

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING A METRO) ORDINANCE NO. 11-1261A
COUNCIL DISTRICT REAPPORTIONMENT)
PLAN AND DECLARING AN EMERGENCY) Introduced by Councilor Barbara Roberts

WHEREAS, Section 31(1) of the Metro Charter establishes the minimum criteria for reapportionment of Council districts, requiring such districts as nearly as practicable to be of equal population and to be continuous and geographically compact;

WHEREAS, Section 31(1) of the Metro Charter requires that within three months of completion of the U.S. Census, the Council shall change the districts' boundaries in a manner that accords equal protection of the law and shall assign councilors to the reapportioned districts;

WHEREAS, on February 23, 2011, Metro received population data from the U.S. Census;

WHEREAS, on April 14, 2011, the Metro Council adopted Ordinance No. 11-1258 for the purpose of establishing criteria for Metro Council district reapportionment; and

WHEREAS, pursuant to Ordinance No. 11-1258, the Council has developed a redistricting plan; NOW THEREFORE,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. That the reapportionment plan attached to this Ordinance as Exhibit A and describing the six Council districts is hereby adopted by the Council;
2. That the assignment of councilors to districts shall be described in Exhibit B; and
3. That this Ordinance being necessary for the health, safety and welfare of the Metro area for the reason that reapportionment plan should be adopted in compliance with the provisions of the Metro Charter Section 39(1), an emergency is declared to exist, and this Ordinance shall be operative upon its passage for the purpose of describing the six Council districts and shall be effective on January 3, 2013, for the purposes of electing new councilors to the Council and dividing Metro into the districts described in Exhibit A.

ADOPTED by the Metro Council this 19 day of May, 2011.

Tom Hughes
 Officially Approved
 Tom Hughes, Council President

Approved as to Form:
Alison Kean Campbell
 Alison Kean Campbell, Acting Metro Attorney

METRO COUNCIL
 Metro Council

Attest:

Kelsey Newell
 for Kelsey Newell, Recorder

Exhibit A to Ordinance No. 11-1261A
Legal Description of Reapportionment Plan

District 1

Beginning at a point in the center of the channel of the Columbia River north of Government Island where such channel intersects with Interstate 205; east in the channel of the Columbia River following the outer boundary of Metro to the outer boundary's most easterly point; generally south following the eastern outer boundary of Metro; generally west and then due south following the southern outer boundary of Metro to a point in the channel of the Clackamas River where Springwater Road crosses the channel; north along the channel of the Clackamas River following the outer boundary of Metro to the city limits of Happy Valley; east following the city limits of Happy Valley to the centerline of Hwy 224 (where it intersects with SE Eckert Ln.); north along the centerline of Hwy 224 to its intersection with Hwy 212; east following Hwy 212 to the western boundary of the City of Damascus; north following the western boundary of Damascus until it intersects with SE Foster Rd.; north on Foster Rd till it intersects with the Clackamas/Multnomah county line. West along the county line till it intersects with SE Mt Scott Blvd.; north along the centerline of SE Mt Scott Blvd. Until it intersects with SE 112th St; north along SE 112th St till it becomes SE 110th St; north along SE 110th St until it intersects with SE Foster Rd.; east along SE Foster Rd until it intersects with SE 122nd Dr; north along SE 122nd Dr until it intersects with NE Marine Dr. Continue north into the south channel of the Columbia River until the center of the channel; west along the center of the channel until it intersects with I205; north along I205 until it reaches the point of beginning.

District 2

Beginning at a point at the intersection of SE Foster Rd and the Multnomah Clackamas County line – at SE Chedelin Rd; west along the Multnomah Clackamas County line to the center channel of the Willamette River. North along the center channel of the Willamette River to where it flows under the Sellwood Bridge; west across the Sellwood Bridge until it intersects with SW Macadam Ave.; north on SW Macadam Ave until it reaches a point where the logical extension of SW

Virginia Ave would intersect with SW Macadam (roughly adjacent to the north side of Multnomah County taxlot 1S1E22BD -05300 – situs address 0600 SW Taylors Ferry Rd). West along this extension to the intersection of SW Taylors Ferry Rd and SW Virginia Ave; south along SW Taylors Ferry Rd to a point where the logical extension of SW Canby would intersect with SW Taylors Ferry Rd; west along this extension and then west on SW Canby St.; north on the centerline of SW Brier Pl. to its intersection of Interstate 5. West along Interstate 5 to its intersection with SW Barbur Blvd at approximately SW 61st Ave; west along SW Barbur Blvd to its intersection with The Multnomah Washington County boundary (at SW 65h Ave).; south along the Multnomah Washington County boundary to a point where it intersects with the eastern boundary of the City of Tualatin – also the P&W Railroad ROW; south along the city of Tualatin’s western boundary to where it intersects with Interstate 5. South on Interstate 5 to the center channel of the Tualatin River; east and then south and then west following the city boundary or the City of Tualatin to a point where it intersects with the Clackamas Washington County boundary; south along the Clackamas/Washington County boundary and then east along the outer boundary of the Metro jurisdictional boundary to a point in the channel of the Clackamas river that intersects the shared boundary of the cities of Happy Valley and Damascus. East and then north following the boundary of the city of Damascus until it intersects with SE Foster Rd.; north on Foster Rd back to the point of beginning.

District 3

Beginning at the point where the Multnomah and Washington County boundaries intersect with SW Beaverton Hillsdale Hwy; south along the Multnomah/Washington County boundary to a point where it intersects with the eastern boundary of the City of Tualatin – also the P&W Railroad ROW; south along the city of Tualatin’s western boundary to where it intersects with Interstate 5. South on Interstate 5 to the center channel of the Tualatin River; east and then south and then west following the city boundary or the City of Tualatin to a point where it intersects with the Clackamas /Washington County boundary; south along the Clackamas/Washington County boundary and then west and then north along the outer boundary of the Metro Jurisdiction to where it intersects with the Tualatin Valley Hwy at SW 209th Ave; east along Tualatin Valley Hwy - becoming SW Broadway; south on SW Watson and then east along

SW Farmington Rd becoming SW Beaverton Hillsdale Hwy – back the point of beginning.

District 4

Beginning at the point where the Multnomah and Washington County boundaries intersect with SW Beaverton Hillsdale Hwy; west along Beaverton Hillsdale Hwy – becoming SW Farmington Rd – north at SW Watson and then east on SW Broadway – becoming SW Tualatin Valley Hwy; continue east on SW Tualatin Valley Hwy to where it intersects with SW 209th Ave; continue west along the outer boundary of the Metro Jurisdiction to its most western extent, and then east along the outer boundary of the Metro Jurisdiction to its intersection with the Washington/Multnomah county boundary on SW Springville Rd; south and west along the Washington/Multnomah county boundary to a point where the logical extension of the centerline of NW 102nd Ave (this also being the NW corner of Washington County taxlot:1N135BB00101); south along the extension of and then the centerline of NW 102nd Ave to where it intersects with NW Cornell Rd; west along SW Cornell Rd to its intersection with NW 107th Ave; south along NW 107th to the city of Beaverton city limits (just south of NW Lee St; east and south and then east along the City of Beaverton city boundary as it parallels to the north of US 26 to its intersection with the Washington/Multnomah county boundary near SW Canyon Rd.; south along the Washington/Multnomah county boundary back to the point of beginning.

District 5

Beginning at a the point where the Washington/Multnomah county boundary intersects with the boundary of the City of Beaverton (just north US 26 near SW Canyon Rd); west along the boundary of the City of Beaverton as it parallels to the north of US 26 to where it intersects with NW 107th Ave; north along NW 107th Ave to its intersection with NW Cornell Rd; east along NW Cornell Rd to its intersection with NW 102nd Ave; north along NW 102nd and its logical extension to the boundary of Washington/Multnomah counties this also being the NW corner of Washington County taxlot:1N135BB00101). North and west along the Washington/Multnomah county boundary and then north and then east along the outer boundary of the Metro Jurisdiction to a point in the center of the channel of

the Columbia River north of Government Island where such channel intersects with Interstate 205; south on Interstate 205 to a point in the center of the south channel of the Columbia River; east along the south channel to a point where the intersection of the logical extension of NE 122nd Ave; south along the logical extension and then along the centerline of NE 122nd Ave to its intersection with NE Halsey St; west along NE Halsey St until it intersects with Interstate 84; west along Interstate 84 till it terminates into Interstate 5; south on Interstate 5 across the Marquam Bridge until it becomes Interstate 405; north on Interstate 405 until it intersects with US 26; west on US 26 until it intersects with the Multnomah/Washington county boundary and the north back to the point of beginning.

District 6

Beginning at a the point where the Washington/Multnomah county boundary intersects with US 26 (near SW Canyon Rd); east along US 26 until it becomes Interstate 405; south and east along Interstate 405 – across the Marquam bridge and continue north on Interstate 5 until it intersects with Interstate 84; east on Interstate 84 until it intersects with NE Halsey Street (near Interstate 205); east on NE Halsey St until it intersects with NE 122nd Ave; south on NE 122nd Ave – becoming SE 122nd Ave until it intersects with SE Foster Rd; west on SE Foster Rd until it intersects with SE 110th Dr; south on SE 110th Dr – becoming SE 112th Ave – which becomes SE Mt Scott Blvd – until it intersects with the Multnomah/Clackamas county line; west along the Multnomah/Clackamas county line until it intersect with the center channel of the Willamette river; north along the channel of the Willamette River to where it flows under the Sellwood Bridge; east across the Sellwood Bridge until it intersects with SW Macadam Ave.; north on SW Macadam Ave until it reaches a point where the logical extension of SW Virginia Ave would intersect with SW Macadam (roughly adjacent to the north side of Multnomah County taxlot 1S1E22BD -05300 – situs address 0600 SW Taylors Ferry Rd). West along this extension to the intersection of SW Taylors Ferry Rd and SW Virginia Ave; south along SW Taylors Ferry Rd to a point where the logical extension of SW Canby would intersect with SW Taylors Ferry Rd; west along this extension and west on SW Canby St.; north on the centerline of SW Brier Pl. to its intersection of Interstate 5. West along Interstate 5 to its intersection with SW Barbur Blvd at approximately SW 61st Ave; west along SW Barbur Blvd to its intersection with The Washington/Multnomah County

boundary (at SW 65h Ave).; north along the Washington/Multnomah county boundary back to the point of beginning.

EXHIBIT B*
Metro Councilor Assignments

District 1: Shirley Craddick

District 2: Carlotta Collette

District 3: N/A**

District 4: Kathryn Harrington

District 5: N/A**

District 6: N/A**

*Redistricting plan to be adopted immediately for legal requirements per emergency clause, but not implemented until the next Metro Council election cycle, in this case to take effect January 3, 2013.

**To be elected in 2012 for office January 3, 2013

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 11-1261, FOR THE PURPOSE OF ADOPTING A METRO COUNCIL DISTRICT REAPPORTIONMENT PLAN AND DECLARING AN EMERGENCY

Date: May 12, 2011

Prepared by: Tony Andersen
503-797-1878
Aaron Brown
503-813-7587

BACKGROUND

Every 10 years, following the completion of the U.S. Census, the Metro Council is required to evaluate whether each of its six districts are of relatively equal population and make adjustments to district boundaries as necessary to guarantee equitable citizen representation. The redrawn maps shift the boundaries of the six Metro Council districts to account for any uneven growth in the metropolitan region. Based on these requirements, reapportionment is presently necessary to reflect demographic changes reflected in the 2010 Census, which displayed increased population growth on the western side of the region and relatively slower growth in the south and southeastern areas. Timing wise, the Metro Council has a legal requirement of three months from receipt of U.S. Census data (February 23, 2011) to complete the reapportionment process, necessitating a May 23, 2011 deadline.

The Metro Council passed Ordinance No. 11-1258 on April 14, 2011, which established and revised reapportionment criteria in addition to Section 31(1) of the Metro Charter (which requires drawing compact districts of equal population) to guide Metro staff in creating redistricting proposals. The ordinance stated proposals should also “reasonably maintain communities of interest” such as cities under 15,000 in population, regional centers, town centers, school districts, established neighborhood associations, neighborhood planning organizations, community planning and participation organizations, and other such similar groups as specifically defined by the Metro Council.

With this direction, Metro staff prepared three map options for Council consideration (included in this packet as Attachment 1 to this staff report), broadly summarized below with changes based from current Metro districts:

- **Option 1**
Shifts the City of Wilsonville and the portion of Stafford south of Interstate 205 from District 3 to District 2. It also shifts the northern boundary of District 3 to Hwy. 26 in some places and takes in more of Beaverton and Aloha, removing this area from District 4. It makes minor modifications to the other Metro districts and brings all districts to within 0.15 percent of the average district population.

- **Option 2**
Shifts District 2 eastward to take in a majority of Happy Valley, which is currently located in District 1. District 1 takes in more of east Portland from District 6 while Maywood Park and other portions of east Portland, currently in District 1, would shift to District 5. District 6 would also extend westward into Beaverton, taking territory from both Districts 3 and 4, while Aloha and parts of Beaverton would shift from District 4 to District 3. This map brings all districts to within 3 percent of the average district population.

- **Option 3**
Also shifts District 2 eastward into a majority of Happy Valley while District 1 takes in more of east Portland. District 5 receives a portion of northern Beaverton and unincorporated Washington County from District 4, and the northern boundary of District 3 is drawn at Beaverton-Hillsdale Hwy. and Tualatin Valley Hwy. in Washington County, bringing Aloha into District 3 from District 4. This map also brings all districts to within 3 percent of the average district population.

Staff have distributed these three options to regional school districts, cities, and counties and actively solicited feedback on the proposals by way of a public comment period closing on May 12th as well as public hearings on the first and second readings of this ordinance. Public comment will be made available as part of the legislation package during the ordinance’s second read and the Metro Council’s vote on May 19th.

Of these three options, Metro staff recommends Option 3 as the adopted reapportionment plan; this proposal enables Wilsonville and neighboring Tualatin and Sherwood to remain in the same district to enhance current municipality collaboration, incorporates numerous pieces of feedback in the iterative process of developing map options, meets all necessary legal requirements, and strives to best meet established reapportionment criteria, with the understanding that in such a tight timeframe no map option will be universally perfect for all stakeholders.

ANALYSIS/INFORMATION

1. **Known Opposition** None currently identified for all three map options. There are concerns about one option over another, but no opposition to the collective group of options.

2. **Legal Antecedents** Ordinance No. 11-1258; and Metro Charter 31(1).

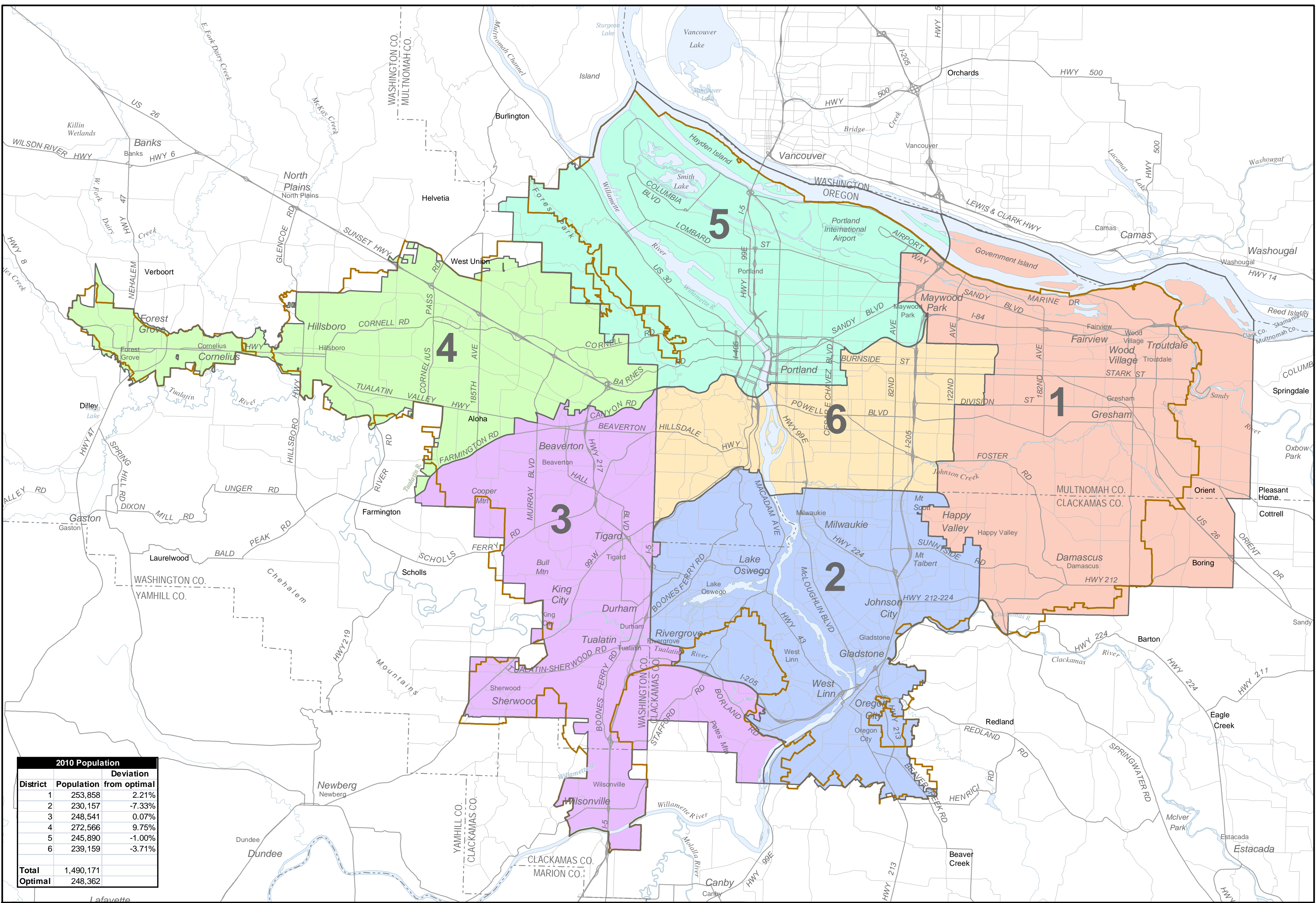
3. **Anticipated Effects** This ordinance would immediately adopt the proposed staff recommendation to reapportion Metro districts.

4. **Budget Impacts** No major impacts anticipated.

RECOMMENDED ACTION

Metro staff, the Acting Chief Operating Officer, and Councilor Roberts recommend adoption of Reapportionment Option 3 to best meet the criteria established by Ordinance No. 11-1258 and Metro Charter 31(1) and adoption of Ordinance No. 11-1261.

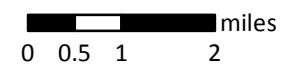
ATTACHMENT 1 TO THE STAFF REPORT, ORDINANCE NO. 11-1261A
MAP OF CURRENT METRO DISTRICTS & PROPOSED OPTION 3 FOR ADOPTION



2010 Population		
District	Population	Deviation from optimal
1	253,858	2.21%
2	230,157	-7.33%
3	248,541	0.07%
4	272,566	9.75%
5	245,890	-1.00%
6	239,159	-3.71%
Total	1,490,171	
Optimal	248,362	

Current Council Districts

Metro Jurisdictional Boundary and Urban Growth Boundary

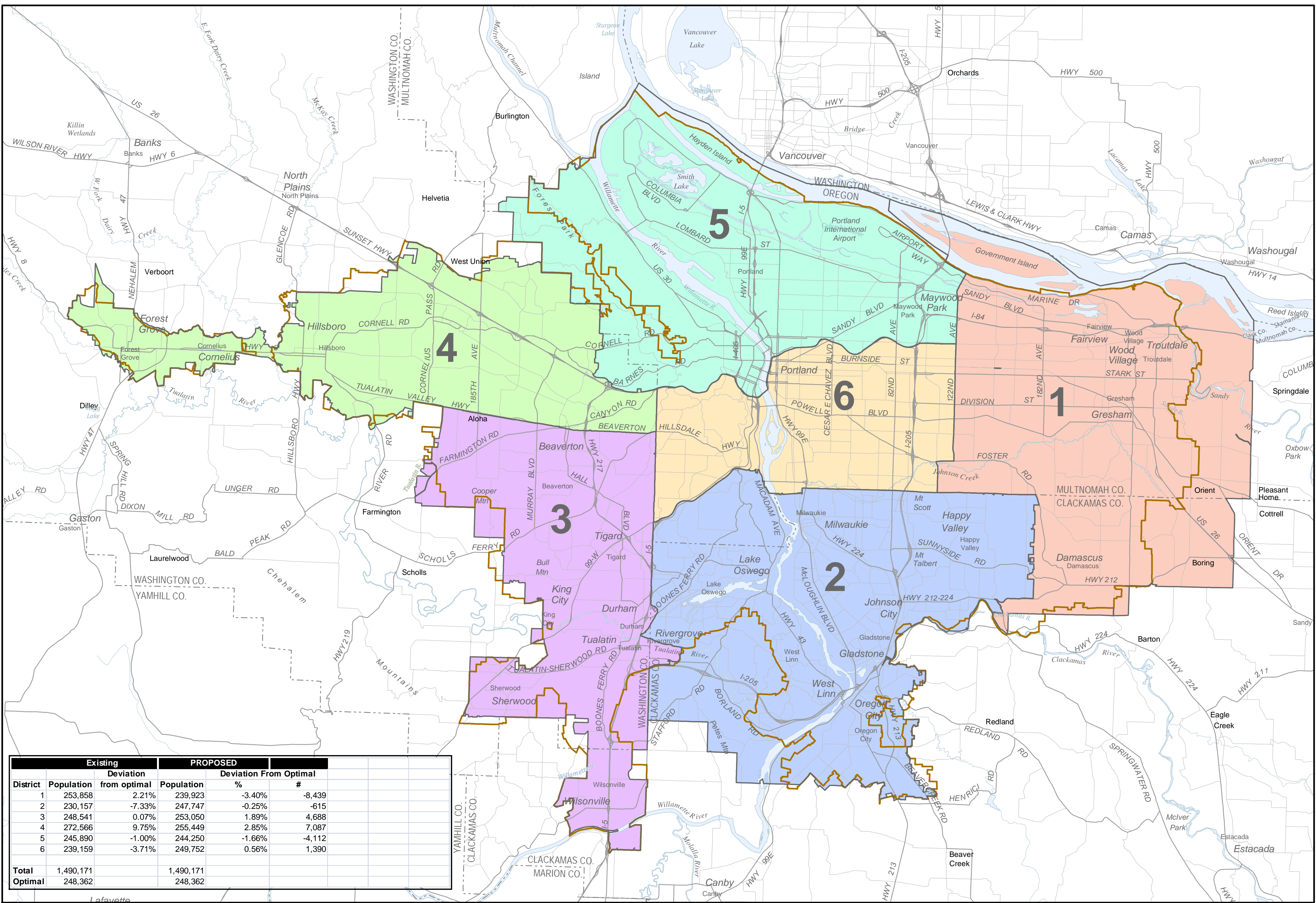


Urban growth boundary

County Boundaries



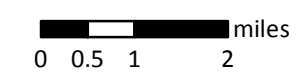
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District	Existing		PROPOSED		#
	Population	Deviation from optimal	Population	Deviation From Optimal %	
1	253,858	2.21%	239,923	-3.40%	-8,439
2	230,157	-7.33%	247,747	-0.25%	-615
3	248,541	0.07%	253,050	1.89%	4,688
4	272,566	9.75%	255,449	2.85%	7,087
5	245,890	-1.00%	244,250	-1.66%	-4,112
6	239,159	-3.71%	249,752	0.56%	1,390
Total	1,490,171		1,490,171		
Optimal	248,362		248,362		

Option 3 - Second Reading for Council Consideration

Metro Jurisdictional Boundary and Urban Growth Boundary



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Urban growth boundary

County Boundaries



FINAL DRAFT, May 18, 2011

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING A METRO) ORDINANCE NO. 11-1261
COUNCIL DISTRICT REAPPORTIONMENT)
PLAN AND DECLARING AN EMERGENCY) Introduced by Councilor Barbara Roberts

WHEREAS, Section 31(1) of the Metro Charter establishes the minimum criteria for reapportionment of Council districts, requiring such districts as nearly as practicable to be of equal population and to be continuous and geographically compact;

WHEREAS, Section 31(1) of the Metro Charter requires that within three months of completion of the U.S. Census, the Council shall change the districts' boundaries in a manner that accords equal protection of the law and shall assign councilors to the reapportioned districts;

WHEREAS, on February 23, 2011, Metro received population data from the U.S. Census;

WHEREAS, on April 14, 2011, the Metro Council adopted Ordinance No. 11-1258 for the purpose of establishing criteria for Metro Council district reapportionment; and

WHEREAS, pursuant to Ordinance No. 11-1258, the Council has developed a redistricting plan; NOW THEREFORE,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

- 1. That the reapportionment plan attached to this Ordinance as Exhibit A and describing the six Council districts is hereby adopted by the Council;
- 2. That the assignment of councilors to districts shall be described in Exhibit B; and
- 3. That this Ordinance being necessary for the health, safety and welfare of the Metro area for the reason that reapportionment plan should be adopted in compliance with the provisions of the Metro Charter Section 39(1), an emergency is declared to exist, and this Ordinance shall be operative upon its passage for the purpose of describing the six Council districts and shall be effective on January 3, 2013, for the purposes of electing new councilors to the Council and dividing Metro into the districts described in Exhibit A.

ADOPTED by the Metro Council this ____ day of May, 2011.

Tom Hughes, Council President

Attest:

Approved as to Form:

Kelsey Newell, Recorder

Alison Kean Campbell, Acting Metro Attorney

EXHIBIT A TO ORDINANCE NO. 11-1261

PLACEHOLDER: TO BE AVAILABLE MAY 19, 2011

LEGAL DESCRIPTION OF REAPPORTIONMENT PLAN _____

EXHIBIT B*
Metro Councilor Assignments

District 1: Shirley Craddick

District 2: Carlotta Collette

District 3: N/A**

District 4: Kathryn Harrington

District 5: N/A**

District 6: N/A**

*Redistricting plan to be adopted immediately for legal requirements per emergency clause, but not implemented until the next Metro Council election cycle, in this case to take effect January 3, 2013.

**To be elected in 2012 for office January 3, 2013

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 11-1261, FOR THE PURPOSE OF ADOPTING A METRO COUNCIL DISTRICT REAPPORTIONMENT PLAN AND DECLARING AN EMERGENCY

Date: May 12, 2011

Prepared by: Tony Andersen
503-797-1878
Aaron Brown
503-813-7587

BACKGROUND

Every 10 years, following the completion of the U.S. Census, the Metro Council is required to evaluate whether each of its six districts are of relatively equal population and make adjustments to district boundaries as necessary to guarantee equitable citizen representation. The redrawn maps shift the boundaries of the six Metro Council districts to account for any uneven growth in the metropolitan region. Based on these requirements, reapportionment is presently necessary to reflect demographic changes reflected in the 2010 Census, which displayed increased population growth on the western side of the region and relatively slower growth in the south and southeastern areas. Timing wise, the Metro Council has a legal requirement of three months from receipt of U.S. Census data (February 23, 2011) to complete the reapportionment process, necessitating a May 23, 2011 deadline.

The Metro Council passed Ordinance No. 11-1258 on April 14, 2011, which established and revised reapportionment criteria in addition to Section 31(1) of the Metro Charter (which requires drawing compact districts of equal population) to guide Metro staff in creating redistricting proposals. The ordinance stated proposals should also “reasonably maintain communities of interest” such as cities under 15,000 in population, regional centers, town centers, school districts, established neighborhood associations, neighborhood planning organizations, community planning and participation organizations, and other such similar groups as specifically defined by the Metro Council.

With this direction, Metro staff prepared three map options for Council consideration (included in this packet as Attachment 1 to this staff report), broadly summarized below with changes based from current Metro districts:

- **Option 1**
Shifts the City of Wilsonville and the portion of Stafford south of Interstate 205 from District 3 to District 2. It also shifts the northern boundary of District 3 to Hwy. 26 in some places and takes in more of Beaverton and Aloha, removing this area from District 4. It makes minor modifications to the other Metro districts and brings all districts to within 0.15 percent of the average district population.

- **Option 2**
Shifts District 2 eastward to take in a majority of Happy Valley, which is currently located in District 1. District 1 takes in more of east Portland from District 6 while Maywood Park and other portions of east Portland, currently in District 1, would shift to District 5. District 6 would also extend westward into Beaverton, taking territory from both Districts 3 and 4, while Aloha and parts of Beaverton would shift from District 4 to District 3. This map brings all districts to within 3 percent of the average district population.

- **Option 3**
Also shifts District 2 eastward into a majority of Happy Valley while District 1 takes in more of east Portland. District 5 receives a portion of northern Beaverton and unincorporated Washington County from District 4, and the northern boundary of District 3 is drawn at Beaverton-Hillsdale Hwy. and Tualatin Valley Hwy. in Washington County, bringing Aloha into District 3 from District 4. This map also brings all districts to within 3 percent of the average district population.

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Of these three options, Metro staff recommends Option 3 as the adopted reapportionment plan; this proposal enables Wilsonville and neighboring Tualatin and Sherwood to remain in the same district to enhance current municipality collaboration, incorporates numerous pieces of feedback in the iterative process of developing map options, meets all necessary legal requirements, and strives to best meet established reapportionment criteria, with the understanding that in such a tight timeframe no map option will be universally perfect for all stakeholders.

ANALYSIS/INFORMATION

1. **Known Opposition** None currently identified for all three map options. There are concerns about one option over another, but no opposition to the collective group of options.

2. **Legal Antecedents** Ordinance No. 11-1258; and Metro Charter 31(1).

3. **Anticipated Effects** This ordinance would immediately adopt the proposed staff recommendation to reapportion Metro districts.

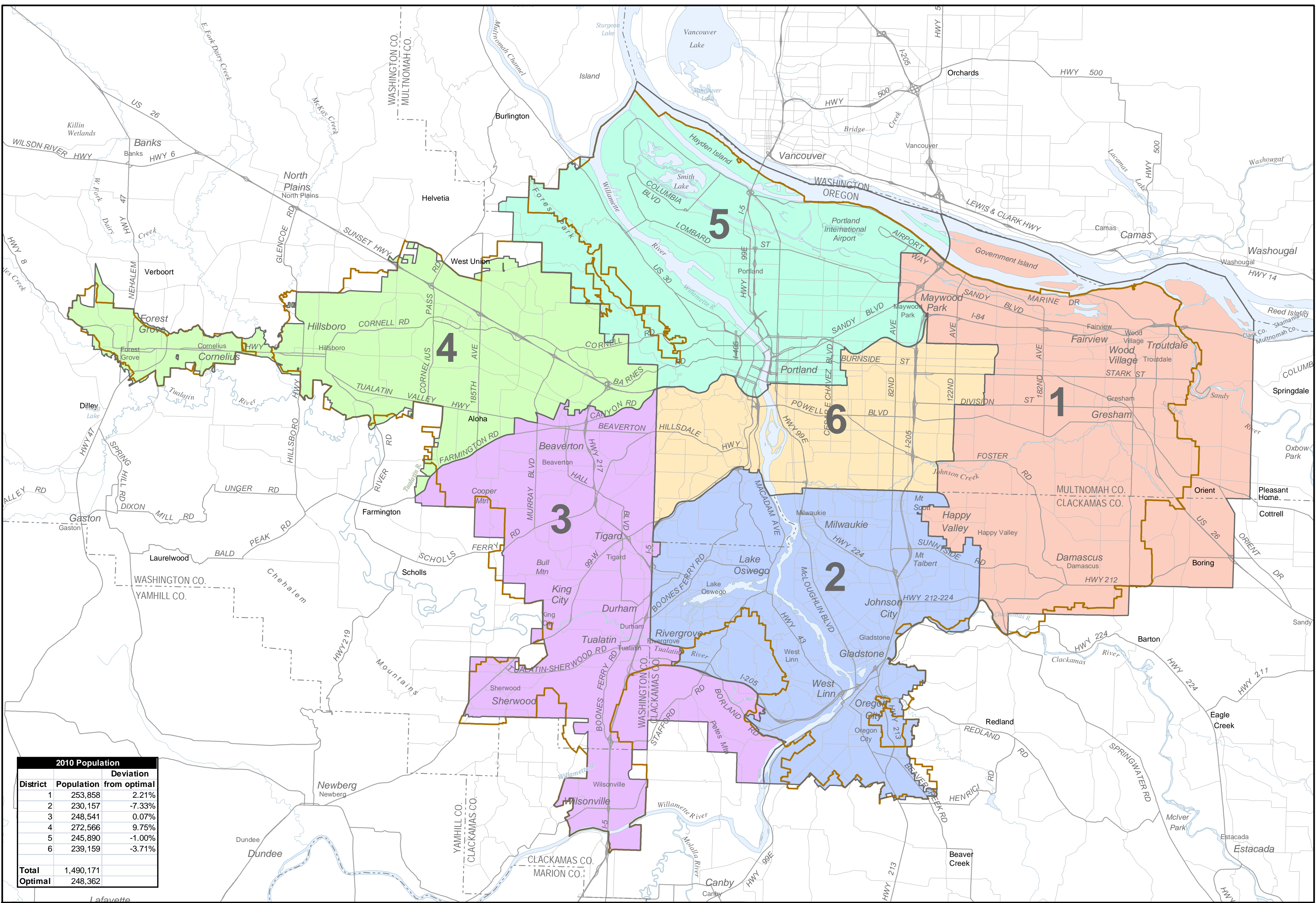
4. **Budget Impacts** No major impacts anticipated.

RECOMMENDED ACTION

Metro staff, the Acting Chief Operating Officer, and Councilor Roberts recommend adoption of Reapportionment Option 3 to best meet the criteria established by Ordinance No. 11-1258 and Metro Charter 31(1) and adoption of Ordinance No. 11-1261.

ATTACHMENT 1 TO THE STAFF REPORT, ORDINANCE NO. 11-1261

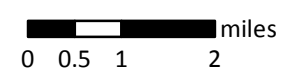
MAP OF CURRENT METRO DISTRICTS & (3) MAP OPTIONS FOR METRO COUNCIL REAPPORTIONING



2010 Population		
District	Population	Deviation from optimal
1	253,858	2.21%
2	230,157	-7.33%
3	248,541	0.07%
4	272,566	9.75%
5	245,890	-1.00%
6	239,159	-3.71%
Total	1,490,171	
Optimal	248,362	

Current Council Districts

Metro Jurisdictional Boundary and Urban Growth Boundary

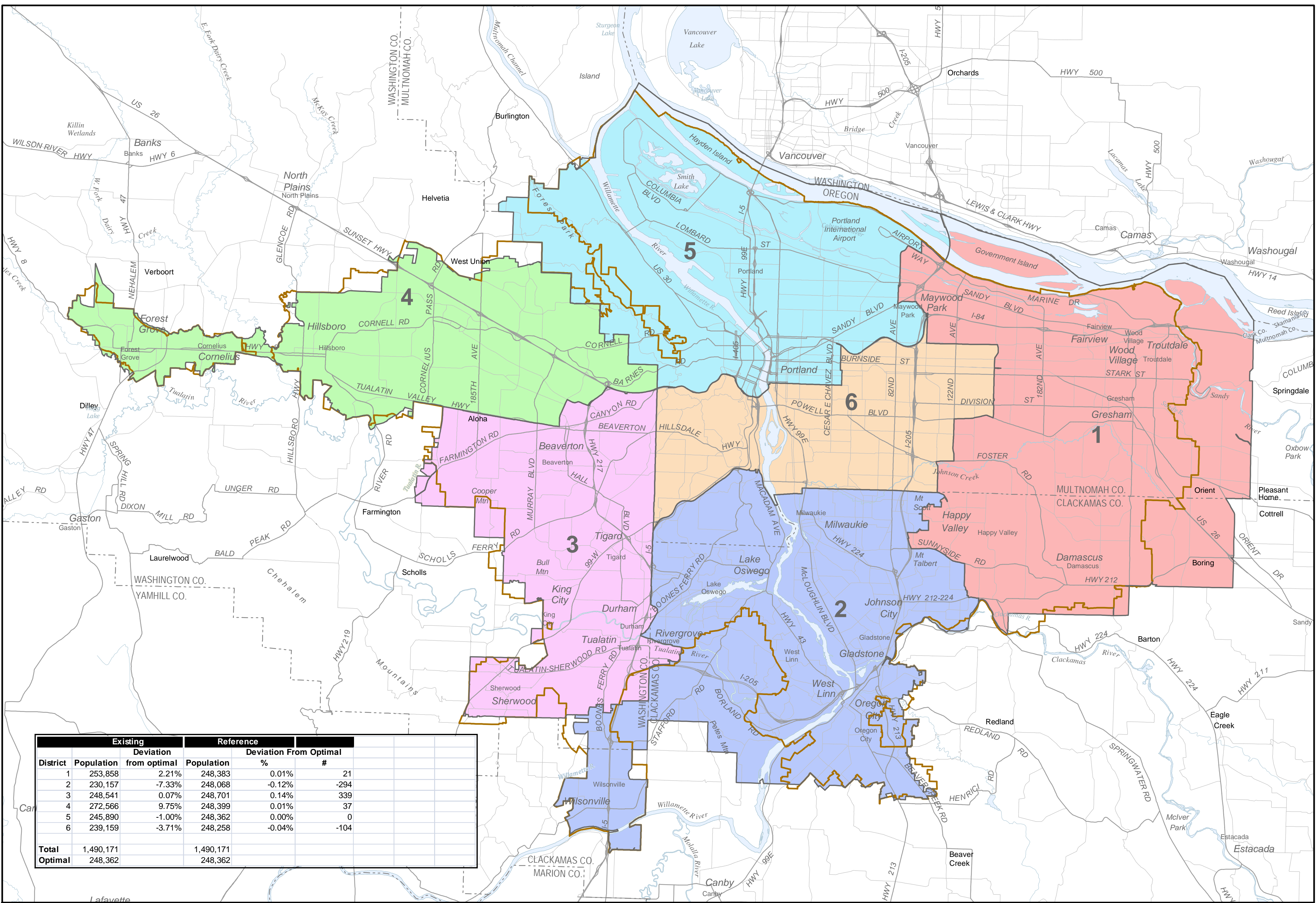


Urban growth boundary

County Boundaries



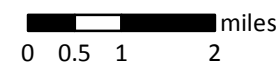
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District	Existing		Reference		#
	Population	Deviation from optimal	Population	Deviation From Optimal %	
1	253,858	2.21%	248,383	0.01%	21
2	230,157	-7.33%	248,068	-0.12%	-294
3	248,541	0.07%	248,701	0.14%	339
4	272,566	9.75%	248,399	0.01%	37
5	245,890	-1.00%	248,362	0.00%	0
6	239,159	-3.71%	248,258	-0.04%	-104
Total	1,490,171		1,490,171		
Optimal	248,362		248,362		

Option 1 - Council Redistricting

Metro Jurisdictional Boundary and Urban Growth Boundary



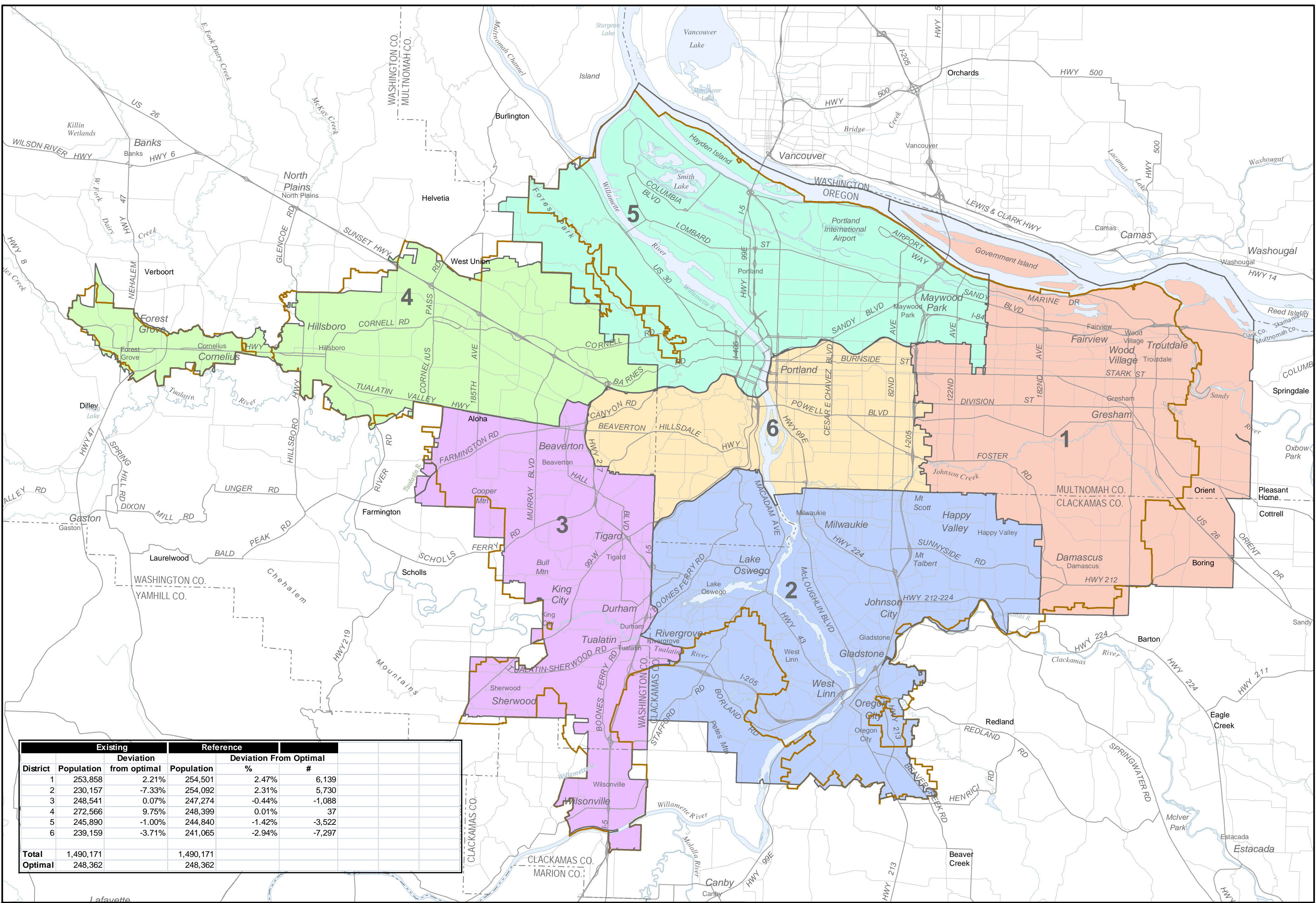
Urban growth boundary

County Boundaries



DRAFT, April 12, 2011

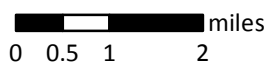
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District	Existing		Reference		#
	Population	Deviation from optimal	Population	Deviation From Optimal %	
1	253,858	2.21%	254,501	2.47%	6,139
2	230,157	-7.33%	254,092	2.31%	5,730
3	248,541	0.07%	247,274	-0.44%	-1,088
4	272,566	9.75%	248,399	0.01%	37
5	245,890	-1.00%	244,840	-1.42%	-3,522
6	239,159	-3.71%	241,065	-2.94%	-7,297
Total	1,490,171		1,490,171		
Optimal	248,362		248,362		

Option 2 - Council Redistricting

Metro Jurisdictional Boundary and Urban Growth Boundary



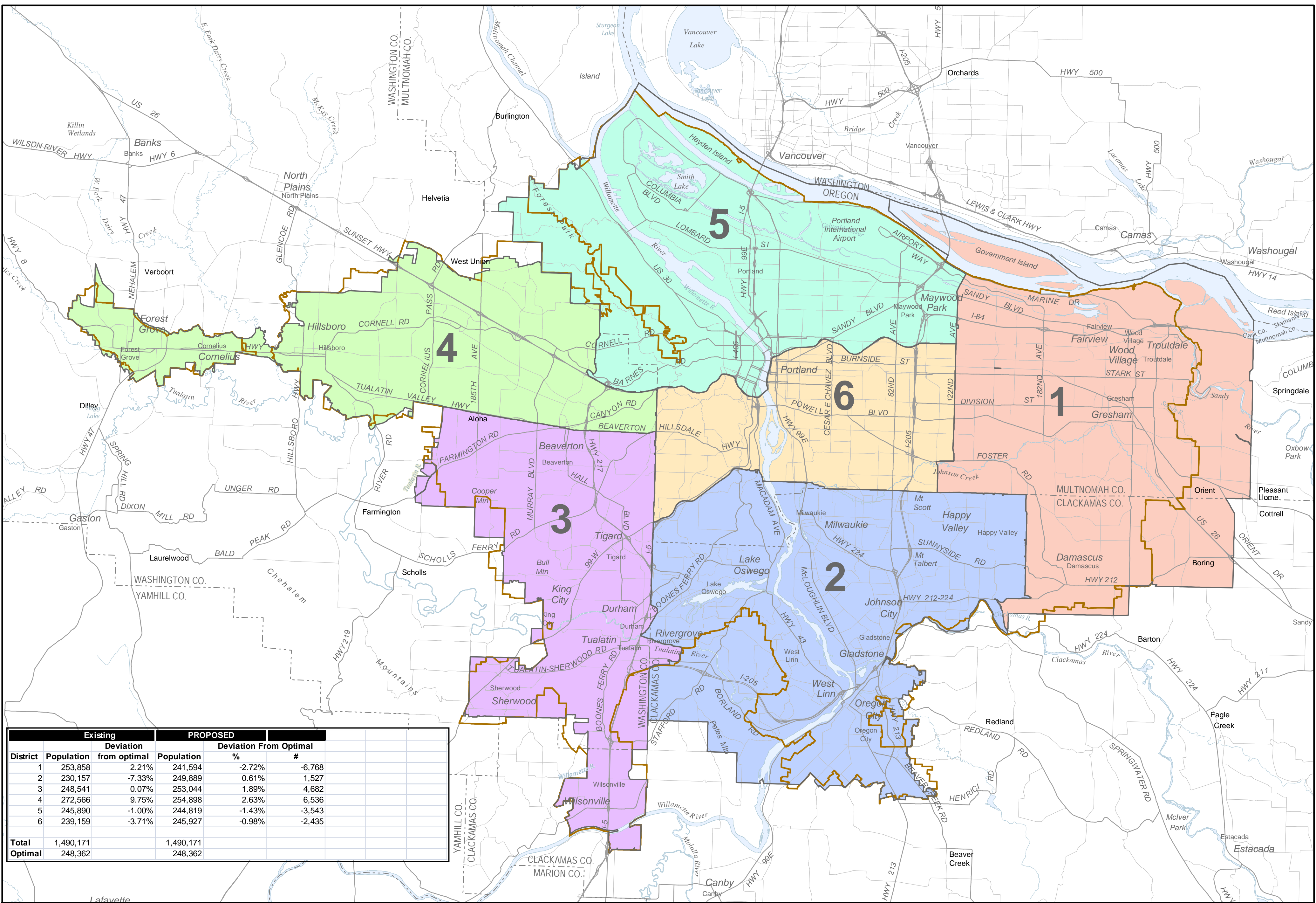
Urban growth boundary

County Boundaries



DRAFT, April 19, 2011

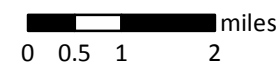
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District	Existing		PROPOSED		#
	Population	Deviation from optimal	Population	Deviation From Optimal %	
1	253,858	2.21%	241,594	-2.72%	-6,768
2	230,157	-7.33%	249,889	0.61%	1,527
3	248,541	0.07%	253,044	1.89%	4,682
4	272,566	9.75%	254,898	2.63%	6,536
5	245,890	-1.00%	244,819	-1.43%	-3,543
6	239,159	-3.71%	245,927	-0.98%	-2,435
Total	1,490,171		1,490,171		
Optimal	248,362		248,362		

Option 3 - Council Redistricting

Metro Jurisdictional Boundary and Urban Growth Boundary



Urban growth boundary

County Boundaries



DRAFT, April 22, 2011

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