Bischof  
*Of Counsel*

COMMENTS OF ANDREA HUNGERFORD

Nov. 21, 2002

I am a resident of the Holcomb Road area of Oregon, testifying to the inclusion of any part of Area 24 in the UGB expansion.

Including the acreage in Area 24 is not a wise decision for Metro to make at this time because there has been little or no consideration of the adverse effects of commercial/ industrial development and a new road connecting Holcomb and Redland Road -- the prime motivation for inclusion of the Area 24 acreage.

The City failed completely to involve any of the parties with interest and information before they made this recommendation to include Area 24 to Mike Burton back in July, at the request of a single developer.

Specifically, the City NEVER contacted the school district, which has gone on record as opposed to a road connecting Holcomb and Redland roads at this point because of its impacts on traffic on Holcomb, where there are two elementary schools and no sidewalks or shoulders. The situation is so dangerous now that the District is forced to bus all the students going to Holcomb Elementary.

The District's input in a letter of Nov. 12 can now be considered. This input wasn't provided prior to the cut-off date because no one from the City ever contacted the District about this or any other proposed UGB expansion.

The District also expresses concern about the impact of additional housing development on Holcomb School. A scant 6 classrooms were added in the bond measure passed a few years ago -- the first bond measure for schools passed in Oregon City in more than 20 years. The current development in the Holcomb area will fill those classrooms, and the chances of another bond measure passing are slim. These concerns were not even considered by the City.

There has been no input by the business community or Chamber of Commerce as to the impact of another commercial and retail area, which will compete with and impede the development of business in the core area of Oregon City. Metro's proposed policy (Exh. J to Ordinance No. 02-969) says that "When Metro expands the boundary, it shall consider whether the expansion will enhance the roles of Regional and Town Centers and, to the extent practicable, ensure that it does." The addition of the Area 24 acreage to the UGB will be contrary to this policy.

Second, the need to include Area 24 (and also part of Area 25) has not been demonstrated:

--The primary rationale discussed by City Commission members in meetings leading up to their recommendation has always been the opportunity to have the developer proposing to develop the Area 24 acreage build a road between Holcomb and Redland roads -- not for additional "employment acreage" or dwelling units.

--As stated by staff in the Metro Committee meeting yesterday, a road can be built without incorporation of this area into the UGB if certain conditions are met.

--In any case, the need for a road between Holcomb and Redland was never identified until this developer came to the City with this proposal to include the Area 24 acreage. (This according to Tony Konkol, Associate Planner). Area residents simply do not need to get from Holcomb to Redland Road -- we all need to get to the junction of 213 and I-205, which is already badly congested. Adding new development in Area 24 will make that situation worse, with or without this "connector."

--The actual plan proposed by the developer for Area 24 would add few additional residential areas -- only 33 acres. And the inclusion of Area 25 acreages is an after-thought by the City that was NEVER publicized to the residents of Area 25.

--There is no need for additional commercial/industrial acreage in Oregon City. In fact, since acreage in Areas 26 and 32 has been included in the UGB, that acreage will provide more than enough land for any likely industrial development in Oregon City. Adding the additional UGB area in Area 24 would just fragment commercial/ industrial development, which more logically belongs in Area 26, next to the community college and new high school.

--Your Committee's recommendations to the Council, reached yesterday, include some 1200 dwelling units more than necessary to reach the goal you have set. Area 24 can be eliminated and you can still reach your goal. Further, areas in Washington County where there is more immediate demand for new housing remain available for consideration (Areas 65, 66, 82).

Finally, the inclusion of Area 24 in the UGB is contrary to the spirit of openness and fairness which Metro has attempted to create in this process. The process in this case consisted of one developer working behind the scenes to get the City of Oregon City Commission to recommend his proposed development to Mike Burton last summer, without any publicity or announcement or awareness by any residents in the area affected. Because of, and only because of that recommendation from the City, Burton's August, 2002, recommendation included this Area 24 expansion. The City Council then, in September and October, represented that they were just acting on Burton's recommendation!

You have rejected recommendations from other cities in certain cases where the evidence of community support was mixed and the rationale for the City's position is not sound. What you heard from the community of Oregon City in the hearing at Clackamas Community College in October is that further expansion of the UGB is not supported, regardless of what one developer wants or the City Commission has recommended. Oregon City still has more than 6,000 dwelling unit sites within the current UGB that are not built on -- enough to create a City of 42,000.

After all, those of us who are outside the City of Oregon City at the current time have no voice, no representation by that City Commission. And, with the election of a new mayor and two new Commission members, a new City Commission more willing to listen to public input will be assuming control, and a far different recommendation may be made in the future.

There will be no harm, except to one developer's economic prospects, in rejecting this request to expand the UGB in Area 24. If there is truly a need to expand the UGB in this area, there will be opportunity to do that in five years when participation by all of the affected parties is included in a careful study process. The spirit and letter of the law and Metro's commitment to this process demands nothing less.

5230 NW 137<sup>th</sup> Avenue  
Portland, OR 97229

November 21, 2002

Metro Councilors  
600 NE Grand Avenue  
Portland, OR 97232

Dear Councilors,

In years past Washington County has allowed urbanization of areas within the UGB without the benefit of annexation to a city. Although apparently well intentioned, Washington County has merely overseen the building of houses, NOT the building of communities.

The Bethany area, not a part of a city, but a part of urban Washington County has exploded in growth in recent years. As a 20 year resident of the Bethany area I've seen green pastures paved over into a sea of houses. I've seen 100 year old oaks bulldozed to make room for houses. I've seen traffic woes multiplied as no improvements have been made to our wagon trails paved over with asphalt. Washington County is not in the business of providing for parks, building libraries, building community pools, building recreational facilities, or even installing traffic calming devices. These amenities are part of what is expected by people buying homes and living in an urban area, yet are not provided in the Bethany area. In Bethany we either have to do without or we have to turn to other cities and use their services and facilities paid for by their residents.

Senate Bill 122 was passed to require local governments to work together to establish service boundaries. Urban Service Agreements (USAs) will determine over the long-term who will provide services for each neighborhood. It is expected that in the long run cities and special service districts will provide urban services with the county focusing on services that benefit all county residents. Although working on it since 1997, Beaverton is yet to complete and sign an Urban Service Agreement.

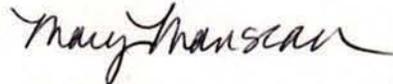
The proposed UGB expansion area in Bethany will probably be slated for eventual annexation into Beaverton. However, this proposed area of expansion is separated from Beaverton by approximately 3 square miles of urban unincorporated Washington County. Beaverton has no known plans for annexation of areas north of its current city limits. Annexation of the proposed Bethany UGB expansion by the City of Beaverton does not appear feasible any time in the near future.

Expanding the UGB in the Bethany area at this time will again force Washington County into the role of urban service provider. This will allow for yet another Washington County neighborhood to be built without meeting the level of services expected by the residents and without the level of services provided by the city which will ultimately annex the land.

Until Beaverton's Urban Service Agreement can be signed and an annexation plan is put in place, it is inappropriate for the Urban Growth Boundary to be expanded in the Bethany area. All expansions of the Urban Growth Boundary should require annexation to a city prior to approval for development at urban levels.

Think about it. As we force new development onto smaller and smaller lots, it is not time to shortchange residents on parks, libraries, and recreational facilities. We need to be sure we are building not just houses, but communities too.

Sincerely,

A handwritten signature in cursive script that reads "Mary Manseau". The signature is fluid and elegant, with a long, sweeping tail on the final letter.

Mary Manseau

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

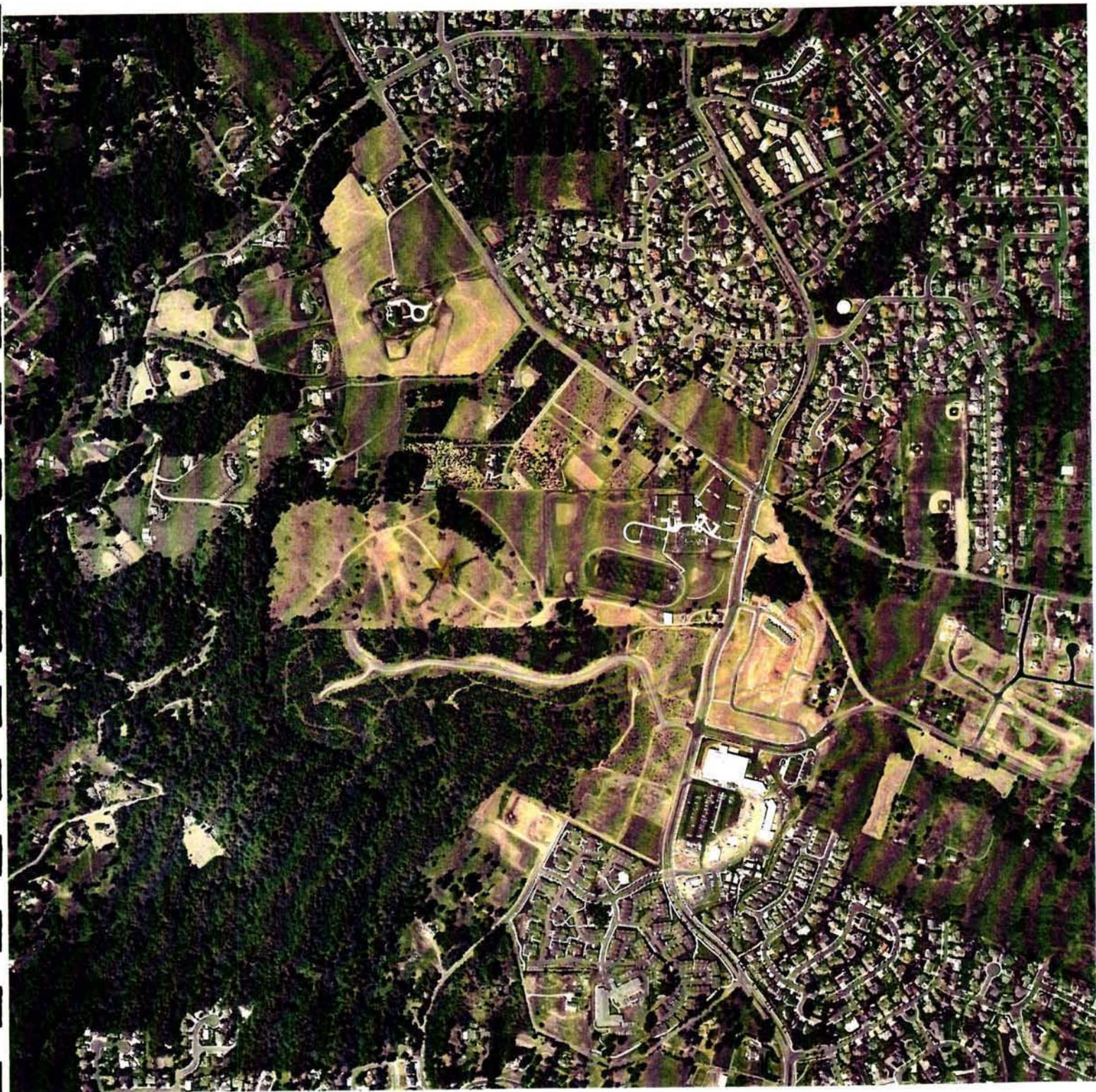
(503) 658-3912

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.

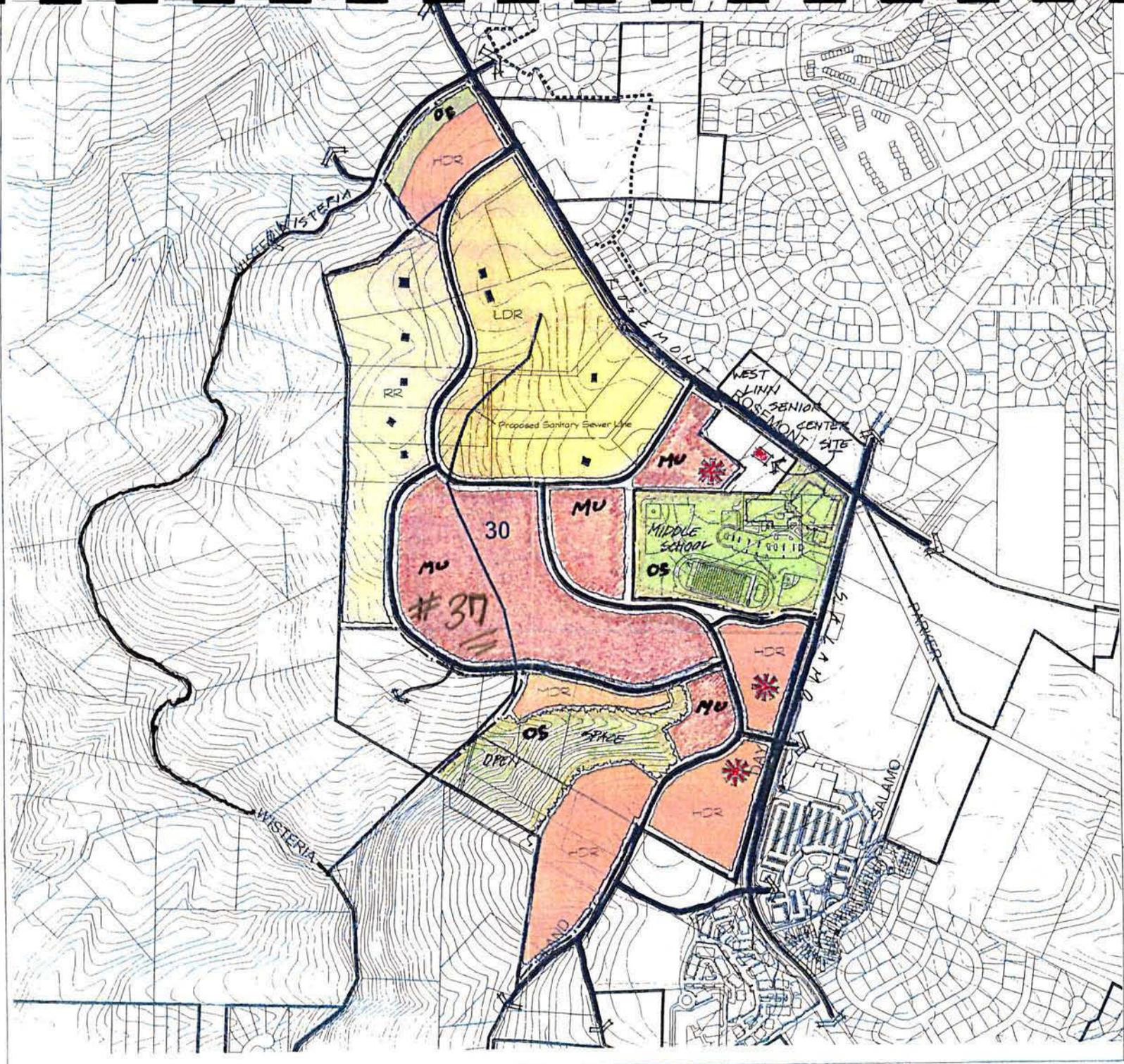
THEREFORE THE INCLUSION OF THIS PROPERTY THAT MEETS AND BEATS ALL THE REQUIREMENTS SHOULD BE AN EASY CHOICE. IT IS APROVED BY ALL THE OWNERS AND IS INCLUDED IN WEST LINNS PROJECTED GROWTH PLANNS.

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 (13-20 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 8<sup>TH</sup>, 1999



200 0 200 400 Feet

# 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, notification of any errors will be appreciated.

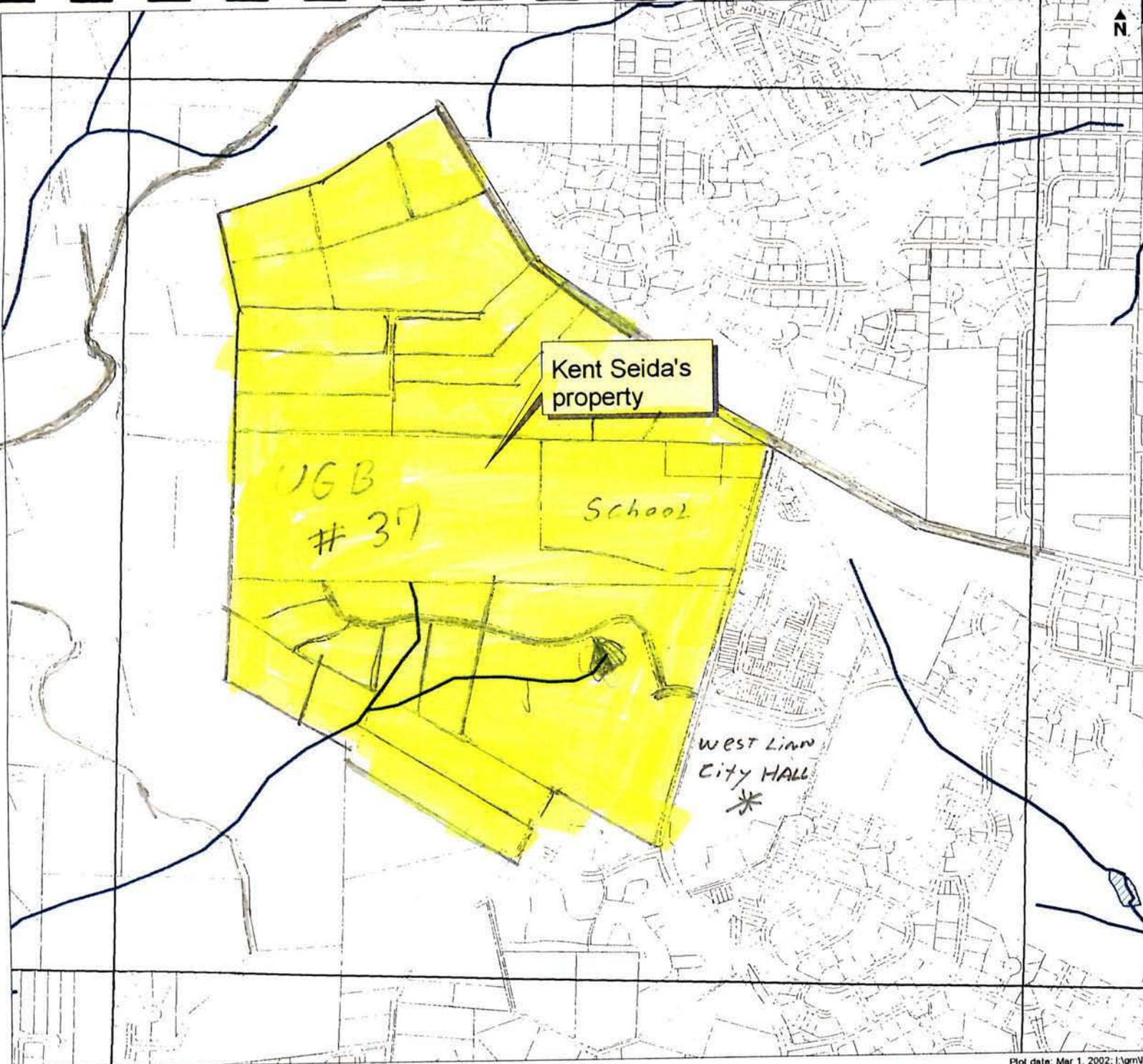
0 400 800 1200 Feet

1" = 800 feet



**METRO**

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

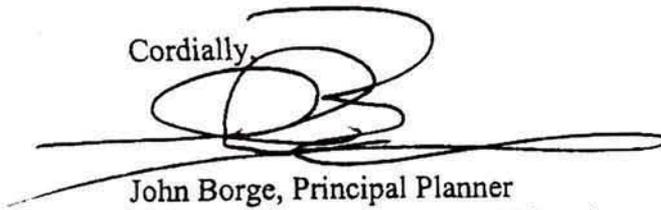
I have received your letter regarding the subject property. It is my understanding the issue is whether or not the County will administer a stream corridor setback for the stream that has been mapped on the property.

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

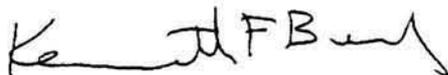
Re: Wetland determination for Seida Construction,  
Clackamas County, T2S, R1E, Section 26.

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.

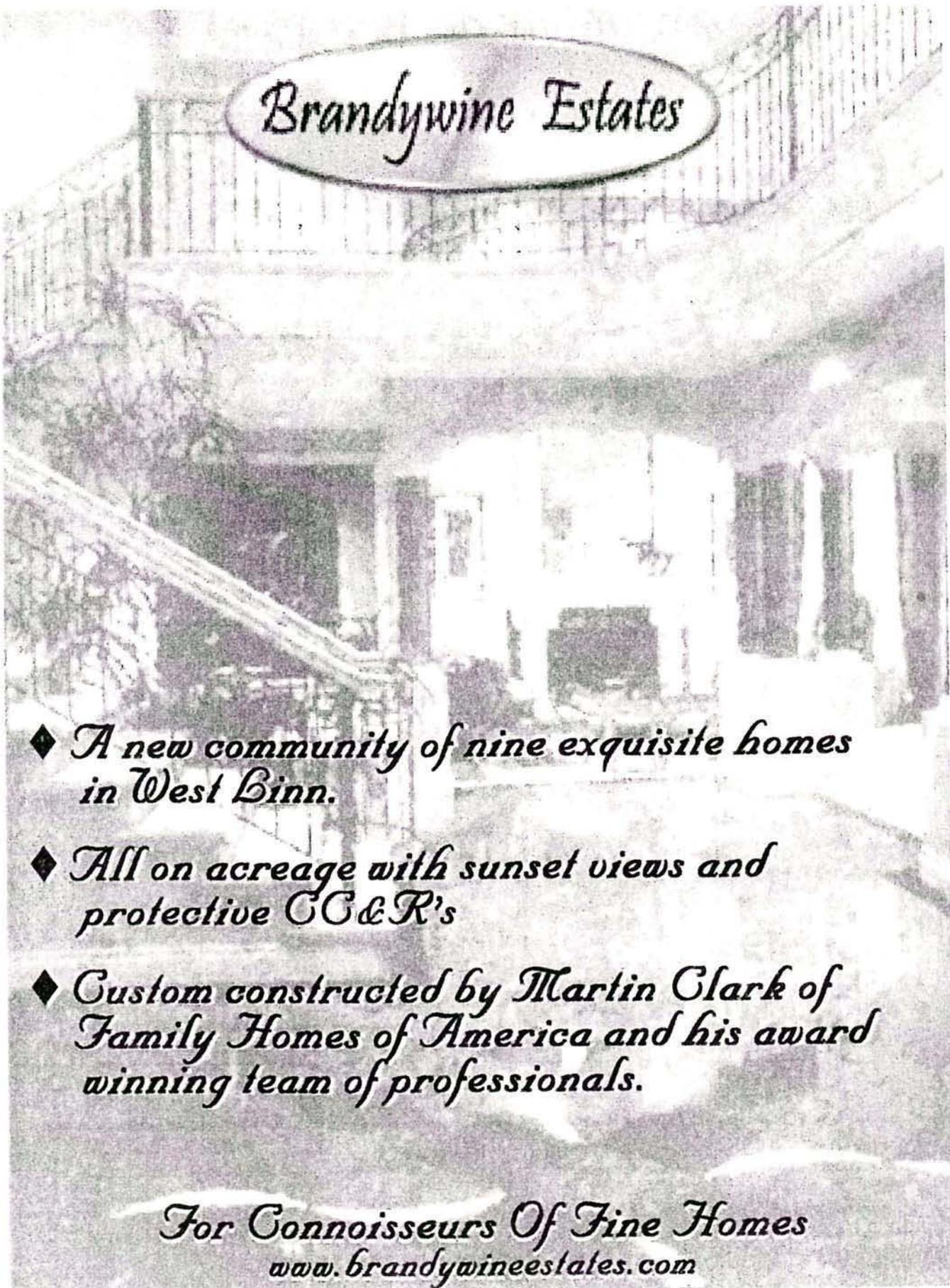
If you have any questions, please call me at 503-797-1726 or Carol Krigger at 503-797-1817.

Sincerely,

Paul Ketcham  
Principal Regional Planner  
Planning Department

PK/CK/arb  
I:\gm\long\_range\_planning\share\Goal 5\Map Corrections\Seida006-02.doc

cc: Carol Krigger

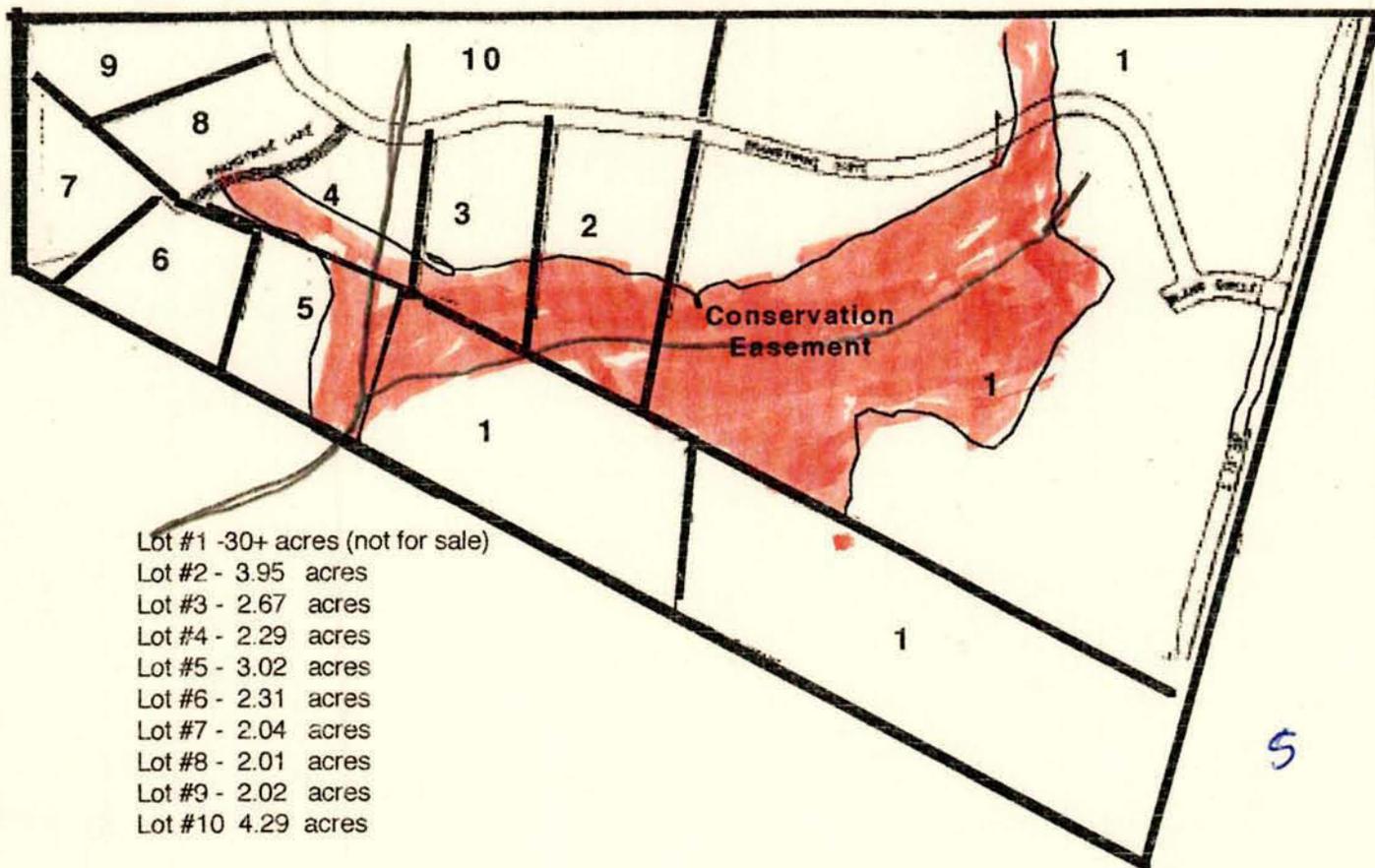


# Brandywine Estates

- ◆ *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](http://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."*

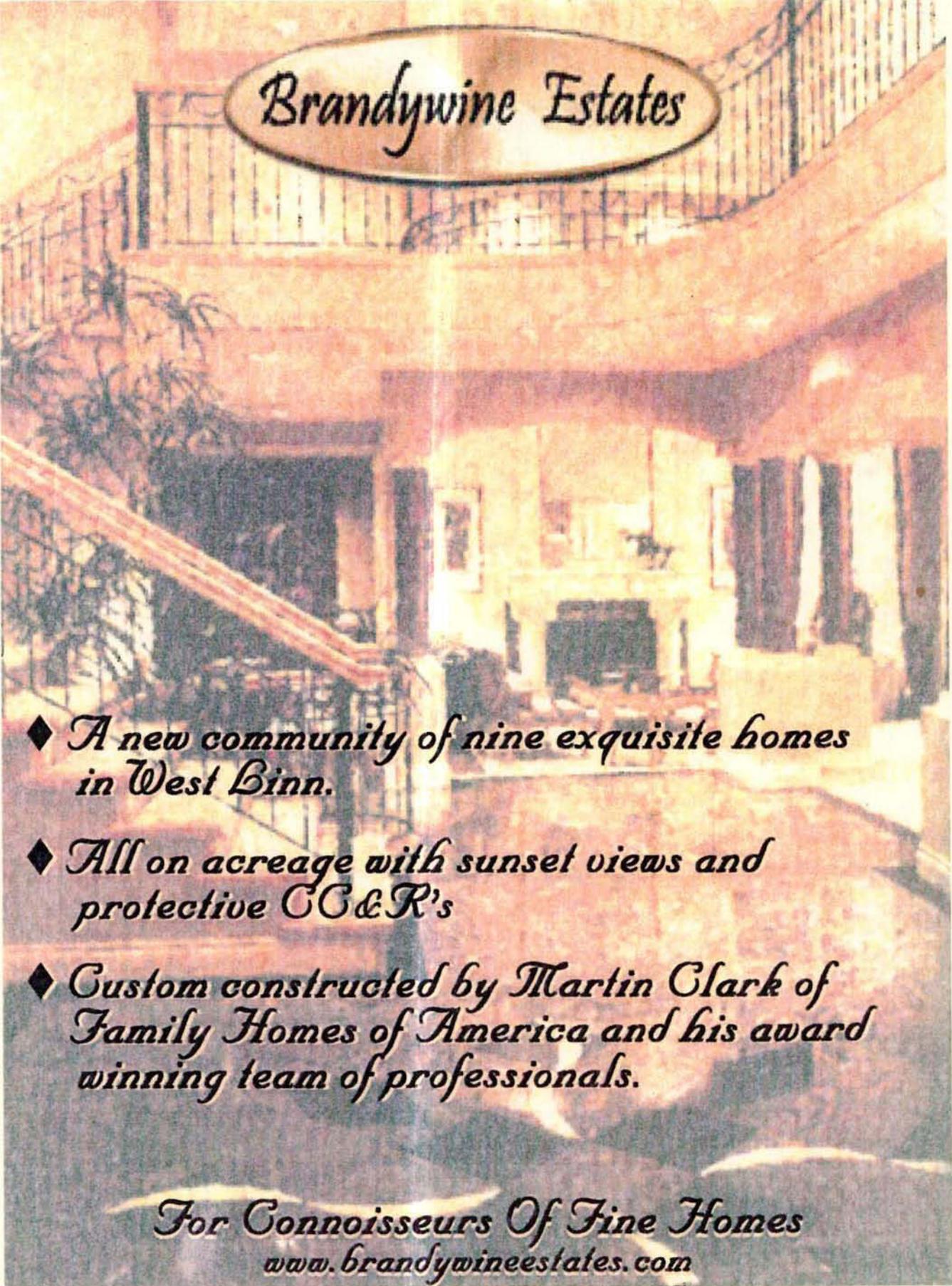
J.E. Krause  
J.E. Krause & Associates  
"Street of Dreams" award winning architect

Steve Wilkes  
Associate Broker  
Re/Max Equity Group Inc.  
503-495-3284

*For Connoisseurs Of Fine Homes*  
[www.brandywineestates.com](http://www.brandywineestates.com)

Tip Hanzlik  
Broker  
Realty by Referral  
503-807-2556

101 1190



## 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.*

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\*\* 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](mailto:joe.dills@otak.com)

Darci Rudzinski, City of West Linn Planning, 656-4211, [drudzinski@ci.west-linn.or.us](mailto:drudzinski@ci.west-linn.or.us)

# Rosemont Ridge Concept Plan

(Area 30)

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## Committee Roster

Updated 7/27/00

<b>Coordinating Committee</b>				
<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			

<b>Technical Advisory Committee</b>				
<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	<a href="mailto:ddrentlaw@ci.west-linn.or.us">ddrentlaw@ci.west-linn.or.us</a>
Darci Rudzinski West Linn Planning	22500 Salamo Road West Linn, OR 97068	656-4211	656-4106	<a href="mailto:drudzinski@ci.west-linn.or.us">drudzinski@ci.west-linn.or.us</a>
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		<a href="mailto:sharig@co.clackamas.or.us">sharig@co.clackamas.or.us</a>
Ron Skidmore Clackamas County Department of Transportation & Development	9101 SE Sunnybrook Blvd. Clackamas, OR 97015	353-4529		<a href="mailto:ronsk@co.clackamas.or.us">ronsk@co.clackamas.or.us</a>
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		<a href="mailto:neill@metro.dst.or.us">neill@metro.dst.or.us</a>

**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 5<sup>th</sup> 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:

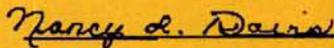
- a. The planning process will be based upon the attached Scope of Work and the project planning team costs will be paid for by the property owners.
- b. The planning process will be open and encourage citizens to participate. Similarly, the process will actively involve the participation and cooperation 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:zynnmap/dep:ymap.apr/maspeps30/pelars/01/18/00

Support for the inclusion of the Stafford Triangle's in the Urban Growth Boundary

- Oregon unemployment: we need jobs, especially in Clackamas County, where we have outcommute. Hillsboro is jobs heavy for its population.
- Growth is inevitable—we are totally surrounded by urbanized areas. LCDC regulation requires areas such as ours, totally surrounded by urbanized or UGB areas, to be “next in line” for inclusion in the UGB... before areas such as Hillsboro, which may require actual use of farmlands for their expansion.
- Stafford Triangle was reclassified as Tier I Non-Resource Land, Metro plot date 02/06/02. This is a good classification, as there is very little real farmland here. (I dig in the dirt—I know the difference.)
- Opportunity now to plan for best use before any more development occurs here. We need high-class employment lands, good greenways, livability. If this area is further chopped up, best use planning will be diminished.
- Residents of the area in question should have say—not just mayors and councilors from West Linn, Lake Oswego and Portland. The intrusions work both ways; our neighborhoods are used as go-betweens for commuters... and sometimes at inappropriately high speeds.
- Tax base will be increased for Clackamas County, or whichever city (Tualatin and Lake Oswego will fight over this...) wants this area and develops it. Much infrastructure and development can be paid for by the investors and developers and subsequent increased taxes from the area. Residents of West Linn, Lake Oswego will not have to pay. Annexation will fiscally benefit the jurisdiction that takes it.
- Proposed new I-205 exit via Johnson Road—Exit 5—would alleviate existing traffic congestion and be a direct route to these employment sites. If we follow complete community concept, traffic will be reduced in any event.

Robbin Stewart  
West Linn (Stafford Triangle), Oregon

**JOHN E. KYSAR, M.D.  
17617 ARBOR LANE  
LAKE OSWEGO, OREGON 97035**

November 21, 2002

Members of the Metro Council  
600 NE Grand Avenue  
Portland, Oregon

SUBJECT: UGB Expansion into the Stafford Triangle

As residents of Lake Oswego, we are writing to express our strong objections to the recently announced re-introduction of the Stafford Triangle area to expansion of the Urban Growth Boundary. Along with other members of our community and our city government we believed this issue was settled some time ago in keeping with the objections of all the surrounding city governments including Lake Oswego, West Linn and Tualatin.

Given the slowdown in the Oregon economy, we question the population growth projections that metro is using to establish the necessity for expansion of the UGB at this time. The difference between the 1.6% growth rate and the 1.2% that other studies show is the difference between the current UGB expansion plans and not having to expand the UGB at all.

The majority of Lake Oswego residents DO NOT WANT THE PROPOSED EXPANSION TO TAKE PLACE. We will face dramatic increases in traffic congestion, crowded schools and large investments in infrastructure to meet the demands for city and utility services. Environmental impacts to the area include increased air and water pollution, the elimination of open space and destruction of wildlife habitat.

For all these reasons, we respectfully request that you decline the unnecessary expansion of the UGB in the Stafford Area.

Yours truly,

*John E. Kysar*  
John E. Kysar, M.D.

*Judith W. Davis*  
Judith W. Davis

November 21, 2002

Metro Council  
Metro Planning Department  
600 NE Grand Ave.  
Portland, OR 97232-2736

Dear Metro Councilors:

This is in regard to our properties along Grahams Ferry Rd.—just southwest of the railroad; map 351-3C TAX lots 1200, 1201, 2000. Our representative/consultant Bruce Vincent observed the Metro Council meeting on Nov. 19<sup>th</sup>. Possible inclusion of our properties into the UGB was discussed. We hope the following testimony will provide answers to questions raised and reiterate several reasons why we strongly believe our properties should be included in the current expansion of the UGB:

1. A councilor questioned why the property immediately north and west of ours is not being considered for inclusion. And perhaps it should be, but consider the following:
  - The owners of these properties are not asking to be considered, and may not want to be. They are not a part of the South Grahams Ferry Business Group.
  - The property is completely unimproved.
  - The property is partially forested.
  - Not located adjacent to a main arterial—Grahams Ferry Road.
  - Perhaps this property should be considered next year as a part of your task 3 periodic review discussion.
2. Another councilor wondered why the triangular shaped parcel immediately across Grahams Ferry Rd. was not being considered. Again, perhaps it should be—and we would support its inclusion—but consider the following:
  - There are no improvements present on this property as there are with ours.
  - Evidently, the owners (which we believe to be Metro) are not asking for it to be included.
3. As Councilor McLain observed on her site visit and testified that our properties are very similar to properties contiguous to ours and immediately to the north, which are being included in the UGB.
4. As Councilor McLain also testified that while the railroad provides a boundary for the UGB, the Clackamas County/Washington County line immediately to the south of our properties would also provide a clean transitional break between urban and non-urban areas. We believe it provides a better boundary, particularly as it applies to the potential inclusion of other properties as with #1 and #2 above, and the task 3 reviews.

5. The properties currently support businesses which owners would like to expand and diversify, but the current MAE zoning is very limiting. Current uses are via conditional use permits. MAE zoning allows primarily for agricultural, forestry, and natural resource/mining related activities. The existing and future character and economics of the immediate area is more commercial/industrial than rural industrial.
6. Over the past several months, we have (through our consultant Bruce Vincent) provided a complete packet of information that indicated our properties meet all the criteria for its inclusion in the UGB. Our concern is that if we are not included in this process, we may be left in a "black hole" for the future. You have come so close to arriving at the best solution, so we encourage you to take that final step.

In light of this information, we ask that you strongly consider our properties for inclusion in this round of urban growth expansion. Upon review of our information, please do not hesitate to contact us with questions.

Sincerely,

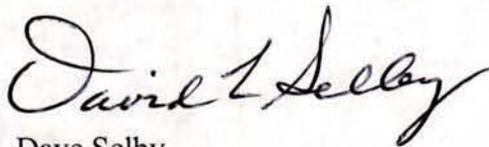
The South Grahams Ferry Business Group  
P.O. Box 746  
Wilsonville, OR 97070  
(503)793-7196  
(503)682-6006



Ed Doubrava



Stephen Bizon



Dave Selby



Phil Bizon

C: Tim O'Brien, Associate Regional Planner

## Testimony to Metro Council on Urban Growth Boundary

November 21, 2002

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'm on 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.

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 is absurd. The idea of more dump trucks up and down Skyline is absurd. Destruction of buffer areas that protect the Park strikes me as a fine example of shortsightedness -- while I thought the role of Metro was to fend off shortsighted development.

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 in the Urban Growth Boundary.

Thank You



## CITY OF GRESHAM

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1333 NW Eastman Parkway  
Gresham, OR 97030-3818

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Permit Center  
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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 <sup>th</sup> 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 <sup>th</sup> 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 <sup>th</sup> and 5 <sup>th</sup> 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 <sup>th</sup> 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 <sup>th</sup> 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 <sup>th</sup> 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 <sup>th</sup> Townhouses	8 <sup>th</sup> 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 <sup>th</sup> Street between Parking Garage and Landmark @ 8 <sup>th</sup> 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 <sup>th</sup> 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 <sup>th</sup> 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 <sup>th</sup> .	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 <sup>rd</sup>	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 <sup>th</sup> 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 <sup>rd</sup>	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 <sup>th</sup> Street	Four single-family attached dwellings in the Central Urban Core District.
2002	Multnomah County East Building	8 <sup>th</sup> 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 <sup>th</sup> to Burnside	Major Arterial improvements with curb, gutter, sidewalk, bike lanes, and turn lanes from 174 <sup>th</sup> 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 <sup>th</sup> will accommodate the new Gresham Fairview multi-use trail. The project cost is estimated at \$11.95 million.



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 blue ink that reads "Bill Wyatt".

Bill Wyatt  
Executive Director

c: Mike Burton, Executive Officer  
Metro Council

Metro Letter 11/24/02  
From McNamara Road Neighbors

November 24, 2002

Metro Council  
600 NE Grand Avenue  
Portland, Oregon 97232

Dear Councilors,

This letter is to strongly urge you to modify the Draft Ordinance No. 02-969 to withdraw Study Areas # 84, 85, 86, 87, and 94 from inclusion in the Urban Growth Boundary expansion.

We submit the following points, which have been elaborated in previous testimony submitted to you in September and October, and in petitions with nearly 200 names submitted to the Executive in July.

1. Areas # 84 - 87 have a high proportion of EFU land, much of it actively farmed. Area # 94 is mostly woodland directly adjacent to Forest Park.
2. All these areas are critical to wildlife and to the health of year-round stream corridors. Metro's own 2002 Wildlife Habitat and Riparian Areas maps delineate much of the land within these Study Areas as Significant.

The area south of Old Germantown Road is a known elk habitat. Limiting animals to a narrow corridor is as unhealthy for the life of a forest ecosystem as limiting the Willamette River to a narrow, unnatural channel, as has been done downtown. We need to provide havens for animals, not narrow "natural" highways between our developments.

3. These lands are prime border and upland areas for adjacent habitats of even higher significance, such as the Abbey Creek bottomland. There can be no doubt that if # 84-87 and #94 are urbanized, loose dogs will replace elk, bobcat, and coyote as the major mammals; starlings will replace songbirds; rats and opossums will replace small mammals - all in a zone well beyond the UGB.

Forest Park and the Coast Range should be connected via wide and contiguous swaths of land, or we will be left with isolated islands of nature, where animals within a species must interbreed, leaving them genetically vulnerable to disease. By developing areas in the Tualatin Mountains, we are narrowing the options for animals to live productively; we will be left with, instead of a wilderness park, a sterile forest inhabited only by affluent humans and their pets.

4. Through roads in the NW Rural Area are totally unsuited to receive any additional traffic, especially in winter - not only locally, but also at transition points such as NW Germantown/Bridge Ave. and NW Cornell/Lovejoy/25th.
5. There is no public transit provided or anticipated along Skyline Blvd., where the nearest transit to Area #94 is 4 to 5 miles away. One limited-service bus line runs through part of Bethany, about a mile from the far edges of Areas # 84 - 87.
6. Every dollar spent on private development and public infrastructure to urbanize farm and forest land, is a dollar NOT available to renovate, redevelop, maintain, and enhance existing urban areas.
7. The monetary self-interest of a few landowners should not affect the Metro Council's decision. You should listen to the many NW Rural residents who, with no financial stake, want to preserve the productivity and wildlife values already present in our area.

Thank you for considering this input. Please keep posterity in mind.

Sincerely,

Residents of McNamee Road

Laura Carlstrom

Andrea Carlstrom

Christal A. Fast

Ken M. Fast

John B. Hall

Steve Sitnick

John Muth

Joni Muth

24 Nov. 2002

13900 NW Old Germantown Road  
 Portland, Oregon 97231  
 November 23, 2002

Metro Council  
 600 NE Grand Avenue  
 Portland, Oregon 97232

Dear Councilors,

This letter is to strongly urge you to modify the Draft Ordinance No. 02-969 to WITHDRAW Study Areas # 84, 85, 86, 87, and 94 from inclusion in the Urban Growth Boundary expansion.

Signators to this letter submit to you the following seven points, which have been elaborated in previous testimony submitted to you in September and October, and in petitions with nearly 200 signatures submitted to the Executive in July.

1. Areas # 84 - 87 have a high proportion of EFU land, much of it actively farmed. Area # 94 is mostly woodland directly adjacent to Forest Park.

2. All these areas are critical to wildlife and to the health of year-round stream corridors. Metro's own 2002 Wildlife Habitat and Riparian Areas maps delineate much of the land within these Study Areas as Significant.

3. These lands are prime border and upland areas for adjacent habitats of even higher significance, such as the Abbey Creek bottomland. There can be no doubt that if # 84-87 and # 94 are urbanized, loose dogs will replace elk, bobcat, and coyote as the major mammals; starlings will replace songbirds; rats and opossums will replace small mammals - all in a zone well beyond the UGB.

4. Through roads in the NW Rural Area are totally unsuited to receive any additional traffic, especially in winter - not only locally, but also at transition points such as NW Germantown/Bridge Avenue and NW Cornell/Lovejoy/25th.

5. There is no public transit provided or anticipated along Skyline Blvd., where the nearest transit to Area # 94 is 4 to 5 miles away. One limited-service bus line runs through part of Bethany, about a mile from the far edges of Areas # 84 - 87.

6. Every dollar spent on private development and public infrastructure to urbanize farm and forest land, is a dollar NOT available to renovate, redevelop, maintain, and enhance existing urban areas.

7. The monetary self-interest of a few landowners should not affect the Metro Council's decision. You should listen to the many NW Rural residents who, with no financial stake, want to preserve the productivity and wildlife value already present in our area.

Thank you for considering this input. Please keep posterity in mind.

Sincerely,



JAMES R. EMERSON  
 JOYTH EMERSON

NAME	SIGNATURE	ADDRESS	DATE
1 Bruce Wakefield		13510 NW Old Germantown	11/23/02
2 Jerry Grossnickle	Jerry Grossnickle	"	"
3 <del>Barbara Colbert</del>	HERMAN COLBERT	13501 NW OLD GERMAN TOWN RD	11/23/02
4 Barbara Colbert	Barbara Colbert	13501 NW Old Germantown	11/23/02
5 Russell Randolph	Russell Randolph	13445 NW Old Germantown	11/23/02
6 Carol Anne Randolph	Carol Anne Randolph	13445 NW Old Germantown	11/23/02
7 TIMOTHY P. WILLIAMS		13343 NW Old Germantown Rd	11/23/02
8 Diane B Williams	Diane Williams	13343 NW Old Germantown Rd	11/23/02
9 William Stalaker, Jr.		13625 NW Old Germantown Rd.	11/25/02
10 Darthea Stalaker	Darthea Stalaker	13625 NW Old Germantown Rd	11/25/02
11 Mark Vanko		14725 NW Old Germantown	11/25/02
12 Kim Vanko		14725 NW Old Germantown PDX 97231	11/25/02
13 Rick Setby		14345 NW Old GERMAN TOWN RD.	11/24/02
14 Carol Setby		14345 NW Old Germantown Rd.	11/24/02
15 Arnold Rocklin		9715 NW Newton Rd Ptd 97231 14305 NW Old Germantown Rd 97231	
16 Jodie Wainwright	Jodie L. Wainwright	14305 NW Old Germantown Rd 97231	
17 Jay Wainwright	Jay Wainwright	14305 NW Old Germantown Rd 97231	
18 Cameron Healy		14075 NW Old Germantown Rd 97231	11/24/02

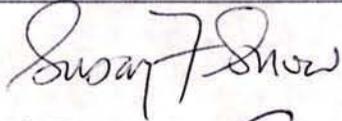
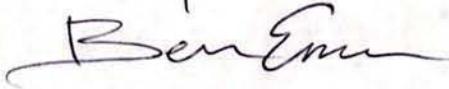
PETITION TO WITHDRAW STUDY AREAS #84, 85, 86, 87, AND 94  
FROM THE UGB EXPANSION

NAME	SIGNATURE	ADDRESS	DATE
1 Alan Kirkland	Alan Kirkland	13626 NW Old Germantown Rd.	11/25/02
2 Kelly B. Olson	Kelly B. Olson	13420 N.W. Old Germantown Rd.	11/25/02
3 Teri Briggs	Teri Briggs	13315 NW Old Germantown Rd.	11/25/02
4 Julia Roth	Nicola Rotberg	13200 NW Old Germantown Rd.	
5	Robert Cloutier	13200 NW Old Germantown Rd.	
6 Steve Frison	STEVE FRISON	12875 NW OLD GERMANTOWN RD.	
7 Patricia M Langdon	Patricia M. Langdon	12711 NW OLD GERMANTOWN Rd.	
8 Martin W. Jaqua		12711 NW Old Germantown Rd.	
9 Edwin W. Hartzell	Edwin W. HARTZELL	13124 N.W. OLD GERMANTOWN Rd	
10 Margaret K. Hartzell	MARGERY K. HARTZELL	13124 N.W. OLD GERMANTOWN Rd	
11 Steve Young	STEVEN R. YOUNG	13333 NW OLD GERMANTOWN Rd	
12 Mary Lourdes Young	MARY LOURDES YOUNG	13333 NW OLD GERMANTOWN Rd	
13 Rebecca R Gattley	Rebecca R Gattley	12900 NW Germantown Rd.	
14 Andrew L. Crenshaw		13418 NW OLD GERMANTOWN	
15 AUA CHAPMAN		13516 NW OLD GERMANTOWN RD	PORTLAND ONE 97231
16 Julie D. Becker	Julie D. Becker	13726 NW Old Germantown Road	11/24/02
17 William Becker		13726 NW Old Germantown Rd. Portland 97231	
18 Gregory Friedman	Greg Friedman	14025 N.W. OLD GERMANTOWN	11-24-02

ORDINANCE # 02-969, METRO

NOV. 2002  
Pg. 3 of 3

PETITION TO WITHDRAW STUDY AREAS # 84, 85, 86, 87, AND 94  
FROM THE UGB EXPANSION

NAME	SIGNATURE	ADDRESS	DATE
1 Susan F. Snow		14075 NW Old Germantown Rd	11/24/02
2 Ben Emerson		13900 NW Old Germantown	11/24/02
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EMERSON

13900 NW OLD GERMAN TOWN RD

METRO COUNCIL

RE: UGB, ORDINANCE # 02-969

600 NE GRAND AVE.

PORTLAND, OREGON

97232



11-21-02

**COMMENTS FOR METRO:**

**WE ATTENDED THE COMMUNITY MEETING TODAY AS WE LIVE IN THE STAFFORD TRIANGLE AREA OFF JOHNSON RD.**

**1). WE PURCHASED OUR HOME ABOUT 2 YEARS AGO AT THE COST OF \$470,000. OUR CURRENT PROPERTY TAX BILL IS ABOUT \$6200. WE WERE RECENTLY TOLD BY A NEIGHBOR THAT THIS FIGURE ALREADY INCLUDES A 40% DISCOUNT SINCE OUR NEIGHBORHOOD COLLECTIVELY OWNS AND MAINTAINS ADJOINING FOREST DEFERRAL ACREAGE. OUR PREVIOUS RESIDENCE WAS IN SACRAMENTO, CA. WHERE WE OWNED A HOME VALUED AT ABOUT \$400,000. WE ONLY PAID ABOUT \$3000 IN PROPERTY TAXES. BEFORE WE TALK ABOUT POPULATION GROWTH, HOW ABOUT FIXING THE TAXATION PROBLEM?**

**PROPERTY TAXES IN OREGON ARE VERY HIGH COMPARED TO MOST OTHER STATES. THEREFORE, MOST PEOPLE VOTE AGAINST ANYTHING THAT INCURS HIGHER TAXES. MORE DENSITY MEANS MORE SCHOOLS ARE NEEDED AND \$3900 OF OUR TAXES WERE ALREADY DESIGNATED FOR THE SCHOOLS. LET'S LOOK AT THIS REALISTICALLY INSTEAD OF THEORETICALLY - DO YOU REALLY THINK MANY PEOPLE IN THIS AREA ARE LIKELY TO VOTE TO PAY MORE FOR EDUCATION????**

**2). PRIOR TO THE MEETING, WE SPOKE TO A LADY IN THE TRANSPORTATION PLANNING DEPT. OF METRO. FROM THAT DISCUSSION, HER ESTIMATED COST TO BUILD A FREEWAY FROM SCRATCH IS ABOUT \$50 MILLION PER MILE. TO WIDEN I-205 TO 4 LANES IN BOTH DIRECTIONS WOULD COST HUNDREDS OF MILLIONS. I HOLD A COMMERCIAL DRIVER'S LICENSE & I CAN TELL YOU FROM EXPERIENCE THAT THOSE 4 LANE FREEWAYS WILL BE OBSOLETE BEFORE THEY ARE STARTED. OREGON PLANNING SEEMS TO BUILD THE HOUSE FIRST, THEN TO TRY TO ADD THE FOUNDATION LAST. BEFORE WE CREATE ADDITIONAL TRAFFIC PROBLEMS IN THIS AREA BY HIGHER DENSITY POPULATION, LET'S DO IT CORRECTLY AND BUILD THE ROADS TO HANDLE THE EXTRA TRAFFIC FIRST.**

**3). FROM THE MEETING & THE TESTIMONY OF WEST LINN & CLACKAMAS COUNTY ELECTED OFFICIALS, IT SOUNDS LIKE THE INFRASTRUCTURE IS NOT IN PLACE CORRECTLY. I FOR ONE WILL VOTE NO ON ANY NEW TAX ISSUES. WE NEED TO BUILD THE FOUNDATION FIRST, THEN CALMLY AND CORRECTLY BUILD THE NEIGHBORHOODS & INDUSTRIAL AREAS.**

**WE DO NOT WANT PORTLAND AREA TO GROW JUST TO BECOME BIGGER. WE WANT OREGON TO BECOME A BETTER PLACE TO LIVE FIRST, THEN GROWTH WILL FOLLOW AND BE MUCH EASIER FOR THE GOVERNMENT AGENCIES TO HANDLE.**

4). WE PURCHASED A HOME IN A RURAL AREA OF STAFFORD PRIMARILY BECAUSE WE WANTED THE PEACE AND QUIET OF COUNTRY ATMOSPHERE. I DON'T WANT A RICH DEVELOPER PROFITING AT OUR EXPENSE BUILDING \$100,000 DOLLAR STARTER HOMES NEXT TO A GROUP OF HIGH END HOMES. IT WILL DESTROY THE ESTHETIC AND MONETARY VALUES OF OUR HOMES AND PROPERTIES.

5). SINCE OREGON IS THE NUMBER ONE STATE IN UNEMPLOYMENT, LET'S TALK ABOUT DOWN SIZING PORTLAND, FIXING SOME MAJOR PROBLEMS, AND THEN TALK ABOUT GROWTH. WE BELIEVE MORE PEOPLE WILL BE MOVING OUT OF STATE TO SEEK EMPLOYMENT AS A RESULT OF OREGON'S ECONOMIC SITUATION, NOT MOVING HERE. IF YOU WERE LOOKING FOR WORK, WOULD YOU PERSONALLY MOVE TO THE STATE WITH THE HIGHEST UNEMPLOYMENT IN THE NATION???? I WOULD CERTAINLY IMAGINE MOST PEOPLE HAVE MORE COMMON SENSE THAN THAT.

6). SINCE WEST LINN STATED THEY HAVE GROWN 3.4% YEARLY IN THE LAST 10 YEARS WHICH IS MORE THAN THE PERCENT OF GROWTH YOU ARE LOOKING FOR, WHY ARE YOU PUSHING THEM TOWARDS EXTRA GROWTH????

7). INSTEAD OF PLANNING THIS ALL FROM YOUR DESKS, HAS ANYONE TRAVELED TO THESE GROWTH AREAS TO SEE WHAT THEY ARE REALLY LIKE? HOW BAD IS THE TRAFFIC DURING THE PEAK TIMES NOW? HAS ANYONE BEEN THERE AND PARTICIPATED IN THE FRUSTRATING MESSSES? I HAVE SAT AT THE INTERSECTION OF BORLAND RD AND STAFFORD ROAD BEHIND 75 TO 100 CARS TRYING TO GET THRU THE OBVIOUSLY INEFFICIENT AND INEFFECTIVE STOP SIGN FOR 15 TO 20 MINUTES OFTEN DAILY. CLACKAMAS COUNTY STATES THEY CANNOT AFFORD TO FIX THIS PROBLEM FOR LACK OF FUNDS. WHERE DO YOU PROPOSE TO FIND THE FUNDS TO CORRECT THIS ALREADY EXISTING PROBLEM???? JUST WHAT WE NEED IS MORE POPULATION TO INTENSIFY THIS MESS.

WE DON'T UNDERSTAND THE LOGIC "OR LACK OF LOGIC" IN METRO'S PLANS. THEORY DOES NOT ALWAYS WORK IN PRACTICAL APPLICATION, AND WE BELIEVE THIS IS TRUE IN THIS CASE.

THANK YOU FOR YOUR CONSIDERATION.

MIKE AND ALICE MCGARY  
21316 WATERFORD PL  
WEST LINN, OR 97068

**Robert A. Minshall**  
5303 NW 124th Ave.  
Portland, OR 97229  
(503) 645-9054, Cell 799-4212, fax 645-9054

November 21, 2002

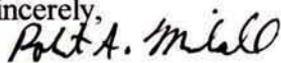
Metro Councilors  
600 NE Grand  
Portland, OR

Re: **STUDY AREA 92**

I am owner of one of the vacant parcels of Study Area 92. On behalf of the other owners I forward these reasons that the **40 acre Study Area 92** should be taken inside the UGB.

- Study Area 92 is one of the three closest study areas to downtown Portland.
- It is identical in topography to Study Area 93.
- It is not in agricultural use.
- 100% of the ten property owners of Study Area 92 have requested inclusion into the UGB. Study Area 93 that Metro Council recently recommended had only 50% of residents wanting inclusion in UGB.
- The entire 40 acres would be redeveloped and includes only one existing house.
- The inclusion of Area 92 would resolve a 45-year-old "illegal" subdivision in Multnomah County that was the result of a developer, Thompson, who was never prosecuted for selling the lots.
- Study Area 92 is adjacent to Tualatin Valley Water District and Clearwater services, most of area 93 is much further from sewer services.
- Study Area 92 is closer to traffic connectors and closer to downtown Portland and Beaverton than study areas 84-86.
- The recent approvals of adjacent Saltzman Heights subdivisions by Washington County and the planned extension of Saltzman Road north, makes the "redevelopment potential" and access to both NW 124<sup>th</sup> Ave. and Saltzman Rd. a reality now for redevelopment.
- The designation of "Inter Neighborhood" should be considered for study area 92 because of its proximity to the existing UGB and new adjacent subdivision developments.
- Multnomah County has received very little "recommended" expansion lands compared to other counties. This is needed to expand Multnomah Counties tax base.

We appreciate your consideration for inclusion into the UGB at this time.

Sincerely,  
  
Robert Minshall

92 Wheatherstone Place  
Lake Oswego  
Oregon 97035-1956  
Nov.21, 2002

Metro Council  
600 NE Grand Ave.  
Portland OR

Dear Metro Councillors,

I wish to express my strong opposition to the inclusion of the Stafford Triangle within the urban growth boundary. My reasons are as follows:

- 1.) Because of Oregon's budget crisis, the cities of West Linn and Lake Oswego are already finding it difficult to maintain the quality of their schools, roads and libraries. Development of the Stafford triangle will necessarily spark significant population growth, requiring expansion of services that are already inadequate.
- 2.) During rush hours, the roads feeding into the Stafford Triangle (especially Route 43) already resemble parking lots. Development of this area will require major widening of these roads with the expense to be borne by taxpayers.
- 3.) The annual population growth projection of 1.6% used by Metro to justify expansion of the UGB is unrealistic, given the present state of the US and Oregon's economy. We read about extensive layoffs and business failures in the Portland Metro area. Doesn;t this imply that there should be plenty of property available within the current UGB that could be re-developed for industrial and/or residential use without needing to expand the UGB?
- 4.) As indicated by the recent re-election of the West Linn mayor and city councilors, the majority of the residents of the area oppose inclusion of the Stafford Triangle in the UGB.

Sincerely,

  
Michael Litt

Metro Council  
600 NE Grand  
Portland, OR 97232

November 21, 2002

Dear Metro Council,

We are writing to express our strong concern with the possibility of expanding the Urban Growth Boundary near Forest Park. ~~Study Area 94~~ area includes roughly 527 acres adjacent to Forest Park encompassing several of the Park's the headwaters streams. According to available natural resource information this area includes 260 acres of slopes greater than 25% within the West Hills Silt Soil Province. A Metro Study, prepared by geologists at Portland State University, documented and evaluated landslides after the 1996 flood and identified the highest concentrations of landslides on the steep slopes and wind blown loess of the Tualatin Mountains. The concentration of human-induced landslides in the Forest Heights development during the 1996 flood demonstrates the likely consequences of increased urban development on along the crest of the Tualatin Mountains.

This potential expansion area also includes 406 acres of regionally significant riparian and wildlife habitat already mapped by Metro. Given that we as a region have yet to live up to our regional goals for protecting environmentally sensitive lands inside the UGB, we strongly oppose opening this area to urban development. It could have devastating affects on Forest Park already impacted by adjacent low-density development. To date, most of this development has occurred west of the Tualatin Mountains divide. Expanding into ~~Study Area 94~~ without adequate protections for natural resources would severely impact the water quality of Doanes Creek and other headwater streams that drain east to the Willamette River. Developing this area with out protections in place would also severe wildlife corridors stretching west to the Tualatin Valley, posing regional environmental impacts for a few hundred acres of low density, sprawling development.

Sincerely,

Jim Labbe  
4805 N. Borthwick  
Portland OR 97217

Leslie Labbe  
4935 SW Barnes Rd.  
Portland, OR 97221

Kassandra Griffin  
Southeast Portland

Jim Wiagand  
Northeast Portland

David King  
North Portland

Rob Williams  
Northeast Portland

Brian T. Shetts  
North Portland

**Study Area 16 in Forest Park Headwaters**

	Acres	Percentage
Total Acreage	517	100.00%
Slopes > 25%	260	50.29%
Significant Wildlife Habitat	406	78.53%
Significant Riparian Habitat	406	78.53%
Combined Slopes and Significant Habitat	435.88	84.31%
Buildable Land minus Slopes > 25%	257	49.71%
Buildable Land minus Slopes & Significant Habitat	81.12	15.69%

November 21, 2002

Mr. Presiding Officer and Metro Councilors:

Name: Joe Grillo  
Representing the Mayor of the City of Beaverton  
Thank you for the opportunity to comment

**Overall Comments**

The City of Beaverton understands the Council is in its preliminary deliberations regarding what properties to include into the UGB. The City has not advocated for particular properties in our past testimony with the exception of the City's water reservoir on Cooper Mtn and the approved PUD development of Ryland development in the Bethany area. Given some of the preliminary deliberations by the Council, we now consider it important to share with you our thoughts on these deliberations and more clearly state our position regarding governance and support for certain areas under your consideration.

**Bethany Area**

Areas 84, 85 and 86 – the City endorses the Council preliminary decision to include these areas into the UGB and the City stands ready to provide governance immediately.

Areas 83 and 87 – the City understands the Council has preliminarily deliberated Area 87 and the City is willing to provide governance if the Council adds this area; the City would encourage the Council to make additional appropriate findings for this area. The City understands the Council may revisit Area 83 and the City is willing to provide governance if the Council adds this area; the City would also encourage the Council to make additional appropriate findings for this area.

**Cooper Mountain Area**

Area 69 – the City does not endorse that portion of Area 69 south of Vermont Street as this area falls within the likely area for governance to the City versus the area north of Vermont as falling into the influence of the City of Hillsboro. This area is too far removed from the current and potential

near term boundaries of the City. As such the City' ability to provide governance at this time is neither prudent nor likely cost-effective.

Area 67 – the City also does not endorse this area for inclusion in this round of UGB decisions. It is our opinion that the analysis provided to you for this area overstates the dwelling unit capacity. Large parcels in this area have been further subdivided since the staff analysis and some property has been purchased by Metro as part of the Greenspace Program. Providing governance to this area at this time without including Areas 66 and all or a portion of Area 65 would seem neither prudent nor cost-effective for the City.

Area 66 – this area has the most potential for development on Cooper Mountain and the City is willing to govern all or a part of it as the Council deliberates the proper acreage for inclusion. In any case the City would like to have the City's reservoir included into the UGB decision at this time.

Area 65 – this area is contiguous to the City and the City can endorse some or all of this area as the Council decides and the City stands ready to provide governance.

### **Damascus Area**

The City continues to urge that less land be brought in at the present time in the Damascus area, with more attention given to Westside needs.

### **Final Comments**

The City of Beaverton would like the opportunity to comment on any conditions attached to these Areas under consideration. We feel this request to be important if we are to govern such areas.

The Mayor sends his best wishes to the Council and your staff on this most difficult task and the City stands read to assist the Council to make your final decision successful.

Thank you.

**Mike Gates**

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**From:** "Mike Gates" <gates1588@attbi.com>  
**To:** <metro council@metro.dst.or.us>  
**Sent:** Thursday, November 21, 2002 1:04 PM  
**Subject:** Comments about Stafford Basin inclusion inside UGB

Dear Councilors -

Of the current Council members perhaps only Susan McLain, Bill Atherton and Rod Monroe will be aware of my prior service here as a Councilor. I am very knowledgeable of the issues at hand, having sat in one of your chairs considering the exact same issue in 1994. At that time very few institutional or residential buildings existed in the Stafford area, and the traffic was much less. Conditions have changed dramatically in those intervening eight years.

However, for all the changes, my comments today are geared to one thought. The Stafford Basin community was lulled into thinking it was outside consideration in this round and has not been given a chance to have a proper internal discussion. Its neighboring communities need to be provided an opportunity to conduct an open and far reaching dialogue now that the interest level has been raised. The single best reason to leave the Basin out of this round of expansions is public trust of the process.

Having been put on notice, the folks in the area can begin to talk in earnest about what they see as the future of the basin. If communities want to develop strategies for capturing parkland and setting aside school lands they can do so fully aware there is a five year lead time. Transportation coordination can be assessed. Decisions can be made in concert among neighboring cities about where each city would be expected to have stewardship over future infrastructure. Citizens could be approached with clearer choices armed with data about the financial impacts. Long range comprehensive plans can begin to be formulated.

As it stands, there was an effort for inclusion of Stafford that feels like an abandoned baby on the doorstep. We can probably handle the responsibility, but we would have preferred the pregnancy to prepare..

There have been a few of us paying attention to this matter on almost a daily basis, but the vast majority could not sense the winds of change. The clarion call has now gone out and the citizens can respond with proper planning.

If the basin is to come in it should be no sooner than the next 5 year mandatory window.

Thank you for your consideration on this issue and your courtesy.

Sincerely,

Mike Gates  
1471 Burns St  
West Linn, OR 97068  
503.657.3683  
[gates1588@attbi.com](mailto:gates1588@attbi.com)



November 21, 2002

Carl Hosticka, Presiding Officer  
Metro Council  
600 NE Grand Avenue  
Portland, Oregon 97232-2736

**Re: Forest Grove UGB Land Swap**

Dear Councilor Hosticka,

The City of Forest Grove has proposed a UGB land swap (Swap) to remove 62.1 undeveloped acres from the UGB in exchange for adding 59.9 undeveloped acres. The Swap proposal assures a compact urban form within the existing Boundary and allows for the development of complete, livable neighborhoods. Both Goal 14 and the Metro Code specifically encourage an efficient urban form as a state and regional policy for managing growth. In particular the swap achieves a livability need of the community as defined by Goal 14 (factor 2).

The Swap is necessary to provide adequate transportation facilities to support the development of vacant land within the City of Forest Grove. More particularly, the expansion provides for the future extension of David Hill Road. This improvement is identified as a necessary facility in the Forest Grove Transportation System Plan to provide capacity for the vacant land in the northern and western portions of the City.

The Swap will result in no significant changes in the overall balance of farmland in the area and will improve the transition between urban and rural uses by using the right-of-way as a distinct boundary that will provide a buffer for adjacent farming activities.

In addition to the expansion, the Swap proposes to exclude land from the existing Boundary that is physically separated from the City by Highway 47. Excluding this area will avoid additional access points needed to serve development thereby preserving and maintain the long-term capacity of this highway. The Swap also facilitates a distinct transition between urban and rural uses and assures a long-term balance between jobs and

housing by eliminating areas that will not reasonably accommodate residential and industrial development.

While each amendment (the expansion and withdrawal) stands on its own, the overall boundary change (the land swap) is complementary. The inability to meet industrial and residential land needs in the withdrawal area can be offset by the area included in the proposed expansion and by adjustments to comprehensive plan designations already in the UGB.

The Swap meets the specific criteria set out in Chapter 3.01 of the Metro Code to assure compliance with Goal 14, Goal 2 and ORS 197.298. These findings are summarized as follows:

1. The City of Forest Grove identified a need to provide a functional Boundary to solve specific transportation problems within the community and to maximize the development of vacant land within the existing UGB;
2. Where there are specific locational characteristics that will assure a compact urban form, ORS 197.298(3)(c) specifically authorizes expansion onto existing farmland where higher priority lands are unavailable to address the identified problem within the region as a whole;
3. In addition to the exception provided under ORS 197.298(3)(c), the City of Forest Grove evaluated the specific livability problem created by the need for transportation improvements under Metro Code ("MC") §3.01.020(B)(2). After weighing the negative and positive aspects of the proposed expansion and withdrawal, the Metro Council can find the best solution to this problem is to amend the UGB to include David Hill Road and to exclude lands physically separated from the community by Highway 47;
4. In addition to the independent basis for an amendment provided under ORS 197.298(3) and MC §3.01.020(B)(2), the City further evaluated existing and proposed transportation alternatives and in the Forest Grove Transportation System Plan and other areas within and outside the UGB to identify land that may reasonably accommodate the City's need; and
5. There are no other areas in the region as a whole that may reasonably accommodate the specific transportation needs and resolve efficiency problems identified by the City.

The above findings indicate that the Swap is consistent with the Metro Code, Goal 14, Goal 2 and the applicable statutory requirements set forth under ORS 197.298. The Swap is discussed in detail in the UGB LAND SWAP PROPOSAL dated June 18, 2002 and submitted by Mayor Richard Kidd to Mike Burton on June 24, 2002. The City has also submitted detailed legal findings to Metro's legal staff in support of the proposal.

We understand the Metro Council's obligation to address needs at the regional level and we appreciate your efforts in accommodating specific concerns identified by local communities during the Periodic Review process.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard Kidd". The signature is fluid and cursive, with a large, stylized initial "R" and "K".

Mayor Richard Kidd  
City of Forest Grove

PLEASE DISTRIBUTE TO ALL METRO COUNCILORS!

We were stunned to hear of the radical change in the proposal for bringing new lands in to the UGB in NW Portland. We were assured that the decision would be made with facts. Soil types, watershed, wildlife, infrastructure and the like. Yet it appears that what is swaying the decision is money. Developers and land owners are lobbying for developing environmentally sensitive, irreplaceable habitat. The land adjacent to Forest Park must remain undeveloped. To surround the park with development will choke off wildlife corridors and the park will cease to be what it has always been. Portland's UGB has been a model for other cities world wide, but now it appears that the principles behind it are selling out to the developers and land owners greed.

Discounting our emotional, tree hugging tirade. What about infrastructure, roads, sewers, schools, schools, schools. Where are these 500 or so new families going to send their children to school? Skyline could pack in maybe 50 new students. West Sylvan is already well over capacity and ditto for Lincoln. If the school district can't even afford to keep the schools open the full year, how are they going to build new schools? Are the developers going to build them?

Including study area #94 in the expanded UGB is a bad idea. Metro is charged with preserving the usability of our region. We know that in the last 10 years zoning and environmental overlays have been put in place to protect the timber, wildlife and agriculture of this area. Now it appears that Metro is changing their mind, perhaps recycling is too inconvenient. Maybe clean air and water are overrated.

We implore you; do as you have pledged to do. Preserve the rural character of the Skyline Ridge. Once it's gone it's gone.

Thank You for your consideration on this matter.



Jan A. & Thomas J. Campbell  
18807 NW Columbia St  
Portland, OR 97231  
503-621-33242

# Three Rivers

LAND CONSERVANCY 

November 19, 2002

Metro Councilors  
METRO Regional Government  
600 NE Grand Ave.  
Portland, OR 97232

Re: 2002 Urban Growth Boundary Expansion

Metro Council:

Three Rivers Land Conservancy would like to submit the following testimony regarding the 2002 urban growth boundary expansion in Stafford Basin. Three Rivers is a locally based nonprofit land conservation organization preserving land throughout metro Portland with hundreds of members. Three Rivers Land Conservancy recognizes that a twenty year supply of land is needed under state law, and Metro Council is faced with a difficult decision with the expansion of the urban growth boundary. Metropolitan area residents are depending on their regional government to define smart urban growth, implement natural resource protection policies, protect the interests of the affected communities and meet statewide planning goals. This is no small task.

Three Rivers Land Conservancy is here today to urge you to do two things:

- 1) Listen to the local community that will be responsible for planning the growth; and
- 2) Ensure open space protection by acquiring natural areas and open space in these areas.

On the first point, Lake Oswego has stated that it cannot accommodate growth at this time. It is currently developing its downtown core and does not want to divert its energy toward the fringe. Downtown Lake Oswego is becoming a great town center and plans for redevelopment in Lake Grove are also proceeding. This momentum should not be tampered with now.

On the second point, natural resource and greenspace buffers must be taken into account when expanding the urban growth boundary. Open space acquisition must be a key component of this natural resource protection along with environmental regulations. Lake Oswego has bought 100 acres of the proposed 4,000 acres for inclusion. This is a tiny fraction of the total land area. More land must be purchased to ensure long-term protection and adequate buffers between communities.

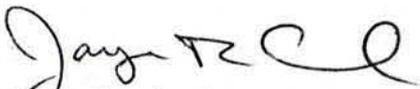
Urban growth boundary expansion adversely affects the surrounding communities and natural resources. The Stafford Basin is home to lower Tualatin River tributaries such as Wilson, Athey and Pecan Creek. All of these creeks provide clear, cool water to the Tualatin. Development will jeopardize the health of these streams and the Tualatin River.

Opportunities exist in areas like Stafford, Damascus, Sherwood and throughout the metropolitan Portland area to protect key natural resources before the boundary expands. This must be a key component of any future acquisition bond measure. The Metro Council has a unique opportunity to acknowledge its increased responsibilities by dedicating sufficient resources to adopt strong, effective environmental protection policies.

Three Rivers Land Conservancy's mission is to preserve and protect natural areas, scenic and recreational areas, wildlife habitat, and historic lands in metropolitan Portland. By working with private landowners, watershed councils and existing community groups in the metro area, we are engaged at the community level. Three Rivers Land Conservancy is dedicated to helping local residents identify and protect key areas in order to retain the character and livability of the community.

Oregon is unique because of its citizen involvement in land use decisions, especially as it relates to their communities. Three Rivers Land Conservancy urges elected officials to make every effort to accommodate the voice of Oregon's citizens in shaping their communities. Leadership by the local community is the backbone to Oregon's ability to successfully improve upon and implement critical land-use policies. The retention, protection and acquisition of open spaces provides more livable communities and must be at the forefront of the planning decisions.

Sincerely,

A handwritten signature in black ink, appearing to read "Jayne Cronlund". The signature is fluid and cursive, with a large initial "J" and a long, sweeping tail.

Jayne Cronlund  
Executive Director  
Three Rivers Land Conservancy

NOVEMBER 20<sup>th</sup>. 2002



PORTLAND AREA METRO COUNCIL

SUBJECT: EXPANSION OF THE URBAN GROWTH BOUNDARY

From: Lance Burton of PO Box 683, Brush Prairie, WA, 98606 *on behalf* of property owners, Kristine & Mike Jones of **26550 SE Hwy 212, Boring**, Oregon.

To Council Members;

I have been authorized to speak and submit on behalf of the property owners their wish to have their nearly 6 acre parcel included within the expanding Urban Growth Boundary.

Kris Jones has lived on the property since 1988 first as a child with their parents, Mike and Penni Tursi and then after the death of her father; now with her husband and two children. However, the area between Damascus and Boring continues to evolve into conglomerate of business activities, increased traffic and ballooning property values.

Full-blown retail developments exist on both sides of their property, 1/2 mile and to the east and about 3 miles to the west. While a variety of construction related companies including, Northwest Tractor Parts, a next door neighbor who has somewhere near a million dollars of inventory to sell according to a neighbor

The Jones's have no aversion to their neighbor's efforts to use their property for business activities, as highway 212 seems to fit the environment for such endeavors. But the Jones are extremely concerned and are now being affected about the skyrocketing property values and related taxes.

They see, the expansion of the Hamlets with retail developments, the expanding business base from adjacent neighbors and the ever increasing traffic flow on Highway 212 as being a major factor in exponentially expanding even higher taxes for their future.

These higher assessments are squeezing this family out, recently, the Jones placed their property on the market to sell with a price tag at \$279,000.00 far below the \$350,000.00 assessed value and received no inquiry. Their home site is evolving into a business setting because of the above-described conditions.

A couple is not inclined to buy this property to raise a family, a developer is. However, this area of property is being held hostage for the lack of proper zoning and this leads to potential developers abandoning their interest in property along this highway corridor.

The Jones, do not expect to sell all of their property, they have a 2,000 sq. foot home, with a swimming pool and a large barn that suits their needs. If the need arises to sell a part of it to supplement their children's education, pay taxes or whatever, such ability would provide peace of mind with proper zoning.

They respect the values and considerations this council must make, personally, if this property were a half a mile or more off this road this letter and my representation wouldn't be here today. But the highway 212 corridor and mounting development offers no other solutions but to request that their property be included into the expansion.

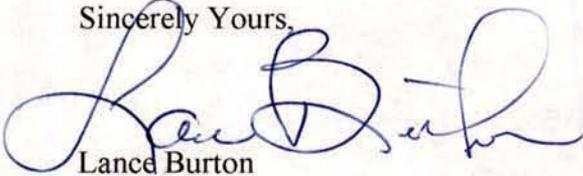
The matter of Oregon's revenue stream for the future is certainly on the minds of its citizens. As a developer in Washington State I see even a bigger exodus from the Portland area to Washington because of this. In reviewing the enclosed map I have discovered that the 100' wide ribbon that abuts many property owners including the Jones was the site of a former railroad line now owned by the state of Oregon. Why, isn't this state selling this property to adjacent property owners, deriving immediate income and future income as infrastructure is created as property is improved? It might even diminish traffic on 212, or at least provide future circulation modes?

Allowing the Jones to become a part of the expansion is a benefit to them certainly, but it justifies an unfair tax base, its allows reasonable controlled development for commercial endeavors, minimizes traffic to existing retail areas conserving fuels, smog and congestion.

The "ribbon" corridor is a future concept; immediate cash result can be generated with this property being offered first to homeowners to purchase. Later as zoning permitted, property owners could develop the property, build infrastructure, paying fees and of course generate future taxes.

Please give the Jones's request consideration, I believe it's a win, win situation that in my vision has no justification for not occurring.

Sincerely Yours,



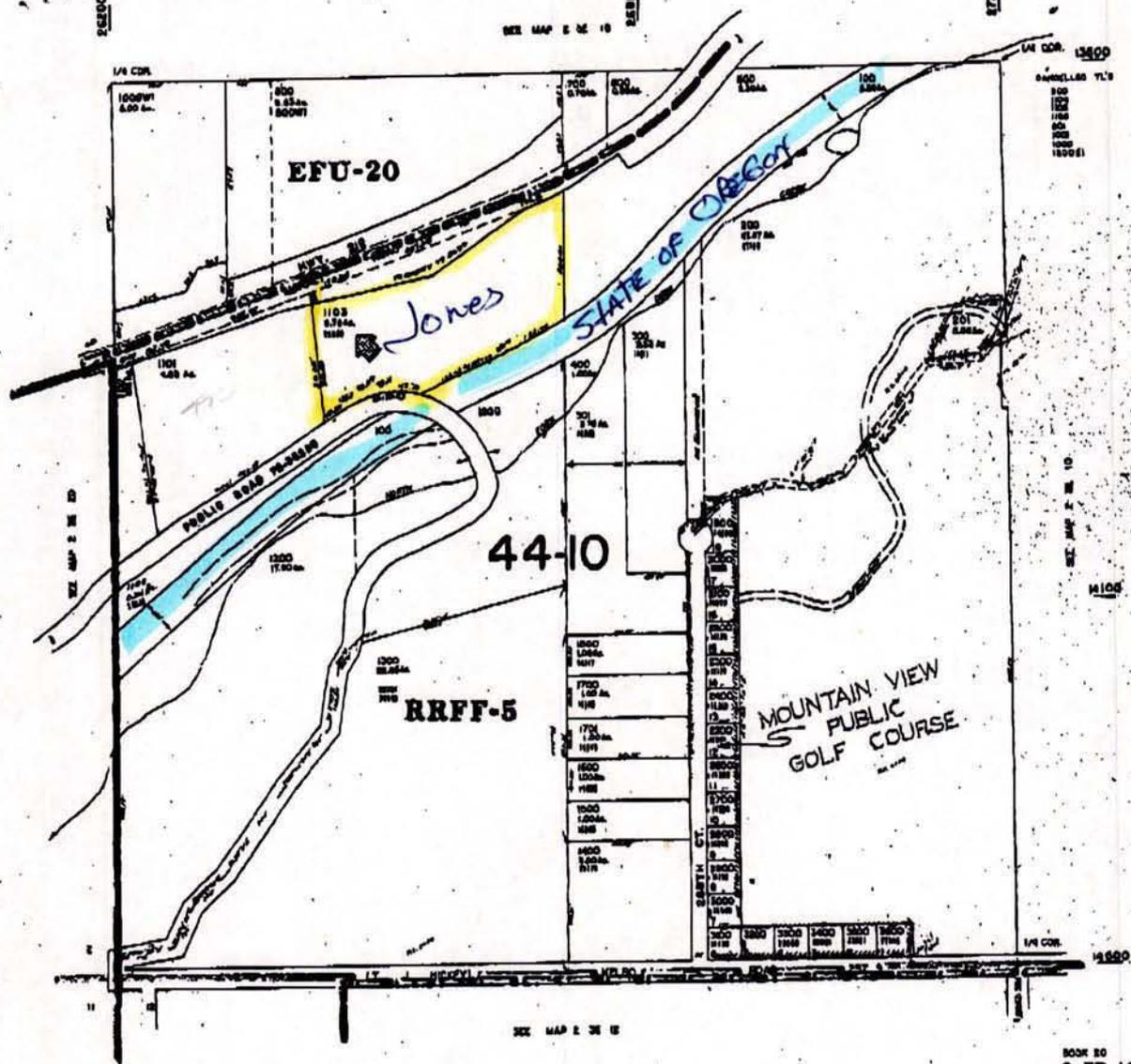
Lance Burton

112102C-121  
2 3E 10

This map was prepared for  
abstract purposes only.

SW 1/4 SEC. 1 T2S. R3E. W4  
CLACKAMAS COUNTY

1"=200'  
SEE MAP 2 3E 10



SEE MAP 2 3E 10

BOOK 20  
2 3E 10



**FAX**

*Council record*



**Date** 11-25-02

**Number Of Pages Including Cover Sheet**

3

**Washington County, Oregon**

- Tom Brian, *Chairman*
- Dick Schouten, *District 1*
- John Leeper, *District 2*
- Roy Rogers, *District 3*
- Andy Duyck, *District 4*
- Charles Cameron, *County Administrator*

**TO:** Carl Hosticka

**Phone**

**Fax Phone** 503-797-1793

**FROM:** Tom Brian

**Phone** (503) 846-8681/846-8685

**Fax Phone** (503) 846-4545

**cc:**

**REMARKS:**  Urgent  For your review  Reply ASAP  Please Comment

Large empty rectangular box for remarks.



# WASHINGTON COUNTY

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## OREGON

November 22, 2002

Mr. Carl Hosticka, Presiding Officer  
and Metro Councilors  
Metro Regional Center  
600 NE Grand Avenue  
Portland, OR 97232-2736

Re: Bethany Area Expansion

Dear Presiding Officer Hosticka and Council Members:

The Board of County Commissioners respects your determination that it is necessary to expand the UGB in the Bethany area. The county and our special service districts will continue to work with the City of Beaverton and the affected property owners to plan the area and coordinate issues of governance.

The county agrees with the testimony of Mayor Rob Drake that the most important area to include in your boundary expansion is the 109-acre site on Springville Road next to PCC (the western half of Study Area 85). That site is the linchpin for planning and extending services to the rest of Areas 84, 85, 86, and 87.

In coordination with the city and the Beaverton School District, and in accord with Metro's Functional Plan, the county has approved a master plan for the 109-acre site. The school is an integral component of the plan. The layout of the roads and utilities, the configuration of the school site, and the conditions of approval all work together to ensure that the school can be built efficiently and in a timely manner. The school district purchased the property in anticipation that it would be developed in conjunction with the master plan. Providing access and utilities to the school without development of the master plan would be difficult, inefficient and very expensive.

The master plan was the culmination of almost four years of joint county-city planning processes and land use decisions. In coordination with LCDC and Metro, the county amended its comprehensive plan to provide for the urbanization of the site (our comprehensive plan refers to it as "Area of Special Concern No. 3"). The county adopted, and LCDC acknowledged, an R-9 zoning designation for the property, which means it is no longer considered resource land.

The county again joins with the city to urge you to keep faith with all of the planning work and, not only include Area 85 West in your expansion decision, but make that decision in a manner that protects the viability of the county's approved master plan.

As you decide on the final configuration of the Bethany expansion, the county also recommends that you limit your consideration to the sites east of 185<sup>th</sup> Avenue. At this time, it would not be appropriate to expand west of 185<sup>th</sup> Avenue without the extensive study and planning that has been applied to the areas east of 185<sup>th</sup> Avenue.

Thank you for your consideration of these comments.

Very truly yours,

*Tom Brian*

Tom Brian  
Chairman

cc: Mayor Rob Drake  
James R. Carnes, Beaverton School District Interim Superintendent  
Robert Fisher, Beaverton School District Assistant Superintendent  
Mike Burton, Metro Executive Officer

# COFIELD LAW OFFICE

Dorothy S. Cofield, Attorney at Law

## VIA HAND DELIVERY

November 21, 2002

Presiding Officer Hosticka and Council Members  
Metro Council  
600 NE Grand Ave.  
Portland, Oregon 97232-2736

*Re: 20016 S. White Lane/Tax Lots 280, 100, 1700, 1790, 200  
A Portion of Study Area 31  
Ordinance No. 02-969*

Dear Presiding Officer Hosticka and Council Members:

I represent Bill Vandermolen and Susan Schnell who own approximately 43 acres in Study Area 31. *See Attached Maps.* Their property was part of former Urban Reserve 29. The Executive Officer has not proposed Area 31 in its recommendation for expansion of the urban growth boundary ("UGB") primarily because most of Area 31 has steep terrain and would be difficult to serve. Area 31 is zoned resource land by Clackamas County and therefore, Metro has designated all of Area 31 as Tier 4. The Executive Officer's Recommendation for Oregon City includes Area 24 (partial), Area 26 (partial) and all of Area 32 for a total of 1395 areas. Oregon City has proposed expanding the UGB to include larger portions of Area 24 and 26; a partial inclusion of Area 32 and the inclusion of land south of Henrici Road.

The Vandermolen-Schnell property is zoned agriculture forest (AG/F) by Clackamas County. According to the County's soil maps, the soils are comprised of two soils type: Class IV Jory Stony Silt and Class VII Xerocherpes and Haploxerolls. The forestry index is reported to be 115-150. These soils are not rated high value farmland under ORS 215.710. The Vandermolen-Schnells currently run cattle on the property under the name of Quick Mill Farms. Mr. Vandermolen comes from a family of Tillamook County dairy farmers. He has attempted to farm the property but finds that the number of rocks and boulders precludes effective farming as well as the fact there is no water for irrigation. A portion of the Vandermolen-Schnell property (Tax Lot 280) is already inside the UGB. Metro staff is proposing a technical amendment to make the property boundary match the UGB boundary.

Unlike most of Area 31, the Vandermolen-Schnell property is ideally suited for inclusion in the UGB. As mentioned above, a portion of the property is already in the UGB. The property is designated Inner Neighborhood. Except for the Vandermolen Schnell residence and outbuildings, the property is vacant and in one ownership. The

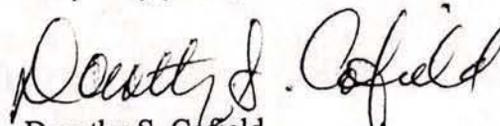
property does not contain significant environmental resources and has not been designated in Metro's draft Goal 5 Fish and Wildlife Habitat Inventory.

The property could be easily served with water, sewer, stormwater and abuts urban housing already provided with these public facilities. Most of the property is relatively flat. South Central Point Road provides access from the north and south. Via S. White Lane, South Leland Road provides additional access from the southeast to Area 31. The property is traversed by a Bonneville Pacific Power (BPA) power line which makes it difficult to conduct farm and forest activities. However, the BPA easement area could be easily incorporated into a housing development as a playing field or other open space.

In its letter dated October 15, 2002, Oregon City identified problems with adding all of Area 32 into the UGB due to steep slopes and poor transportation links. Under ORS 197.298(1)(d), agriculture or forestry land can be considered for inclusion into the UGB if specific types of identified land needs cannot be accommodated on higher priority lands due to topographical or other physical constraints. In the case of Area 32, the City has identified topographical and transportation constraints which indicate housing needs cannot be accommodated there. With the City's proposal to reduce Area 32 from 700 acres down to 190 acres, there will undoubtedly be a shortage of housing in the southern portion of the City's proposed boundary. The flat and well-served portion of Area 31 will meet a need to add residential land to the southern portion of the City and should be included in the UGB expansion. The City of Oregon City is looking at this partial inclusion of Area 31 into the UGB at this time.

We support Newland Communities' phased approach to use Periodic Review Task 3 to complete work on the remaining residential and employment shortfall. See *Newland Communities Alternative Alternatives Analysis, page 3*. In the event the Council does not include the Vandermolen Schnell property in the UGB at the December, 2002 proceedings, they plan on conducting an alternative analysis for a new Area 31-A that will protect the majority of resource land in Area 31 but at the same time allow for the development of land adjacent to the UGB that is easily served by public facilities and is not environmentally constrained. A technical study of the soils may be appropriate to determine if they are miszoned.

Very truly yours,

  
Dorothy S. Cofield

DSC:das

Enclosures: As Stated

cc: Clients

Mayor John F. Williams, Jr., Oregon City Mayor



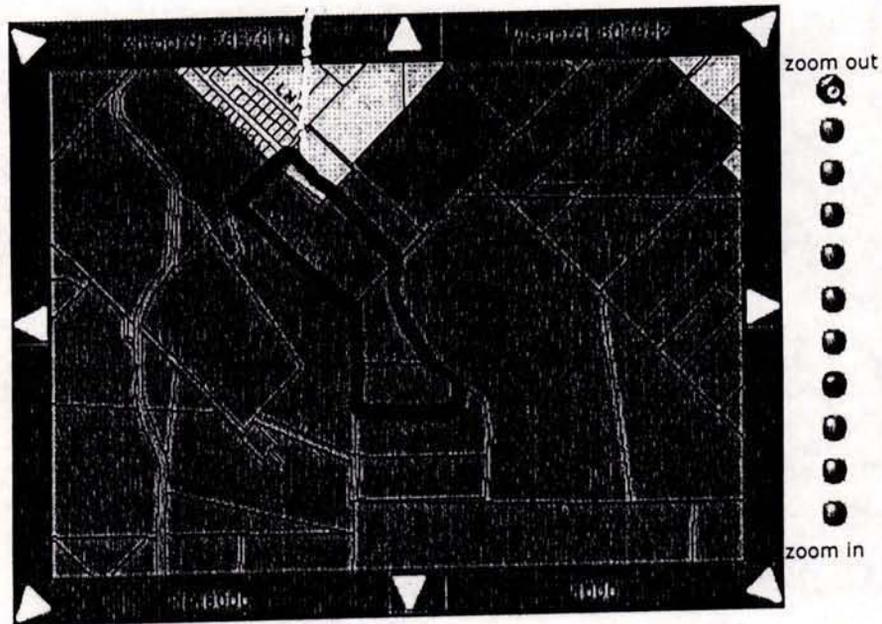
Urban  
growth  
boundary

## Interactive Map Results

20016 S WHITE LN, OREGON CITY 97045

- Outside the urban growth boundary
- Inside the study area, tier 4
- Outside Executive Recommendation

**Important note: the Metro Council could decide to bring this property into the urban growth boundary even if it was not included in the Executive Recommendation.**



Area in Urban Growth Boundary



Executive Recommendation

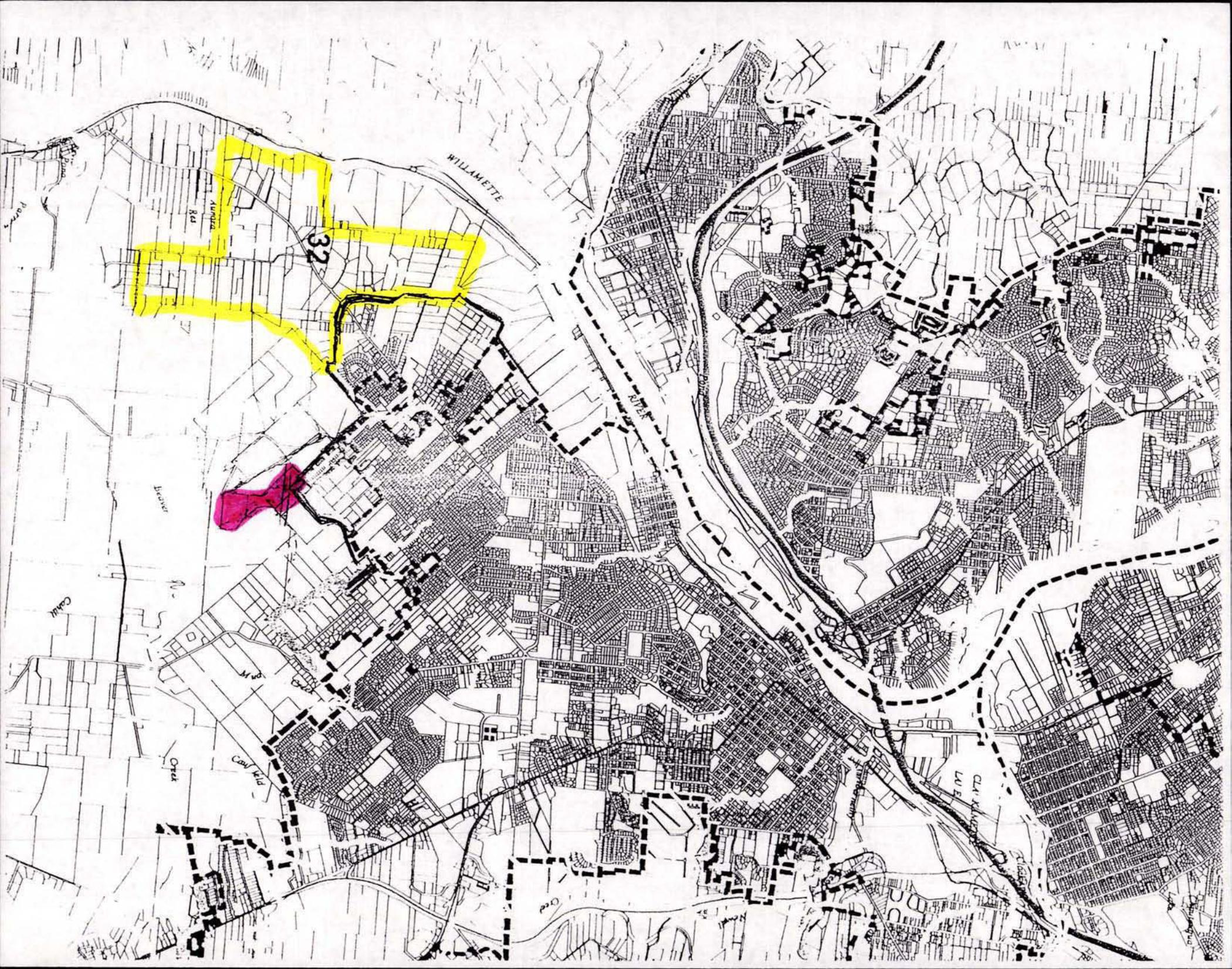
Study Area: Non-Resource Lands



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



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



# PACIFIC RIVERS COUNCIL



[www.pacrivers.org](http://www.pacrivers.org)

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**Portland, OR 97231-2616**

**v. 503-735-1240/f. 503-283-3577/[mscurlock@att.net](mailto:mscurlock@att.net)**

25 November 2002

Rex Burkholder  
Northwest Portland District Councilor  
Metro Council  
600 NE Grand Avenue  
Portland, OR 97232  
[ugb@metro.dst.or.us](mailto:ugb@metro.dst.or.us)

**Re: Ordinance No. 02-969 (UGB Proposal, Forest Park and Bethany)**

Dear Metro City Councilors:

It has come to our attention that on November 21 the Council held its First Reading of Ordinance No. 02-969 and that the proposed ordinance includes areas not mapped for Urban Growth Boundary (UGB) inclusion earlier this fall. Nonetheless, this ordinance is slated for Council adoption on December 12.

We urge the Council to modify the Draft Ordinance No. 02-969 by **withdrawing** Study Areas 84, 85, 86, 87 (Bethany), and 94 (Forest Park) from inclusion in the Urban Growth Boundary expansion. A rational basis for the proposed decision does not exist. Inclusion of these areas in the UGB will not contribute to a sensible development pattern for Portland or the existing neighborhood, or serve the state's land use goals for at least the following reasons:

1. The highest and best use for these areas is better reflected by current zoning and conservation overlays. Areas 84 - 87 have a high proportion of Exclusive Farm Use (EFU) land, much of which is now actively farmed. Area 94 is mostly woodland directly adjacent to Forest Park.
2. Under current policy, these lands can continue to provide wildlife and water quality functions that will be undermined by the type of development now proposed. All these areas are critical to wildlife and to the health of year-round stream corridors. Metro's own 2002 Wildlife Habitat and Riparian Areas maps delineate much of the land within these Study Areas as Significant. These lands are prime border and upland areas for adjacent habitats of even higher significance, such as the Abbey Creek bottomland. If they are urbanized, loose dogs will replace elk, bobcat, and coyote as the major mammals; starlings will replace songbirds; rats and opossums will replace small mammals - all in a zone well beyond the UGB.
3. The through roads in the Northwest Rural Area are absolutely unsuited to receive any additional traffic, especially in winter - not only locally, but at already problematic transition points such as NW Germantown/Bridge Ave. and NW Cornell/Lovejoy/25th. Moreover, there is no public transit provided or anticipated along Skyline Boulevard, where the nearest transit to Area 94 is 4 to 5 miles away. One limited-service bus line runs through part of Bethany, about a mile from the far edges of Areas 84 - 87.

4. Other public services are not and will not imminently be to support higher density development in this area. For example:
  - a. There are no city sewers. More than currently anticipated septic systems are a risky proposition for the already highly impaired water quality in area streams.
  - b. Area schools already are seriously overcrowded (e.g. West Sylvan has forced its sixth grade out of the building starting next year) and new development in this area will increase the problem;
  - c. More development, especially adjacent to Forest Park will further tax the fire protection districts by further interspersing of homes in forested areas.
5. There is no shortage of upper-end housing in Portland, yet this is the only type of housing that would be made available through the inclusion of these areas. This proposal thus solves no existing urban growth problem and creates new ones.
6. Public resources would be more efficiently invested in urbanized areas. Every dollar spent on private development and public infrastructure to urbanize farm and forest land, is a dollar NOT available to renovate, redevelop, maintain, and enhance existing urban areas.
7. The monetary self-interest of a few landowners should not affect the Metro Council's decision. You should listen to the many northwest area rural residents who, with no financial stake, want to preserve the productivity and wildlife values already present in our area.

Over 200 citizens from my neighborhood have carried these and other common-sense messages to the council this summer and fall, so what we are saying should be nothing new to the Council. The exclusion of these areas in prior proposals had led many of us to believe that our input resonated with city officials. However, it now appears that sound public policy is at risk of giving way to the interests of a small group of landowners who are not content to develop rationally within existing zoning constraints.

We urge you to re-examine the proposed ordinance and withdraw areas 84-87 and 94 from Ordinance 02-969 immediately. Thank you for your thoughtful consideration of this input.

Sincerely,

  
Mary Scurlock Adamson

Peter Adamson

Cc: Vera Katz, Mayor  
Erik Sten, Portland City Council  
Brian Lightcap, Multnomah Soil and Water Conservation District  
Friends of Forest Park  
1000 Friends of Oregon  
David Bragdon

**Proposed UGB Expansion South of Sherwood**  
**208 Acres (area 54/55p)**  
**11/21/02**

My name is Tom Aufenthie, I live at 15674 Highpoint Drive, Sherwood, Ore 97140..My phone number is 503-625-1608..e-mail [taufenthie2002@yahoo.com](mailto:taufenthie2002@yahoo.com)..

I and others were successful in passing a city ordinance requiring voter approval for any proposed annexations to Sherwood..Sherwood has contributed mightly to the growth in Washington county in the last decade..

I object to the proposed expansion for the following reasons:

Goal 14

Factor 2 Livability

Livability will be adversely affected by increasing demand for school schools at a time when the district is already short of facilities..

The proposed expansion is inconsistent with a study funded by Metro that indicates a connector from Baker Road to Highway 99 is essential to the development of this area..

Your attention is directed to the concept plan prepared for former area 45 in the year 2000 of which the proposed addition is a portion..See executive summary page 1, Key concepts and Design Principals page 5 . Proposed East-West connector page 8 and page 12 Discussion of the transportation system...

I argue that the proposed expansion is inconsistent with Metros transportation plan..The proposed expansion as explained by councilor McClain would be contingent on a discussion of the location of the proposed !-5-99 connector..I believe more than a discussion is warranted..A Department of Transportation approved alignment complete with the designated right of way would in my opinion be necessary..

The I-5 to 99 connector does not solve the problem for local access as previously pointed out..i.e.( a connector to Baker Road is essential)..

Factor 3 Orderly and economic provision of public facilities and services..

Your attention is directed to page 3 Planned Regional facilities Affecting the planned Areaof the Memorandum dated March 29, 2000 by DKS associates prepared as part of the study of former area 45 and funded by Metro..

“ The city of Sherwood Draft transportation plan does not provide a street network that extends into the urban reserve area.”

Your attention is also directed to the concept plan document page 12, Transportation system,,There is a limited number of potential north-south street access points in the existing city area..i.e. connectivity has been exacerbated by developments that have not provided street stubs to the area..

Factor 4 Maximum efficiency of land uses..

The proposed expansion does not lend itself to a compact form as readily as other areas due to the transportation problems (Connector) and the lack of ready access to city services..

Goal 5 Environmental, Energy, Economic and Social consequences..

The city of Sherwood is bedroom community..A recent article in the Oregonian showed that 70% of Sherwood residents commute..The proposed expansion will add commuters to an already overburdened highway 99..The regional analysis for lands located within an one mile study area of the metro boundary prepared by Lydia Neil in June of 2000 Recommended the exclusion of area 15c due to traffic impacts on Highway 99..(page 16) I believe the proposed expansion area is similar and should also be excluded..