

## MINUTES OF THE METRO COUNCIL MEETING

Tuesday, April 27, 2004  
Metro Council Chamber

Councilors Present: David Bragdon (Council President), Susan McLain, Rod Monroe, Rex Burkholder, Carl Hosticka, Rod Park, Brian Newman

Councilors Absent:

Council President Bragdon convened the Regular Council Meeting at 1:02 p.m.

### 1. INTRODUCTIONS

There were none.

### 2. CITIZEN COMMUNICATIONS

Elizabeth Tucker, Metro Committee for Citizen Involvement (MCCI) Chair, thanked the council for their new rules on citizen testimony and the Public Involvement Plan. She felt that the Plan set the standards for all public involvement. She urged adoption by resolution. She introduced Don Warner, an MCCI member. She then spoke to the new standards and protocol for conducting public hearings. She felt it was vastly improved. Finally, she noted that MCCI was continuing to plan for a regional public involvement meeting. They were working with Gina Whitehill-Baziuk on the event. Moji Momeni, MCCI member, reiterated Ms. Tucker's comments. They were excited about the direction that Metro Council was taking with citizens. They also supported the idea that public officials had many opportunities to speak to elected officials. They were hopeful it was a model for other government entities.

Council President Bragdon talked about the new public testimony protocol.

Richard Schneider, former MERC employee, 8701 E. Mill Plain Blvd #9E Vancouver WA 98664 said he was employed at Oregon Convention Center for eight years. He felt he has been harassed and retaliated against because of whistle blowing he had done. He talked about the process that he had gone through since the last time he spoke to the Metro Council. He had talked with Kevin Dull who had turned his complaint over to Dan Cooper, Metro Attorney. He had yet to hear back from Mr. Cooper.

### 3. ORDINANCES – SECOND READING

Council President Bragdon explained today's procedures. He said all of these ordinances were continued and had active motions on the floor.

- 3.1 **Ordinance No. 04-1042**, For the Purpose of Amending Metro Code Chapter 5.02 to Amend Disposal Charges and System Fees.
- 3.2 **Ordinance No. 04-1043**, For the Purpose of Amending Metro Code Chapter 5.03 to Amend License and Franchise Fees; and Making Related Changes to Metro Code Chapter 5.01.
- 3.3 **Ordinance No. 04-1048**, For the Purpose of Amending Metro Code Chapter

7.01 To Increase the Amount of Additional Excise Tax Dedicated to Funding Metro's Regional Parks and Greenspaces Programs and to Provide Dedicated Funding for Metro's Tourism Opportunity and Competitiveness Account.

- 3.5 **Ordinance No. 04-1044**, For the Purpose of Adopting the Annual Budget for Newman Fiscal Year 2004-05, Making Appropriations, and Levying Ad Valorem Taxes, and Declaring an Emergency.

Council President Bragdon opened a public hearing on Ordinance No. 04-1042, 04-1043, 04-1048, 04-1050 and 04-1044.

Les Joel said Blue Heron Paper Company, 419 Main St., Oregon City OR 97045 said he was here to discuss the increase in excise tax. He said Blue Heron Paper Company provided family wage jobs. They had been struggling with contamination since the advent of the co-mingling. The excise tax in 1999 cost them. He explained how each additional dollar of excise tax impacted them. Blue Hereon Paper Company requested that Council reconsidered the increase in excise tax.

Ray Phelps, WRI, spoke to Ordinance Nos. 04-1042, 04-1043, 04-1048 and 04-1044. They supported the recommendation from the Rate Review Committee. He suggested Ordinance No. 04-1043 changed that might be coming about may make this ordinance unnecessary. Changes had been made in the regional system fee to reflect the changes. They had no difficulty with the policy. It was the implementation. They understood the object of the policy in Ordinance No. 04-1048. They had difficulty with it being a tax on solid waste. He was concerned about how much people were willing to spend for their disposal. He also spoke to Ordinance No. 04-1044, they would encourage reevaluation of the system fee credit program. Given the proposed funding level, they would find themselves having to reduce their tonnage in order to meet their expenses.

Mike Dewey, Waste Management Representative, 1249 Commercial St SE Salem OR 97302 spoke to Ordinance Nos. 04-1042 and 04-1048. Waste Management supported the proper funding for parks, the Zoo and the convention center. As an economic tool, he agreed with Mr. Phelps. They thought there was a disconnect between funding these programs through the solid waste system. He said that there was significant fuel cost increases, potentially an increase in excise tax and economic increases as well. They were hopeful that they could work in accommodation with Council.

Dean Large, Waste Connections Representative, PO Box 61726 Vancouver, WA 98666 said they recognized that parks, the Zoo and the convention center were all important. Waste Connections was concerned about the use of solid waste excise tax to pay for these items. They were concerned that the smaller companies were being squeezed out. They urged looking at other funding methods.

David White, Tri-County and OPRA, 1739 NW 156<sup>th</sup> Ave Beaverton OR 97006 talked about the sunset clause on the excise tax. He expressed concern about using the excise tax to fund regional parks, convention center and the zoo. Their industry had predicted this. They thought they were going to discuss alternative funding sources over the past two years. They hadn't been invited to the table to discuss this issue. They felt that the excise tax should not be funding non-solid waste programs. They thought that, in a partnership, they were willing to come to the table.

Jim Zehren, Stoel Reves and Chair of Greenspaces Policy Advisory Committee, said he was here to support the Council funding mechanism for parks. He said he had been asked to participate in a



committee in Salem concerning quality of life in Oregon. He felt that Oregonians cared about greenspaces and defined the quality of life. He spoke to Metro's values and goals and the important central role of greenspaces in those goals. The parks made the rest of our vision a reality. Other than the bond levy program, there was very little to fund the parks. It was time to take the next step. Reserving land was not enough. They needed to convert those lands and make them usable. He felt the garbage tax distributed the cost of greenspaces across the region.

Zarie Zantner, Director of Portland Parks and Recreation, said she supported the increased excise tax to pay for greenspaces. There was overwhelming evidence that greenspaces improved our communities and made our communities better places to live and work. Metro recognized the benefits of greenspaces. As parks professionals, they had learned that these parks and openspaces needed to be close to the public so they could enjoy them. Acquisition was the first step towards meeting that need. They needed additional fund to maintain them and make them available to the public. There was never enough money to do the right thing. You needed partners. The public could be our best partners if they were educated about these valuable resources. The public needed to be exposed to these properties so they could be good partners. She urged continuing their vision in providing these openspaces for the region.

Damon Mabee, Laborers Local 483, 1125 SE Madison #206 Portland OR 97214 spoke to the parks budget. They supported the additional fees to fund parks. He was concerned about the lack of night staff at Blue Lake Park. He spoke to the need for permanent parks rangers. He said professional staff had a better ability to assess problems than volunteer staff. He felt that there would be more calls to Fairview Police Department because there was no permanent night staff. He then addressed the night Zookeeper issue. These employees were not being laid off but moved to daytime jobs. There were also issues concerning care of the animals at night. He urged restoring the maintenance side of the budget.

Councilor Park asked Ms. Zantner about her testimony. She said she was testifying on her own behalf.

Council President Bragdon closed the public hearing. He called for comments on any of the ordinances. Councilor McLain said there was a relationship between 04-1042 and 04-1043. She wanted to make sure that they were coming before Council on May 4<sup>th</sup>. Council President Bragdon said these would be continued until May 4<sup>th</sup>. Ordinance No. 04-1048 was also continued to May 4<sup>th</sup>.

3.4 **Ordinance No. 04-1050**, For the Purpose of Amending Section 4.01.050(B) of the Metro Code to Provide for a Reduced Admission Day at the Oregon Zoo.

Motion:	Councilor Monroe moved to adopt Ordinance No. 04-1050.
Seconded:	Councilor Newman seconded the motion

Councilor Monroe introduced the ordinance. The Oregon Zoo currently offered free admission on the second Tuesday of each month. Free Tuesdays in summer months caused traffic and safety problems because of the number in attendance and required additional staffing with no additional revenue. The Oregon Zoo was in need of additional revenue and was missing a significant opportunity on free days. Therefore, this ordinance proposed instead providing a "reduced admission" day to be determined by the Zoo director. If action was taken today, this could take effect August 1, 2004. Councilor Burkholder said he understood the reason for the ordinance. He suggested looking at this as a marking tool. He suggested striking every month and suggested a reduced rate during the off-season. He thought the language was too restrictive. They might have

an opportunity to allow the Zoo more flexibility. Councilor McLain said she liked Councilor Burkholder's idea as a marketing tool. She suggested having a once a month reduced rate day. Was it too crowded during the summer to offer a reduced rate day? Councilor Burkholder said there had been a day last August where the Zoo was overwhelmed. Councilor McLain felt that the reduced day was already restricted. Councilor Park suggested amending the language.

Motion:	Councilor Park moved to amend Ordinance No. 04-1050 to say offering a reduced rate day at least 12 times a year.
Seconded:	Councilor Newman seconded the motion

Councilor Monroe said the Ordinance was written so that the citizens knew that they would have one day a month at a reduced rate. He was concerned about the amendment impact. He suggested seeing how it worked first. He felt it would give the Zoo significant flexibility.

Vote to amend:	Councilors Park, Burkholder, and Council President Bragdon voted in support of the motion, Councilors McLain, Monroe, Hosticka and Newman voted no. The vote was 3aye/4nay, the motion failed.
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Vote on the Main Motion:	Councilors Hosticka, Burkholder, McLain, Monroe and Council President Bragdon voted in support of the motion, Councilors Newman and Park voted no. The vote was 5aye/2 nay, the motion passed.
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3.5 **Ordinance No. 04-1044**, For the Purpose of Adopting the Annual Budget for Newman Fiscal Year 2004-05, Making Appropriations, and Levying Ad Valorem Taxes, and Declaring an Emergency.

Casey Short, Financial Planning Manager, and Kathy Rutkowski, Budget Manager, gave an overview of the technical amendments (a copy of which is included in the meeting record).

Motion:	Councilor Hosticka moved the technical amendments to Ordinance No. 04-1044.
Seconded:	Councilor Burkholder seconded the motion

Councilor McLain said she supported the technical amendments.

Vote to amend:	Councilors Park, Hosticka, Burkholder, Newman, McLain, Monroe and Council President Bragdon voted in support of the motion. The vote was 7 aye, the motion passed.
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Motion:	Councilor McLain moved the substitutive amendment to Ordinance No. 04-1044.
Seconded:	Councilor Newman seconded the motion

Mr. Short summarized the amendment (a copy of which is included in the meeting record).

Vote to amend:	Councilors Park, Hosticka, Burkholder, Newman, McLain, Monroe and Council President Bragdon voted in support of the motion. The vote was 7 aye, the motion passed.
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Motion:	Councilor Burkholder moved to amend Ordinance No. 04-1044 with Council
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	Amendment #1.
Seconded:	Councilor Newman seconded the motion

Councilor Burkholder explained the amendment concerning strategic planning for \$50,000. Councilor McLain asked about the Release For Proposal (RFP). Council President Bragdon said Councilor Burkholder had explained the amendment to most of the Council yesterday.

Vote to amend:

Councilors Park, Hosticka, Burkholder, Newman, McLain, Monroe and Council President Bragdon voted in support of the motion. The vote was 7 aye, the motion passed.

Councilor Newman said he had had an amendment prepared, Council amendment #2, but decided not to move it. He explained why. He spoke to the process. He had talked with folks in the industry. He felt it was important to do something to assist in the competitiveness of Oregon Convention Center (OCC). He would be supporting Ordinance No. 04-1048.

Motion:	Councilor McLain moved to amend Ordinance No. 04-1044 with Planning Amendment #3.
Seconded:	Councilor McLain seconded the motion

Councilor McLain talked about the amendments and said she would be withdrawing Planning Amendment #7. She said the other planning amendments worked together. She explained Planning #3. Councilor Burkholder asked about the PERS reserve funding coming from Planning. Ms. Rutkowski responded that each department paid their own piece as well as their share of the central services. Councilor Hosticka asked about the procedure for amendments. Since these had an identified funding sources for the amendments, what was the status if the funding source had not been implemented? Council President Bragdon said they would need to take the companion steps and change Ordinance No. 04-1048. Councilor Hosticka asked what happened if it didn't pass. Council President Bragdon said if they didn't pass, they would have a problem with Tax Supervision Conservation Committee (TSCC) in June. Councilor Hosticka asked about competing funding sources. Council President Bragdon said they would have to reconcile these with the funding sources. Councilor McLain said she had the same question. She said staff convinced her that if they found merit in the amendment, then they would have to change 04-1048 to support the amendment. She gave an example of the funding sources for an amendment. Council President Bragdon said they were talking about the expenditure side first. Councilor Hosticka said since he was not clear about the funding source and had some difficulty in the tourism opportunity competitive account to fund other departments' needs. He felt the process was difficult for him to reconcile. Councilor McLain closed by saying that she was trying to function within the budget process she had been given. She talked about fairness issues.

Vote to amend:

Councilors McLain and Monroe voted aye, Councilor Newman, Burkholder, Park and Council President Bragdon voted against the motion and Councilor Hosticka abstained from the vote. The vote was 2 aye/4 nay/1 abstain, the motion failed.

Councilor McLain talked about the process for amendment and suggested talking about the revenue issue. Councilor Monroe asked about procedures and rules that they should follow. Dan Cooper, Metro Attorney, said Thursday they would be sending the budget off to TSCC. They had authority to amend the budget in June with specific requirements and limits. Councilor Monroe asked about procedures. Ms. Rutkowski explained their limits. Councilor Monroe said he was

assuming that there was affirmative action next week to send the budget off. Mr. Cooper said the ordinance that created the funding source was continued until May 4<sup>th</sup>. If they amended that ordinance they would have to roll that over to the next week. He explained Council's ability to amend and the results of those amendments. Councilor Burkholder suggested considering the amendments that weren't reliant on the next excise tax and then come back to those impacted by the new excise tax source. Councilor McLain talked about process. She wanted to have a budget to do our Charter work.

Motion:	Councilor McLain moved to amend Ordinance No. 04-1044 with Planning Amendment #4.
Seconded:	Councilor Monroe seconded the motion

Councilor McLain explained the amendment. She felt this carried out what she felt was policy development by the Council on Center Development. She noted support from Metro Policy Advisory Committee (MPAC) members.

Motion to amend the amendment:	Councilor Newman moved to amend Planning Amendment #4 to only fund the Senior Regional Planning position out of the existing grant. The specific amounts were co-mingled.
Seconded:	Councilor Park seconded the motion

Councilor Newman explained his amendment to Planning Amendment #4. Council President Bragdon asked about the existing grant, what this would be in lieu of? Councilor Newman said this amendment would take a portion of the Metropolitan Transportation Improvement Program (MTIP) to help fund a position to assist in administering the existing program. He felt they needed extra help but didn't want to fund it with additional excise tax. Councilor Monroe asked about the sufficient grant money to cover it. Councilor Newman said the grant money had not been assigned to anything yet. Council President Bragdon said he felt he didn't have enough information to support the amendment. Councilor Park supported the general concept but needed additional information. He felt staff had a good argument. Councilor McLain said she would support this amendment at this time because it dealt with grant related money. Councilor Newman urged support and explained why.

Vote to amend:	Councilors Hosticka, Burkholder, Newman, McLain, and Monroe voted in support of the motion, Councilor Park and Council President Bragdon voted no. The vote was 5aye/2 nay, the motion passed.
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Councilor Newman urged support of the amendment as amended. Council President Bragdon said he would also be supporting this amendment.

Vote one amendment as amended:	Councilors Park, Hosticka, Burkholder, Newman, McLain, Monroe and Council President Bragdon voted in support of the motion. The vote was 7 aye, the motion passed.
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Councilor McLain suggested holding Planning Amendment #4 as amended until the finance people had time to come up with the number.

Motion:	Councilor McLain moved to amend Ordinance No. 04-1044 with Planning Amendment #5.
Seconded:	Councilor Monroe seconded the motion



Councilor McLain explained Planning Amendment #5 to provide additional excise take for additional staff and materials and services for the 2040 Re-evaluation. Councilor Burkholder commented on the amendment. Councilor McLain said they had already made commitments to carry out the Regional Framework Plan.

Vote to amend:

Councilors McLain, Monroe voted in support of the motion, Councilor Hosticka abstained, Councilors Burkholder, Park, Newman and Council President Bragdon vote no. The vote was 2 aye/4nay/1abstain the motion failed.

Motion:	Councilor McLain moved to amend Ordinance No. 04-1044 with Planning Amendment #6, providing \$11,850 contingency fund balance to restore GIS planning for Fish and Wildlife program.
Seconded:	Councilor Monroe seconded the motion

Councilor McLain explained her amendment. Councilor Park asked about ending fund balance. Mr. Short responded to his question.

Vote to amend:

Councilors Park, Hosticka, Burkholder, Newman, McLain, Monroe voted in support of the motion and Council President Bragdon voted against the motion. The vote was 6 aye/1 nay, the motion passed.

Motion:	Councilor Burkholder moved to amend Ordinance No. 04-1044 with Planning Amendment #8.
Seconded:	Councilor Monroe seconded the motion

Councilor Burkholder explained his amendment concerning the Affordable Housing program. He wasn't sure what our future work might be. Councilor Park said he would be supporting this amendment. This was something we were required to do by segregating our housing stock. He felt this would help with the additional information we needed. Councilor Hosticka said he would be happy to support this amendment. He said this support was with the same kind of reservation that Councilor Burkholder had put forward. There needed to be a commitment to make progress on this issue. Councilor Newman asked if the position was grant funded, when the grant went away, did the position go away? Would they then decide to continue funding next year? Councilor Burkholder said at the end of the fiscal year, the work should be done and the recommendation should be coming from this committee. Council President Bragdon will be voting for this but had the same concerns as Councilors Burkholder and Hosticka. They needed to develop the political will.

Vote to amend:

Councilors Park, Hosticka, Burkholder, Newman, McLain, Monroe and Council President Bragdon voted in support of the motion. The vote was 7 aye, the motion passed.

Motion:	Councilor Burkholder moved to amend Ordinance No. 04-1044 with Planning Amendment #9.
Seconded:	Councilor Newman seconded the motion

Councilor Burkholder explained the amendment. This provided the resources for the big look. The staff will be doing some minor work in terms of compliance and conformity. It would free up

both staff and money resources. This would take advantage of existing resources. Councilor Park said he would be supporting this amendment. It was a good example of how to better utilize staff. Council President Bragdon supported this amendment enthusiastically. Transportation investment was a key to the big look.

Vote to amend:

Councilors Park, Hosticka, Burkholder, Newman, McLain, Monroe and Council President Bragdon voted in support of the motion. The vote was 7 aye, the motion passed.

Motion:	Councilor McLain moved to amend Ordinance No. 04-1044 with Solid Waste & Recycling #6.
Seconded:	Councilor Hosticka seconded the motion

Councilor McLain said this amendment had to do with reusing and reducing. This program was up stream and was very popular. It met the Regional Solid Waste Management Plan goals. She said the buyer of the compost bins would have to pay a bit more. It would decrease the solid waste fund balance. They were asking the customers to pay a bit more but this program had shown its merit. She urged support. Councilor Burkholder asked about the reduction in the fund balance. Could they direct staff to help create a self sustaining program? Councilor McLain said she supported a self sustaining program. She spoke to the recognition of the program. Council President Bragdon said he was planning to support this amendment.

Vote to amend:

Councilors Park, Hosticka, Burkholder, Newman, McLain, Monroe and Council President Bragdon voted in support of the motion. The vote was 7 aye, the motion passed.

Motion:	Councilor McLain moved to amend Ordinance No. 04-1044 with Solid Waste & Recycling Amendment #7.
Seconded:	Councilor Monroe seconded the motion.

Councilor McLain explained her amendment about the billboard space for earth day artwork. It would be utilizing the per capita grant money to fund the program. She said they knew this program worked. Councilor Hosticka said he supported this amendment enthusiastically. The billboards played an important role and the involvement of the students was key in getting youth involved. He felt this was a wonderful program. Councilor Park asked about the funding source. Councilor McLain explained that it was per capita grant fund. Councilor Park spoke to testimony from cities about the per capita grants. Councilor McLain said they needed to do a better job with staff helping small cities with their competitive grant funds. Councilor Burkholder suggested adding a Metro tag line on the billboards. They should accomplish multiple messages. Council President Bragdon said he would be supporting this amendment. He applauded Councilor McLain for her efforts.

Vote to amend:

Councilors Hosticka, Burkholder, Newman, McLain, Monroe and Council President Bragdon voted in support of the motion, Councilor Park abstained from the vote. The vote was 6 aye/0 nay/1 abstain, the motion passed.

Motion:	Councilor McLain moved to amend Ordinance No. 04-1044 with Solid Waste & Recycling Amendment #8.
Seconded:	Councilor Monroe seconded the motion



Councilor McLain spoke to the ENACT amendment. She said last year they passed a resolution supporting sustainability. They needed to work with other vendors to get one more step along the path to sustainability. It was a good step. She felt it was important that this come out of the regional system fee. She explained what the regional system fee did. Councilor Newman said he supported the intent of the amendment but he didn't think this was the way to achieve sustainability. He felt management should direct all staff to help with sustainability. Councilor Burkholder supported Councilor Newman's comments. He wanted further discussion at a later date. Councilor Hosticka said he would support this amendment. He said if you want to move a culture forward, you need a champion. Councilor McLain said she asked staff to see what it would take to buy this program across the agency. She agreed with Councilor Hosticka. She was looking for a pilot.

Vote to amend:

Councilors Hosticka, McLain, Monroe voted in support of the motion, Councilors Park, Burkholder, Newman and Council President Bragdon voted against the motion. The vote was 3 aye/4 nay, the motion failed.

Motion:	Councilor McLain moved to amend Ordinance No. 04-1044 with Solid Waste & Recycling Amendment #9.
Seconded:	Councilor Monroe seconded the motion

Councilor McLain explained her amendment concerning competitive waste reduction grants. She addressed Councilor Park's concerns. Councilor Park said this grant would normally fund larger jurisdictions. He felt this whole program needed to be reexamined. Councilor Newman said he also opposed this amendment. He had the same concerns as Councilor Park. He spoke to communication from their local government partners opposing this change. He supported going to a competitive program but when you were talking about a small amount of money it wasn't worth their time. He wanted a larger discussion about the program. Council President Bragdon said he would be supporting the amendment. He hoped that staff would reach out to our small jurisdictions. He urged geographic equity. He also agreed with the reexamination of the whole program. Councilor Burkholder repeated Councilor Newman's comments. Councilor McLain appreciated all of the comments. She said they had talked about these very issues many times. They were trying to make sure our money went further. They were serious about looking at a review of this program.

Vote to amend:

Councilors McLain, Monroe and Council President Bragdon voted in support of the motion, Councilors Burkholder, Newman, Park and Hosticka voted no. The vote was 3 aye/4 nay, the motion failed.

Motion:	Councilor Monroe moved to amend Ordinance No. 04-1044 with Zoo Amendment #1.
Seconded:	Councilor McLain seconded the motion

Councilor Monroe explained the amendment concerning deferred maintenance at the Zoo. He felt this was an immediate need. Councilor McLain said she wanted to support the need assessment. They understood the priority of maintenance at any of our facilities. They had to take care of maintenance before they could give extra dollars for marketing. She felt timing was important. They had just started meeting with the Metropolitan Exposition Recreation Commission (MERC). She spoke to the need for safety issues at the Zoo. Councilor Burkholder said the funding was not real money. The Zoo management had made choices over time to not maintain. He felt this would reward poor management. Council President Bragdon said he would be opposing this



amendment. The strategic planning effort at the Zoo might help in terms of making better choices. Councilor McLain said the Council doesn't manage the Zoo but they had a verified maintenance issue. She felt it was the Council's responsibility to deal with the crisis. If we weren't going to pass the amendment, she urged that the Council President Bragdon open the Zoo budget to a more thorough review. Councilor Park said he thought there were conscious decisions made that put Council in this position. He did not enjoy having Zoo staff come and talk about their jobs being cut. Councilor Monroe said we were responsible for making decisions about our managers. He spoke to the benefits of Zoo and that the maintenance problem was our problem. We owned the Zoo and we were responsible for the Zoo operation.

Vote to amend:

Councilors McLain and Monroe voted in support and Council President Bragdon, Councilors Park, Burkholder and Newman voted no on the motion Councilor Hosticka abstained from the motion. The vote was 2 aye/4 nay/1 abstain, the motion failed.

Motion:	Councilor Monroe moved to amend Ordinance No. 04-1044 with Zoo Amendment #2.
Seconded:	Councilor McLain seconded the motion

Councilor Monroe explained his amendment concerning restoring 0.5 FTE in graphic/exhibit design. He asked Zoo personnel about the position. Teri Dresler, Zoo, explained what the position did. Councilor Monroe asked about the need for the position. Ms. Dresler said the contracted money allowed flexibility but they had a talented staff in that department that could handle reduction in the contracted monies. Councilor Park suggested we might be getting into micromanagement. He would be supporting this amendment. Councilor Burkholder said he wouldn't be supporting this amendment. It was hard to prejudge an appropriate management decision. Council President Bragdon said he felt these two amendments got at the core of the issue. He would not be supporting the amendment. Councilor Monroe said when you have an outstanding staff person and you were replacing this position with contracted service, he felt you lost. He felt this person was an outstanding person, he didn't want to see us give up that kind of quality. He urged support.

Vote to amend:

Councilors Park, Hosticka, Newman, McLain, Monroe voted in support of the motion and Council President Bragdon and Councilor Burkholder voted in against the motion. The vote was 5 aye/2 nay, the motion passed.

Motion:	Councilor Hosticka moved to amend Ordinance No. 04-1044 with Auditor Amendment #2.
Seconded:	Councilor McLain seconded the motion

Councilor Hosticka said he had always believed that the Auditor should be able to submit her own budget. He asked Ms. Dow to explain her amendments. Ms. Dow said she had learned a lot with today's proceedings. She wished to alter her amendment before Council, the amendment currently sought to reinstate \$74,414. The original amendment was intended to recoup the losses over the last two years. She suggested \$35,000 be the amount to be considered, that would reinstate contract dollars. It would give her the equivalent of 3.5 auditors. It was important to have contracting dollars. She detailed what these dollars would cover. She reminded that the Auditor in the Charter must be independent. It was important to have a breadth of experience to do auditing for this agency. This was the reason she needed to rely on contracting outside. She spoke to her experience as an auditor. The Office of the Auditor was an important element in the



checks and balances for government. She asked that Council support the modified amended amount. Councilor Hosticka accepted Ms. Dow's amended portion as a friendly amendment. Councilor Burkholder said he would not be supporting this amendment. The budget had shrunk by about 40% while at the same time the Auditor's budget had kept up with inflation. He had questioned the auditor function. He would be voting no. Councilor McLain asked Mr. Short about the percentage that each program would contribute. Mr. Short said about half. Council President Bragdon described the procedures for developing the budget. He noted the funding gaps. He had asked Mr. Stringer and Mr. Jordan to continue the service level. This was a standard for the entire budget. The amount that the Auditor had put in the budget was a 15% increase. Councilor Hosticka said this was a perennial issue. While there may be a dramatic reduction of the overall budget this year, he had not seen any reduction in the need for the Auditor's service. It was difficult to measure the effectiveness of an audit. You measure it by the overall quality of the agency. He would support this amendment.

Vote to amend:

Councilors Hosticka, McLain, Monroe voted in support and Councilors Burkholder, Park, Newman and Council President Bragdon voted against the motion. The vote was 3 aye/4 nay, the motion failed.
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Councilor McLain talked about the budget process. She talked about replacement and maintenance issues, and new revenue issues. Council President Bragdon summarized the amendments that passed. Mr. Short clarified contingency fund concerning Councilor McLain's amendment. Councilor Burkholder asked about the TSCC hearing. Council President Bragdon said it was June 9<sup>th</sup>.

Council President Bragdon announced that another public hearing would be held on April 29<sup>th</sup> with possible action on June 24, 2004.

#### **4. CHIEF OPERATING OFFICER COMMUNICATION**

There were none.

#### **5. COUNCILOR COMMUNICATION**

Councilor Monroe talked about the second condor egg. He talked about the Saturday event on endangered species.

Council President Bragdon reminded Council that the next Council meeting would be this Thursday in Hillsboro at 5:00 p.m.

#### **6. ADJOURN**

There being no further business to come before the Metro Council, Council President Bragdon adjourned the meeting at 4:22 p.m.

Prepared by

Chris Billington  
Clerk of the Council

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF APRIL 27, 2004**

Item	Topic	Doc Date	Document Description	Doc. Number
3.5	Amendments	4/27/04	To: Metro Council From: Kathy Rutkowski, Budget Coordinator Re: Department Generated Proposed Amendments for the FY 04-05 Proposed Budget	042704c-01
3.5	Amendments	4/27/04	To: Metro Council From: Kathy Rutkowski, Budget Coordinator Re: Councilor Generated Proposed Amendments for the FY 04-05 Proposed Budget	042704c-02
3.5	Amendments	4/27/04	To: Metro Council From: Kathy Rutkowski Re: Proposed amendments to the FY 04-05 Introduced by the Auditor	042704c-03
3.5	Memo	4/27/04	To: Metro Council From: Mike Hoglund, SW&R Re: SWAC Comments on Year 15 Waste Reduction Plan	042704c-04
3.5	Letter	4/22/04	To: Metro Council From: Larry Patterson, City Manager of Oregon City Re: Solid Waste Budget for Per Capita Grants	042704c-05
3.5	Letter	4/21/04	To: Metro Council From: Mayor Becker, City of Gresham Re: Solid Waste Budget for Per Capita Grants	042704c-06
3.5	Letter	4/22/04	To: Metro Council From: Steve Wheeler, City Manager of Tualatin Re: Solid Waste Budget for Per Capita Grants	042704c-07
3.5	Letter	4/21/04	To: Metro Council From: Joe Keizur, Hillsboro City Council President Re: Solid Waste Budget for Per Capita Grants	042704c-08
3.5	Letter	4/22/04	To: Metro Council From: Bill Monahan, City Manager of Tigard Re: Solid Waste Budget for Per Capita Grants	042704c-09
3.5	Letter	4/22/04	To: Metro Council From: Thomas Lowther City Manager Pro-tem of Forest Grove Re: Solid Waste Budget for Per Capita Grants	042704c-10
3.5	Letter	4/21/04	To: Metro Council From: Roel Lundquist City Administrator for City of Durham Re: Solid Waste Budget for Per Capita Grants	042704c-11
3.3	Letter	4/22/04	To: Metro Council From: M. Albin Jubitz Re: Support \$1.50 for Parks,	042704c-12



			Ordinance No. 04-1048	
3.3	Letter	4/26/04	To: Metro Council From: Craig Dirksen City of Tigard Re: Proposed increase in solid waste excise tax and tipping fee	042704c-13

**MINUTES OF THE METRO COUNCIL MEETING**

Thursday, April 29, 2004  
Washington County Public Service Building Chamber

Councilors Present: David Bragdon (Council President), Susan McLain, Rod Monroe, Rex Burkholder, Carl Hosticka, Rod Park, Brian Newman

Councilors Absent:

Council President Bragdon convened the Regular Council Meeting at 5:04 p.m.

**1. INTRODUCTIONS**

There were none.

**2. CITIZEN COMMUNICATIONS**

There were none.

**3. CONSENT AGENDA**

3.1 Consideration of minutes of the April 22, 2004 Regular Council Meetings.

3.2 **Resolution No. 04-3448**, For the Purpose of Granting an Easement to Miramonte Pointe for Non-Park Use through Property Owned by Metro and the North Clackamas Parks and Recreation District on Mt. Talbert.

Motion:

Councilor Newman moved to adopt the meeting minutes of the April 22, 2004, Regular Metro Council and Resolution No. 04-3448.

Vote:

Councilors McLain, Park, Newman and Council President Bragdon voted in support of the motion. The vote was 4 aye, the motion passed with Councilors Hosticka, Monroe and Burkholder absent from the vote.

**4. ORDINANCES – FIRST READING**

4.1 **Ordinance No. 04-1051**, For the Purpose of Transferring \$175,000 from Contingency to Capital Outlay in the Regional Parks Fund to Recognize a Capital Donation and Declaring an Emergency.

Council President Bragdon assigned Ordinance No. 04-1051 to Council.

**5. ORDINANCES - SECOND READING**

5.1 **Ordinance No. 04-1044A**, For the Purpose of Adopting the Annual Budget For Fiscal Year 2004-05, Making Appropriations, and Levying Ad Valorem Taxes, and Declaring an Emergency.

Council President Bragdon opened a public hearing on Ordinance No. 04-1044A



Wayne Moore, Laborer's Local 483, 1125 SE Madison St Suite 206 Portland OR 97214 summarized his written remarks (a copy of which is included in the meeting record).

Council President Bragdon closed the public hearing.

5.2 **Ordinance No. 04-1040**, For the Purpose of Amending the Metro Urban Growth Boundary, The Regional Framework Plan and the Metro Code to Increase the Capacity of the Boundary to Accommodate Growth in Industrial Employment.

5.3 **Ordinance No. 04-1041**, For the Purpose of Amending Metro's Regional Framework Plan to Better Protect the Region's Farm and Forest Land Industries and Land Base; and Declaring an Emergency.

Council President Bragdon opened a public hearing on Ordinance No. 04-1040 and 04-1041.

Mayor Rob Drake, City of Beaverton, 4755 SW Griffith Drive Beaverton OR 97076 said he was also talking as a Metro Policy Advisory Committee (MPAC) member. He had chaired a subcommittee that looked at recommendation for Title 4. The subcommittee had sent forward a recommended package on Title 4. He noted a letter that he sent on April 26<sup>th</sup> which he summarized for the Council tonight. He indicated that industry was changing so he urged flexibility. He also thanked Council for coming to Washington County and holding an evening public hearing. Councilor Hosticka asked Mayor Drake to suggest amendments so that MPAC and Council moved side by side. Mayor Drake said he thought he had provided those amendments. Council President Bragdon acknowledged the receipt of his letter.

Amy Scheckla-Cox, City Councilor, City of Cornelius, 1355 N. Barlow St. Cornelius, OR 97113 said she was here presenting City of Cornelius. She read the Mayor's Heinrich's letter (a copy which may be found in the public record).

Stewart Whipple, Attorney at Law, Representing the Irving-Lees and Dozzi, 6501 SW Macadam Ave, Portland, OR 97239 provided written testimony. He represented owners of 125 acres near I-205 and I-5. This property was near the area being considered for industrial area. The property was very poor farm land and could be brought in as industrial land. The property had many criteria that would lend itself to industrial development such as access to transportation. There were no schools or churches near by. The residential area was minimal. There were no commercial or retail activities on the property. There was very little commercial activity that would interfere with industrial use. The slope requirements were met and it was near an employment area. If not now it would provide industrial property in the future. Councilor McLain asked if the property was in the study areas. Mr. Whipple said it was just south of I-205. It was not in the study area. It was between study areas.

Jim Maron, President of Wilsonville Chamber of Commerce, 4433 SW Homesteader, Wilsonville, OR 97070 read his testimony into the record.

Warren Easley, 24710 SW Nodaway Ln., Wilsonville, OR 97070 said he live in the Stafford area. He provided written testimony for the record.

Phil Lane, 6557 SW Knollwood Ct., Tualatin, OR 97062 said he and his family live on Knollwood Court. He provided written testimony.

Richard Lamb, 6830 SW Knollwod Ct, Gemstone Systems, NW Waterhouse, Beaverton OR provided written testimony and summarized it for the record.

Tom Juza, 6985 SW Ellingsen Rd., Tualatin, OR 97062 said he was a resident of the east Stafford area. He spoke to problems with traffic and poor infrastructure. He felt this area was not a good area for industrial development.

Greg Leo, Coalition to Save the Valley, 3 Monroe Parkway Suite P-426, Lake Oswego, OR 97035 provided written testimony. He urged consideration of the Hosticka ordinance.

Becky Chamseddine, 22900 SW Erio Place Tualatin OR 97062 provided written testimony. Councilor Newman asked what specific area was she talking about. Ms. Chamseddine said she felt Tualatin had its share of industrial land and didn't need any additional industrial land. Councilor Hosticka asked about industrial areas in Tualatin. Ms. Chamseddine said she felt that they didn't need any additional industrial land in the Tualatin.

Dave Volz, 22930 SW Erio Place, Tualatin OR 97062 provided written testimony. He provided a petition to the Metro Council with over a 1000 signatures on it (he provided this petition for the record). The 1000 people voiced their opinion to the Council. It was a grass roots effort to gather these petitions. They urged reconsideration of the recommendation. He spoke to Metro's charge to protect residential areas that currently exist. Councilor Newman said last week there were residents in this area that were suggested as a compromise. He wondered if that recommendation had been discussed? Mr. Volz said the City of Tualatin had taken a position. He did think there might be an area by the prison that made sense to consider for industrial purposes, the area where the person was burying the buses.

Blythe Mercer, 10703 SW Clear St Tualatin OR 97062 read her testimony into the record. She provided a petition that had been put together by the children in her area (a copy of which is included in the meeting record). Councilor Monroe said staff came up with a recommendation. This did not mean that the Council accepted that recommendation cart blanche. That was why they were listening to citizens. They would work to accommodate as many as possible. Council decision wouldn't be made until June.

Jeff MacLean 10688 SW Clear St., Tualatin OR 97062 summarized his testimony (a copy of which is included in the meeting record). He spoke to the South Tualatin area and opposed its inclusion in the Urban Growth Boundary (UGB) as industrial land. There was need for balance, protection of existing neighborhoods and buffers.

Stan Biles, 2215 Oregon St. Sherwood OR 97140 provided written testimony (a copy of which is included in the meeting record). He concurred with Metro's recommendation. The quarry area in Tualatin should be brought in as industrial area. His property was immediately adjacent to other industrial areas and to the Urban Growth Boundary. Councilor McLain thanked Mr. Biles for his testimony. She was happy to hear that there was some land that fit all of the criteria.

Gary Gentemann speaking for Maxine Erdman, 25550 NW Meek Rd Hillsboro OR provided written testimony and summarized it for the record. He noted the map identifying the Evergreen Study Area. He spoke to the surrounding property owners who had endorsed the recommendation. He noted that the parcels of these property owners were appropriate for industrial development. These properties were a logical choice for industrial use. He detailed some of the reasons why they were a logical choice. The eight property owners urged consideration.



Alden Eld, P.O. Box 1490, North Plains, OR 97133 thanked Council for the opportunity to speak with them. He was located within a distinct residential area near Mr. Gentemann's property. His property was west of Soul. He spoke to reasons why his property should not be included specifically because it was residential. There were wetlands and creeks. He felt this residential pocket should be taken out of the consideration for industrial and be left as residential.

Robert Bailey, 7455 NW Helvetia Road, Hillsboro, OR 97124 spoke in opposition to the recommended Helvetia area being brought in as industrial land. Council President Bragdon asked where the property was. Mr. Bailey said the pictures that he provided for the record represented the 1996 flood area. It was major drainage area. He summarized his written testimony. He suggested a sociological analysis of the area. He felt that the Helvetia properties weren't appropriate for industrial development because of prime farmland and drainage issues. The hard edge was too close.

David Noren, Tuality Healthcare P.O. Box 586 Hillsboro OR 97123 provided written testimony. He supported the Chief Operating Officer's recommendation.

Delilah Ahrendt, CRASH, 5186 NE Molly St Hillsboro OR 97124 said she lived close to the airport. She spoke to the Evergreen industrial area consideration. She said the airport was considering helicopter training over the industrial area that the Council was considering. She suggested risk assessment should be considered. Also in the same area there was a sterile area. People were asked to evacuate their homes when the air show occurred. She questioned if industry would be asked to evacuate their industries during the air show. She felt that the helicopter training needed to be considered in Metro's decision.

Don Jones, 4595 NW Neskowin Ave Portland OR 97229 said he lived in the Rock Creek area. He was addressing the area north of West Union. He was opposed to this area being considered as industrial. The neighborhood to the south was in opposition to industrial uses. This area was primarily residential with no buffer zone to the proposed industrial area. He didn't think the land to the north of West Union was practical either. It was farmland, had habitat, had slope, and was naturally scenic. He urged taking this area out of the recommendation.

Michael Bickle, 5285 NW 253<sup>rd</sup> Hillsboro OR 97124 spoke to his farm which would be appropriate to bring in as industrial. There was a stream that ran through the property, it was a ditch. There was a natural buffer, the Sunset Hwy and Jackson School Road. He said it was an excellent area to be brought in and detailed some of the specific of the property included transportation access, poor farming opportunity, no slope, etc. He knew of no property owners that didn't support the area being brought in.

Michael Feves, Citizens for Farmland Preservation 26300 SW McConnell Sherwood OR 97140 provided written testimony.

Holly Ibury 16701 SE McGilvary Vancouver WA 98683 read her letter into the record. She offered an alternative, the St. Mary's site. The concept plan reflected an employment area. She suggested further concept planning could be done to create a truly mixed-use area. Councilor Hosticka asked if she was suggesting including the whole site. Ms. Ibury said they would be requesting a portion of the site. Councilor Hosticka said they would need acreage amounts.

Mark Van Hoomissen Rock Creek Neighborhood, 19190 NW Athena Portland OR 97229 provided written testimony and summarized his testimony about the West Union parcel. He said there was no buffer and there were transportation problems. There was also concern about noise.

There were also many schools located near the site. He felt there were other areas that were better suited for industrial purposes. He stressed livability for their neighborhoods.

Betty Atteberry Westside Economic Alliance, 10200 SW Nimbus Portland OR 97223 said in collaboration with its partners, the Alliance had taken up the charge to study industrial areas on the westside (a copy of her testimony is included in the record). Councilor Newman asked if the Alliance had taken a position on the Helvetia site, Evergreen, West Union and South Hillsboro sites. Ms. Atteberry said they had not looked at specific areas. Councilor Burkholder asked about the desire to protect industrial land and the request to open up the industrial area to commercial use. Ms. Atteberry said in today's market you were looking at different kinds of industry. It was necessary to provide commercial uses in close proximity to industrial uses. She said there was a mix of service providers in the big industrial parks. Councilor Burkholder asked if the Alliance supported acreage limitations. Ms. Atteberry said they needed to look at this more thoroughly.

Tom McConnell, Alpha Engineering Inc 9600 SW Oak Suite 230, Portland OR 97223 read his testimony into the record concerning the Helvetia site. He spoke to the letter from Mark Greenfield about the 190 acres in the Helvetia area. They thought the 190 acres would better address the regional needs for industry because of proximity to the Hwy 26 interchange, industrial uses like to be near other industrial uses, and the availability of services to the site. He noted that there needed to be a drainage fix. He said that the 190 acres were in only 8 ownerships; most were in only 3 ownerships. Council President Bragdon asked if he was in support of the parcel that had been recommended. Mr. McConnell said he was in support of the 190 acres only. Councilor Hosticka asked about the area. Mr. McConnell said it had a manufactured home park on it currently.

Jim Standring, 12670 SW 68<sup>th</sup> #400 Tigard OR 97223, said he was the owner of 70 acres of the 190 acres that Mr. McConnell had just spoken about. He spoke to services and transportation access. He wasn't speaking about the rest of the recommendation, only the 190 acres. He felt that all of the property fit the industrial criteria. There was no need for assemblage. They were ready to go.

Lars Webber, 19635 NW Rock Creek Way, Portland, OR 97229, said he was close to south of West Union Road. He was concerned about the site based on traffic and noise. He noted that West Union Road between Cornelius Pass Road was a two-lane road. There were repeated references that this road was more than adequate for industrial uses. He spoke to the traffic issues at 5 o'clock rush hour. If they were going to creating this area for industrial use he urged upgrading the road and creating a buffer for noise. He spoke to growing congestion in the area. There wasn't a lot of opportunity for expansion because of access. He said much of the areas studied were based on a 1999 study. He was concerned that we were overestimating the need.

Council President Bragdon closed the public hearing.

## **6. RESOLUTIONS**

**6.1 Resolution No. 04-3446**, For the Purpose of Approving the FY 2004-05 Budget and Transmitting the Approved Budget to the Tax Supervising and Conservation Commission (TSCC).

Motion:	Councilor Newman moved to adopt Resolution No. 04-3446.
Seconded:	Councilor Burkholder seconded the motion



Councilor Newman said this resolution was a housekeeping issue to submit the budget to TSCC. The budget would be back before Council on June 17<sup>th</sup>. Councilor McLain talked about the amendments that had been dealt with on Tuesday. She was still interested in dealing with maintenance issues at the zoo. She wanted to work with other Councilors to ensure that we had maintenance. She asked about substantial amendments and what they did with TSCC if there were these types of amendments. Councilor Monroe asked if the vote that they were considering now approved the additional \$2.00. Council President Bragdon said this budget contemplated those increases but these would be considered next week.

Vote:

Councilors Park, Hosticka, Burkholder, McLain, Newman, Monroe, and Council President Bragdon voted in support of the motion. The vote was 7 aye, the motion passed.
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## **7. CHIEF OPERATING OFFICER COMMUNICATION**

There were none.

## **8. COUNCILOR COMMUNICATION**

Councilor Newman asked Councilor Burkholder about new infrastructure associated with his district. Councilor Burkholder said this weekend; May 1<sup>st</sup> was the opening of the Interstate Max line. Metro had played a key role in the transportation system.

Councilor Hosticka said before the next hearing, there would be a tour of the industrial areas being proposed. The tour would be May 5<sup>th</sup> with a number of local government officials.

Council President Bragdon spoke to the Public Hearing next Tuesday on Goal 5. He acknowledged Councilors McLain's and Hosticka's work on this issue. Councilor McLain talked about some of the interest groups she had been working with on Goal 5. Councilor Hosticka said the Tualatin Basin group had approved their analysis. They were now working on their program recommendations.

## **9. ADJOURN**

There being no further business to come before the Metro Council, Council President Bragdon adjourned the meeting at 7:24 p.m.

Prepared by

Chris Billington  
Clerk of the Council

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF APRIL 29, 2004**

Item	Topic	Doc Date	Document Description	Doc. Number
3.1	Minutes	4/22/04	Minutes of the April 22, 2004 Council meeting	042904c-01
5.1 & 6.1	Memo	4/29/04	To: Metro Council From: Kathy Rutkowski, Budget Coordinator Re: 04-05 Summary of amendments and proposed budget	042904c-02
5.1	Testimony and Letter	4/29/04	To: Metro Council From: Wayne Moore, Laborer's Local 483 Re: 04-05 Budget and attached letter from Mike Watson	042904c-03
5.2 & 5.3	Letter	4/29/04	To: Metro Council From: Stan Biles Re: recommending quarry property in Tualatin as industrial	042904c-04
5.2 & 5.3	Biles Property study	4/29/04	To: Metro Council From: Stan Biles Re: 2215 NE Oregon Street Quarry Study Area Perfect for Industry prepared by Davis Wright and Tremaine	042904c-05
5.2 & 5.3	Notes and Testimony	4/29/04	To: Metro Council From: Jeff MacLean Re: opposed to South Tualatin as industrial land	042904c-06
5.2 & 5.3	Letter	4/28/04	To: Metro Council From: Robert and Patti Bailey Re: Opposing inclusion of Helvetia area as industrial land	042904c-07
5.2 & 5.3	Letter and concept plan	4/29/04	To: Metro Council From: Holly Iburg, Newland Communities Re: urging inclusion of the northeastern portion of Hillsboro south and concept plan for the area	042904c-08
5.2 & 5.3	Testimony	4/29/04	To: Metro Council From: Betty Attebury, Westside Economic Alliance Re: Input concerning Hosticka's ordinance, MPAC recommendations, Title 4 and sub regional industrial needs	042904c-09
5.2 & 5.3	Testimony	4/29/04	To: Metro Council From: Tom McConnell, Planning Manager for Alpha Engineering Re: 250 acres Helvetia Road and the recommendation of 190 acres	042904c-10
5.2 & 5.3	Testimony	4/29/04	To: Metro Council From: Gary Gentemann for Maxine Erdman Re: Evergreen study area supporting inclusion	042904c-11
5.2 & 5.3	Pictures and Parcel information	4/29/04	To: Metro Council From: Stewart Whipple Re: including 120 acres near the Junction of I-5 and I-205 referred to as the Irving-Lee Property	042904c-12
5.2 & 5.3	Testimony	4/29/04	To: Metro Council From: Warren	042904c-13



			Easley Re: opposing inclusion of the Frog Pond area in East Wilsonville	
5.2 & 5.3	Testimony	4/29/04	To: Metro Council From: Greg Leo, Coalition to Save the Valley Re: recommending not going south of the Willamette River	042904c-14
5.2 & 5.3	Testimony	4/29/04	To: Metro Council From: Michael Feves, Citizens for Farmland Preservation Re: opposes urbanization of prime farmland	042904c-15
5.2 & 5.3	Letter	4/29/04	To: Metro Council From: Steve Heinrich, Mayor of Cornelius Re: industrial land north of City of Cornelius and medical facility issues	042904c-16
5.2 & 5.3	Letter	4/29/04	To: Metro Council From: Mark and Jacqueline Van Hoomissen Re: opposes inclusion of West Union parcel	042904c-17
5.2 & 5.3	Memo	4/29/04	To: Metro Council From: Richard Lamb Re: opposing the inclusion of Wilsonville East (Frog Pond) area	042904c-18
5.2 & 5.3	Letter	4/29/04	To: Metro Council From: Ruth Van De Moortele, Phyllis Kohlmeyer, Ruth Anne Dean Re: urged inclusion of her property	042904c-19
5.2 & 5.3	Letter	4/29/04	To: Metro Council From: Phil Lane Re: opposes the Frog Pond area as industrial land	042904c-20
5.2 & 5.3	Testimony	4/29/04	To: Metro Council From: Jim Marohn, President of the Wilsonville Chamber of Commerce Re: opposes inclusion of Wilsonville East	042904c-21
5.2 & 5.3	Letter	4/29/04	To: Metro Council From: David Noren Re: Title 4 provisions for medical offices and related issues	042904c-22
5.2 & 5.3	Letter	4/29/04	To: Metro Council From: John Junkin Re: amendments to Title 4	042904c-23
5.2 & 5.3	Petition	4/29/04	To: Metro Council Submitted by: Dave Volz Re: 1000 signature petition opposing land south of Tualatin (Study Area Tualatin)	042904c-24
5.2 & 5.3	Testimony	4/29/04	To: Metro Council From: Blythe Mercer Re: opposes industrial expansion south of Tualatin	042904c-25
5.2 & 5.3	Testimony	4/29/04	To: Metro Council From: Linda and Rob Richter Re: opposes industrial developmen6 south of Tualatin	042904c-26
5.2 & 5.3	Testimony	4/29/04	To: Metro Council From: Becky Chamseddine Re: opposes industrial land south of Tualatin	042904c-27
5.2 & 5.3	Testimony	4/29/04	To: Metro Council From: Dave Volz	042904c-28

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			Re: opposes industrial land south of Tualatin	
5.2 & 5.3	Petition	4/29/04	To: Metro Council Submitted by: Blythe Mercer Re: Large petition with signatures of children from the Tualatin area opposing industrialization of the area	042904c-29



## CITY OF HILLSBORO



May 5, 2004

Hon. David Bragdon, Council President  
And Metro Council Members  
Metro  
600 NE Grand Avenue  
Portland, OR 97232

**RE: Metro Ordinance 04-1040, Exhibit E: Proposed UGB Expansion Sites for Industrial Uses, and Exhibit B: Amendments to Title 4, Urban Growth Management Functional Plan.**

Thank you for this opportunity to submit this testimony on Exhibits "B" and "E" of Ordinance No. 04-1040 for the record.

Exhibit "E": Proposed UGB Industrial Sites Expansion.

We hereby submit the attached April 5, 2004 letter (and corresponding map) to Chief Operating Office Michael Jordan ("COO"). It expresses our support for inclusion within the UGB for industrial use of land generally identified as the "Evergreen Road Study Area" and described in Exhibit "E" as an "Area Under Consideration for UGB Expansion". If you decide to add the Site to the UGB, we suggest limiting the addition to portions of the Site immediately south of Waible Creek and next to the Shute Road Industrial Site to physically separate the industrial areas south and east of Waible Creek from existing farming activities north and west of the Creek. We do not oppose adding the "Helvetia Study Area" to the UGB, but prefer the Evergreen Road Site over the Helvetia Site. We believe the "West Union Study Area" is unsuitable for industrial use and should not be added to the UGB.

Exhibit "B": Proposed UGMFP Title 4 Amendments:

Title 4 terms and application to existing and new Industrial areas need to be flexible for those reasons cited in Mayor Rob Drake's verbal and written testimony to you last week on this matter. We share his views on this matter. More recently, we joined MPAC's recommendation that Title 4 should not regulate the location of medical and dental facilities within RSIA and Industrial Areas. Instead, MPAC suggested that a definitive study be done to determine whether a real need actually exists to regionally restrict them in these areas since all local land use codes (except Hillsboro's code) already prohibit them within Industrial Areas. We support this prudent course of action. We respectfully ask you to adopt the MPAC Title 4 recommendations.

CITY OF HILLSBORO:

Tom Hughes  
Mayor

Attach:

# CITY OF HILLSBORO

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April 5, 2004

Michael Jordan, COO  
Metro  
600 NE Grand Avenue  
Portland, OR 97232

**RE: UGB Amendment Recommendation for Additional Industrial Lands**

Dear Mr. Jordan:

The City of Hillsboro supports the addition of the Evergreen Study Area as proposed in this letter and shown on the attached map. The City is also very supportive of the proposal to add industrial land north of Cornelius to enable them to achieve a more complete community. We would not oppose the addition of a portion of the Helvetia Study Area. The West Union Study Area, however, does not appear to be well-suited for industrial purposes. Given its location adjacent to the Rock Creek residential neighborhood, steeper topography, and natural resource constraints/amenities, the West Union site lends itself better to possible future inclusion that would facilitate development of a new town center, with residential development around a core Holcomb Lake regional park. Metro already purchased 30 acres of property connecting the Rock Creek corridor to Holcomb Lakes. In this way, the West Union site is similar to the site commonly known as the Sisters of Saint Mary property on TV Highway.

We understand that you are considering recommending to the Metro Council a "Base Option" that would satisfy the demand for warehousing and distribution land, including a minor amount of the remaining need for other types of industrial lands. In addition, there are three options under consideration that would include the "Base Option" plus portions of study areas identified in the *Industrial Land Alternative Analysis Study (February 2004)* as "Evergreen", "West Union", and "Helvetia".

Of the three sites under consideration in the Hillsboro vicinity (Evergreen, West Union, and Helvetia), the Evergreen Study Area provides the best opportunity for additional industrial land with respect to the City's priorities for job production and infrastructure extension. As an alternative to adding only the southern portion of the Evergreen Study Area (320 acres) as described in the "Base Option plus Evergreen", we suggest the following options that are depicted on the attached map (Exhibit 'A'):



- 1) **Evergreen Sub-Area 1:** As a first choice, the City supports the addition of approximately 256 gross acres adjacent to the Shute Road Industrial Site on the west, south of Waible Creek and north of Evergreen Road. The Shute Road concept plan that has been incorporated into the Hillsboro Comprehensive Plan provides for extension of Huffman Street from Shute Road across the Shute Road Industrial Site, and can easily be extended westward. If only the southern portion of the Evergreen Study Area were added to the UGB, the extension of Huffman Street would likely be along the edge of the UGB, serving only the area to the south. A more efficient transportation service strategy would be to include all of the Evergreen Study Area lying south of Waible Creek, enabling Huffman Street to serve industrial areas both to the north and south. The City is not interested in going north of the creek, but instead, supports the concept of establishing a "hard edge" to the UGB in this vicinity along Waible Creek. This would not only provide a natural buffer between urban and agricultural uses, but would also serve to maintain a green corridor providing separation between the cities of Hillsboro and North Plains.

Sub-Area 1, consisting of resource land, is a portion of Metro's Study Area "L", which previously received a top ranking of "Most" in the overall Goal 14 suitability analysis. Oddly, when combined with the exception lands to the west to become the "Evergreen Study Area", this suitability ranking dropped to "More". According to the Goal 14 locational factor ratings, the ESEE analysis results increased from low to moderate for both environmental and agricultural impacts, when the exception lands were added to Study Area "L". It could be argued that extending the industrial area northward to Waible Creek would provide a natural barrier reducing potential conflicts between industrial and agricultural uses, thereby improving agricultural compatibility. It is not clear why environmental impacts would be greater when including the exception lands that are already largely developed with rural residential uses. Provision of sewer service was rated "difficult" for both Study Area "L" alone, and for the Evergreen Study Area (Study Area "L" plus the exception lands). Sanitary sewer feasibility was rated "moderate" for both the Helvetia and West Union Study Areas. From the City's perspective, feasibility of providing sewer service for the Evergreen Study Area is probably more positive than for either the Helvetia or West Union Areas. Sewer system capacity improvements have been made south of Evergreen Road that would help accommodate flows from the Evergreen Study Area that could be achieved with a combination of gravity and pumping more readily than either the Helvetia or West Union areas.

- 2) **Evergreen Sub-Area 1 plus Sub-Area 1a:** Evergreen Sub-Area 1 could be expanded to include what is shown on Exhibit "A" as Sub-Area 1a, the parcelized rural residential area in the Meek Road vicinity adjacent to the Shute Road Industrial Site on the north, south of Highway 26 and west of Shute Road. This area contains approximately 34 gross developed acres. This area could potentially fill a need for smaller industrial lots that could provide space for spin-offs and supporting accessory uses related to the large lot industrial uses to the south.



During the Shute Road concept planning process, the residents of this neighborhood expressed both positive and negative points of view about coming into the UGB. Conversion of this area for small lot industrial uses would help to mitigate concerns over realigning Meek Road. Meek Road currently intersects Shute Road very close to the Shute Road/Highway 26 interchange and is a safety concern.

- 3) **Evergreen Sub-Area 1 plus Sub-Area 2:** As shown on Exhibit "A", Sub-Area 2 lies immediately west of Sub-Area 1, south of Waible Creek and north of Evergreen Road. This area contains approximately 172 gross acres of resource land and abuts exception lands on the west. As described above, this portion of the Evergreen Study Area is also a portion of Metro Study Area "L". The discussion above for Sub-Area 1 also applies to Sub-Area 2.
- 4) **Evergreen Sub-Area 1, plus Sub-Area 2, plus Sub-Area 3:** Sub-Area 3, as displayed on Exhibit "A", is comprised of approximately 150 acres of exception lands containing rural residential development and a large scrub-oak wood lot. A good portion of this area lies within the airport runway clear zone that extends in a northwesterly direction from the northern boundary of the Hillsboro Airport on Evergreen Road. The City is currently participating in the Port of Portland Hillsboro Airport Master Plan update process during which the issue of airport noise has emerged as a top concern. One of the proposed solutions that would ameliorate noise over existing residential areas in the City is to establish a new helicopter training pattern that would extend northward from the airport over the vicinity of Sub-Area 3. The addition of this area to the UGB for industrial purposes would allow the City to pursue a strategy of converting existing rural residential uses in this area to industrial uses over time, in order to minimize the serious noise impacts associated with the Hillsboro Airport.

The total gross acreage for Sub-Areas 1, 1a and 2 combined is approximately 462 acres. The inclusion of Sub-Area 3 would yield a total of 612 gross acres. The portion of the Helvetia Study Area under consideration contains 235 gross acres, and the portion of the West Union Study Area under consideration contains 368 gross acres, for a total of 603 acres.

The addition of the Evergreen Study Area as proposed in Hillsboro Option #4 would be a very logical extension of the Shute Road Industrial area that was added to the UGB December 2002. The concept planning for the Shute Road Site contemplated possible expansion to the west, and conceptual transportation and other public service networks were designed accordingly. The City asserts that addition of that portion of the Evergreen Study Area lying south of Waible Creek and west to the airport runway clear zone would best achieve the goals of compact urban form and efficiency of service provision. The Evergreen Study Area is also close to specialty infrastructure that serves the high tech industrial core in that part of the City. The City's goal of working with the Port of Portland to ameliorate airport noise conflicts would also be assisted through the



conversion of rural residential uses in the exception land area to industrial uses in the future.

The goal of this letter is to provide our opinion regarding Metro's decision to add industrial sites in the Hillsboro area. The addition of the Evergreen Study Area, as defined by this letter, is a supportable and logical recommendation you can forward to the Metro Council that would provide needed industrial sites to bolster Oregon's sagging economy and improve the state's competitive edge. Thank you for your consideration of our thoughts on this issue. Please feel free to contact us for additional information or to discuss the City's position on this matter further.

Sincerely,

A handwritten signature in cursive script, appearing to read "Tom Hughes".

Tom Hughes  
Mayor

Attachment: Exhibit "A", Map



May 6, 2004

David Bragdon, President  
Metro Council  
600 NE Grand Avenue  
Portland, OR 97232-2736

Dear David:

I am writing on behalf of the Clackamas County Economic Development Commission (EDC) to express our continued support for the inclusion of additional employment lands within the Metro urban growth boundary (UGB) in Clackamas County. As you are aware, inclusion of additional employment land within the UGB has been a long-standing priority for Clackamas County. Attached is our letter of February 26, 2004, concerning this issue which lists potential sites identified by Clackamas County for inclusion in Task 3. Also, enclosed for your reference is the January 20<sup>th</sup> letter from the Clackamas County Board of Commissioners expressing their desire for additional employment lands.

Five years ago, Clackamas County determined that 2,600 acres were required to meet the expansion needs of existing businesses and to accommodate new businesses seeking to locate within the County. The 2002 UGB decision included approximately 1,250 acres of potential industrial land in the County. While this was a good initial step, much work needs to be done to meet our goal of 2,600 acres. As the UGB expansion will surely create industrial, commercial and residential opportunities, proactive establishment of industrial sites in the Damascus-Boring expansion area is critical. Otherwise, there is the risk that residential and retail development will commence. We need your support now more than ever. Specifically, we would appreciate your greatest attention to the following sites:

1. Noyer Creek (400 acres)
2. Meier Farm (61 acres)

The inclusion of these additional employment lands during Task 3 is needed to address our current jobs-housing imbalance and create the critical mass required for the Damascus-Boring area. Since the Damascus-Boring area has been identified to accommodate the preponderance of new jobs in the region, we feel it is imperative that sufficient employment sites be identified early to help reach the employment targets in a reasonable timeframe. Task 3 provides an opportunity to do this. It is important that the 60,000 new residents forecasted to live in this area have the opportunity to work within their community and be served by a quality transportation system. As you know, the regional transportation plan also calls for additional transportation capacity to serve this new area, including the Sunrise Corridor.



David Bragdon  
May 6, 2004  
Page 2

The EDC appreciates the opportunity to participate in the 2004 UGB decision. In the event that the sites in Clackamas County or our cities as recommended for inclusion by the Chief Operating Officer are not included in the final decision, we request that other sites in Clackamas County be added to maintain the total acreage proposed for Clackamas County.

We look forward to working with you and your staff as you address this priority issue for Clackamas County and its partner cities.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in cursive script, appearing to read "Jerry Smith".

Jerry Smith, Chairperson  
Clackamas County Economic Development Commission

Enclosures:

January 20, 2004 Letter from Clackamas County Board of Commissioners  
February 26, 2004 Letter from the Clackamas County Economic Development Commission

cc: Clackamas County Board of Commissioners  
Metro Council  
Clackamas County Economic Development Commission



# CLACKAMAS COUNTY

Board of Commissioners

BILL KENNER  
CHAIR

LARRY SOWA  
COMMISSIONER

MARTHA SCHRADER  
COMMISSIONER

January 20, 2004

David Bragdon, Metro Council President  
METRO  
600 NE Grand Avenue  
Portland, Oregon 97232

Re: Clackamas County's Employment Land

Dear Mr. President Bragdon:

Clackamas County would like to take this opportunity to comment on Metro's current effort to address the region's shortage of industrial land. Clackamas County has a well-documented need for employment land, to address a jobs/housing imbalance that makes it difficult to create complete communities. In 1999, Clackamas County determined a need for approximately 2600 acres to meet its 20-year demand for industrial land. Metro's 2002 UGB expansion included approximately 1,350 acres of potential industrial land in the Damascus area. There are several areas that we believe need to stay on the ledger for future evaluation as employment land, including areas in Stafford and Boring. For the current review, there are three areas in Clackamas County that we believe are especially important to add to the UGB.

First is the Noyer Creek area, located on the south side of Highway 212 between the communities of Boring and Damascus, comprising about 400 acres. This area contains one tract exceeding 200 acres and another of approximately 58 acres. Much of the area has the moderate slopes necessary for most industrial development. The area also is critical to providing sewer service for a substantial part of the area to the north that was recently added to the UGB.

Second is the community of Boring and the small area (approximately 100 acres) designated EFU, between Boring and the UGB. Boring contains approximately 120 acres zoned Rural Industrial, much of which is developed with a mill that is not currently in operation. Adding Boring also would allow the County to deal with a potential problem with the existing small sewage treatment facility serving the Boring community.

The third important area is approximately 100 acres served by Keller Rd. This area is located southwest of Damascus, on the northwest side of Richardson Creek. There are several parcels each exceeding twenty acres located in this area, which is adjacent to the existing Damascus community.



We advocated addition of all three areas to the UGB during the 2002 deliberations. The Board of Commissioners and Doug McClain, County Planning Director, previously provided extensive comments and analysis regarding these areas (see previous letters dated August 28, 2002 to Mike Burton and October 31, 2002 letters to Carl Hosticka and Andy Cotugno). MPAC and the Regional Economic Development Partners had recommended addition of these three areas. Addition of these areas will provide almost 900 acres of additional land suitable for employment uses, critical to the development of a complete community in the Damascus-Boring area.

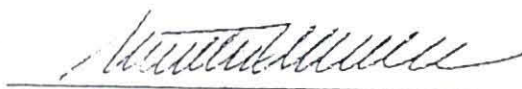
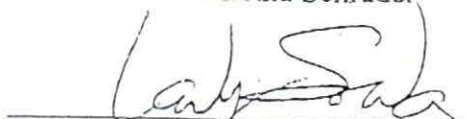
We also want to again encourage Metro to continue studying the Stafford area for possible inclusion of areas capable of jobs.

Clackamas County appreciates the opportunity to participate in this important decision. Creating family-wage jobs for county residents is of the highest priority for the Board of County Commissioners. Metro's 2004 UGB decision is a critical component of our efforts. We look forward to working with you and your staff.

Sincerely,



Bill Kennemer, Chair

  
Commissioner Martha Schrader  
Commissioner Larry Sowa



February 26, 2004

David Bragdon, President  
Metro Council  
600 NE Grand Avenue  
Portland, OR 97232-2736

Dear David:

Thank you for your presentation at our December 2003 meeting. Our members found your remarks very helpful. On behalf of the EDC, I would like to express our strong support for further expansion of the urban growth boundary in Clackamas County to include additional employment lands. Enclosed is a letter dated January 20, 2004 from the Clackamas County Board of Commissioners expressing their support for inclusion of specific potential employment sites during Metro's Task 3 UGB process this year.

We want to express our strong support for the development of additional employment land in Clackamas County to address our jobs-housing imbalance, which has been a longstanding priority action item of the EDC.

In 1999 Clackamas County determined that they needed 2,600 acres to meet the needs of existing businesses and to accommodate new business looking to locate within the county. The 2002 UGB decision which included approximately 1,250 acres of potential industrial land was an initial step. However, much work remains to be done.

The county has identified additional sites for inclusion within the UGB (information enclosed) that would address the identified need. We hope these sites will receive every consideration.

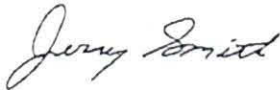
Quality of life starts with a job. At the present time, too many Clackamas County residents have to leave the county to go to work each day. In order to build complete fiscally sustainable communities, more employment land is needed within Clackamas County. We believe Task 3 will allow an additional 1248 acres to address our identified need.



David Bragdon, President  
February 26, 2004  
Page 2

Your continued support and leadership is greatly appreciated. Thank you for your time and consideration.

Sincerely,

A handwritten signature in cursive script, appearing to read "Jerry Smith".

Jerry Smith, Chairperson  
Clackamas County Economic Development Commission

Enclosures: January 20, 2004 Letter from Clackamas County Board of Commissioners  
Industrial Sites for Inclusion Task 3  
Potential Clackamas County "Opportunity Sites" Map

cc: Clackamas County Board of Commissioners without Enclosures  
Metro Council with Enclosures  
Economic Development Commission without Enclosures

### Industrial Sites for Inclusion Task 3

Site Name and Location	Estimated Acreage (gross buildable acres)	Comments Pros and Cons
Noyer Creek Damascus-Boring	341	Recommended in 2002 by BCC Identified in 1999 Industrial Lands Study. Needed to provide wastewater infrastructure to areas included in 2002.
Richardson Creek SW Damascus	100	Recommended in 2002 by BCC Identified in 1999 Industrial Lands Study.
Meier Farm West Boring	61	Recommended in 2002 by BCC Identified in 1999 Industrial Lands Study.
Boring Community	177	Recommended in 2002 by BCC Identified in 1999 Industrial Lands Study.
Stafford (Borland & Stafford)	80	Recommended in 2002 by BCC Identified in 1999 Industrial Lands Study. Inclusion opposed by the City of Lake Oswego.
Subtotal	759	
North 282 <sup>nd</sup> Multnomah County line	147	Identified in 1999 Industrial Lands Study. Pros: Good assembly potential. Cons: Infrastructure improvements needed, resource designation.
South of 282 <sup>nd</sup> North of Boring	204	Identified in 1999 Industrial Lands Study Pros: Good assembly potential. Cons: Infrastructure improvements needed, resource designation.
Kelso Road South of Boring Eliminated Metro Resolution 03-3386	366	Identified in 1999 Industrial Lands Study Pros: Good assembly potential. Cons: Infrastructure improvements needed, resource designation and adjoining resource designations.
South Carver Eliminated Metro Resolution 03-3386	254	Pros: Assembled under one ownership. Cons: Infrastructure improvements needed including water, wastewater, and transportation (new Carver Bridge). The site is under resource designation.
Oregon City	138	Identified in 1999 Industrial Lands Study Pros: City of Oregon City utilities. Cons: Infrastructure improvements needed. Subject to approval by the City of Oregon City.
Subtotal	1109	
Total estimated acreage	1868	
Less Kelso Road and South Carver	620	Metro Resolution 03-3386 two sites eliminated from further Alternatives Analysis
Remaining total acreage	1248	Task 3 Alternatives Analysis



26185 NW Evergreen Road  
Hillsboro, OR 97124  
May 6, 2004

Metro Council  
600 NE Grand Avenue  
Portland, OR 97232

Re: Additional Industrial Lands – Evergreen Study Area

Councilors:

The City of Hillsboro, in a letter to Metro's Michael Jordon dated April 5<sup>th</sup>, 2004, wrote in support of adding the "Evergreen Study Area" to the UGB amendment. As 27-year residents of this area, we endorse the city's position and we encourage your consideration of the inclusion of this area. The parcelization, adjacency to other industry, availability of infrastructure, and transportation system development potential all favor this site.

In particular, we note the area identified as Sub Area 1 on the attached map. There are some 25 individual parcels within this 256-acre area. One of those parcels is a Verizon telephone facility. Over the last several weeks, two neighbors and myself have individually contacted all but two of the owners of the remaining 24 parcels. With one exception, all owners favored inclusion inside the UGB at this round. The exception was neutral primarily because of property tax concerns and expressed that inclusion would happen sooner or later. Clearly there is broad support for inclusion of this particular area at this time.

In addition, the recent Metro Agricultural Lands Technical Workgroup report lists Sub Area 1 as "suggested for inclusion into the Urban Growth Boundary" as a Group 3 priority. A fifth consideration, though not mentioned in the study, is the very heavy traffic on Northwest Evergreen Road, which remains at two lanes for a portion of this site. While agricultural equipment access is still practiced, it is at significant accident risk.

A letter from another long term resident in support of including this area is also attached.

Yours truly,

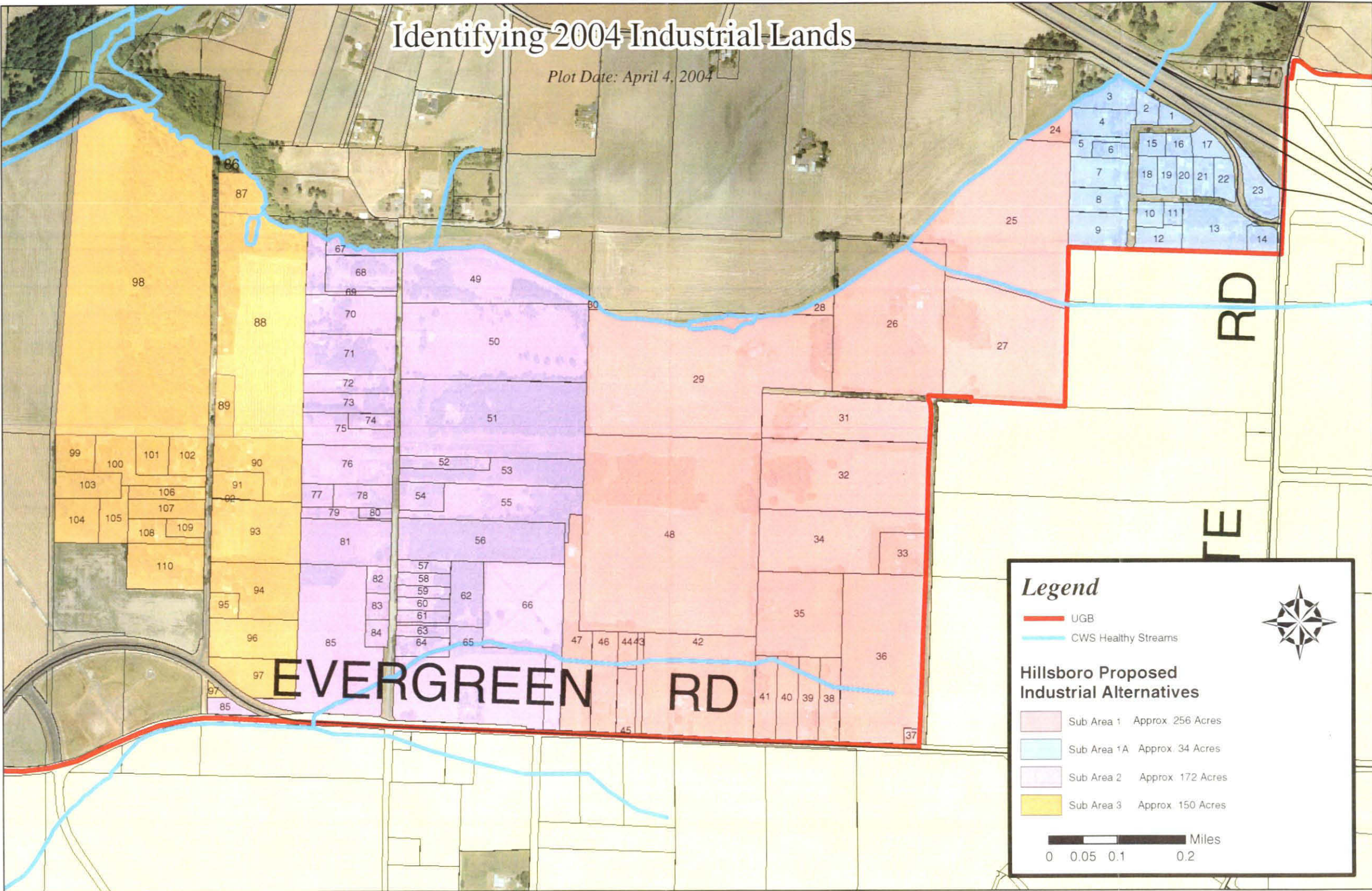
Henry & Anita Oberhelman

Attachments: Area Map – Hillsboro Proposed Industrial Alternatives  
Letter, Robert and Ilene Sanders



# Identifying 2004 Industrial Lands

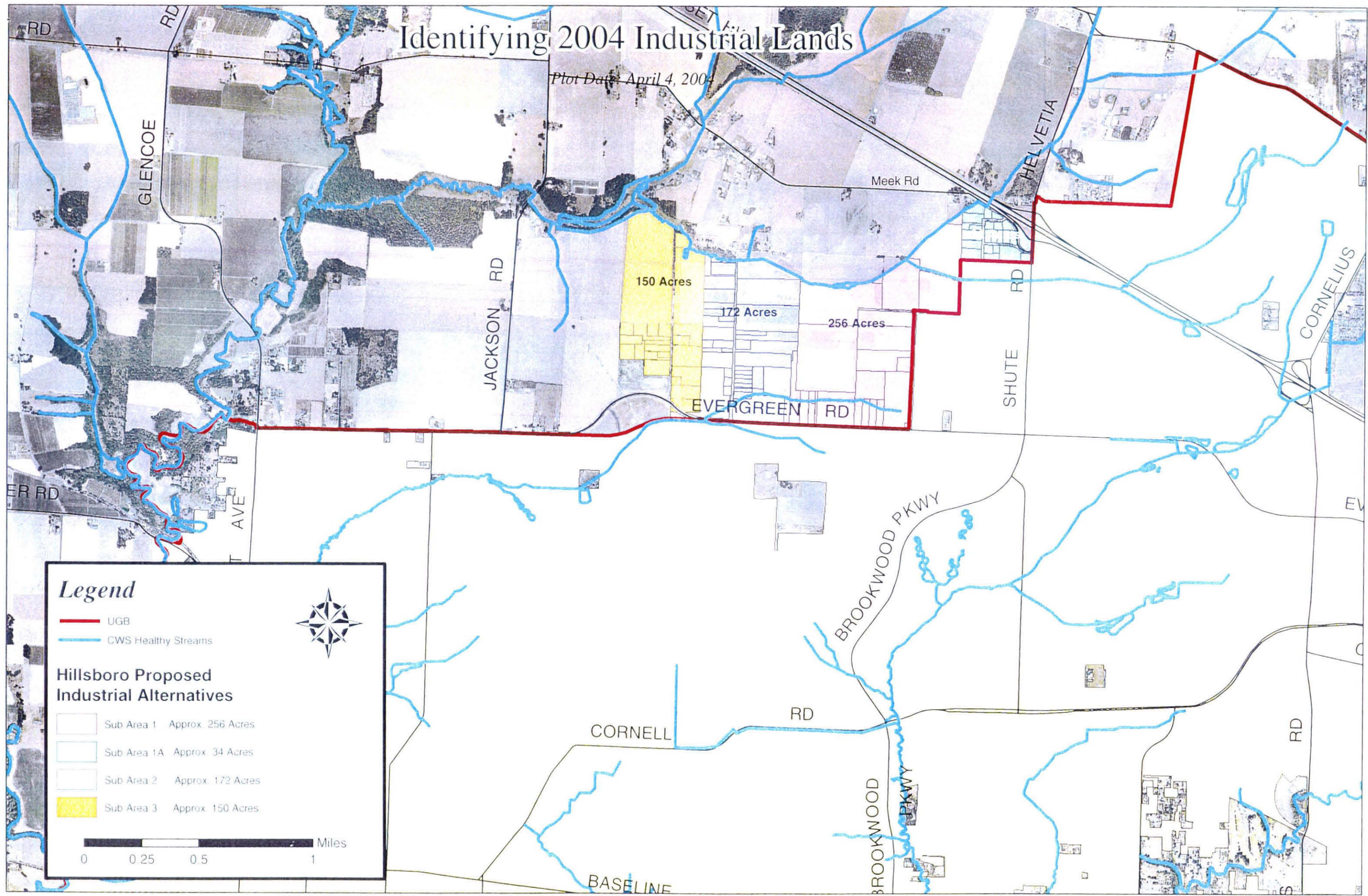
Plot Date: April 4, 2004





# Identifying 2004 Industrial Lands

Plot Date: April 4, 2004



**Legend**

- UGB
- CWS Healthy Streams

**Hillsboro Proposed Industrial Alternatives**

- Sub Area 1 Approx. 256 Acres
- Sub Area 1A Approx. 34 Acres
- Sub Area 2 Approx. 172 Acres
- Sub Area 3 Approx. 150 Acres

0 0.25 0.5 1 Miles



Testimony  
Industrial Lands, Wilsonville Hearing  
Metro Council  
May 6, 2004

Presiding Officer Bragdon and Members of the Metro Council:

My name is Kathie Burger and I live at 26748 SW Colvin Lane, Wilsonville, OR 97070. I am a resident and HOA Treasurer of Canyon Creek Estates representing the Save Frog Pond Community Coalition.

I am speaking in opposition to Wilsonville East being converted to industrial use land.

First, the Wilsonville East area is designated as Exclusive Farm Use (EFU) because of its quality soils. The area is entirely Tier 5 Resource land which includes Class I and II riparian corridors and Class B and C upland wildlife habitats. This area should therefore be at the very bottom of the list for selecting lands to meet urban growth needs according to the Goal 14 Hierarchy of Lands Chart found in Metro's Industrial Lands Technical Report. In Metro's Industrial Land Alternative Analysis Study Wilsonville East received a rating of 'Least Suitable' as measured by the applicable Locational factors of Goal 14. Metro's analysis goes on to say that Wilsonville East area has, "a few long slender areas of environmental resources associated with streams and steep slopes that bisect portions of the study area that could inhibit efficient development. Negative economic impacts associated with environmental resource protection or loss of agricultural activity due to urbanization may be equal to or greater than the potential economic benefits from development opportunities."

By contrast, the land in northwest Wilsonville, where industrial development makes more sense, has poor soils and is not zoned EFU. Industrial warehousing on good farmland is a waste of a valuable resources and therefore not good economic policy. Further, the current proposal encourages land speculation and urban sprawl, seriously threatening long-term investments by farmers and the agricultural industry.

Second, Metro's Industrial Land Alternative Analysis Study states, "urbanization of Wilsonville East for industrial uses will result in a substantial increase in traffic on Elligsen, Stafford, Homesteader and Advance Roads." Access to I-5 would either be through the Stafford Road or Wilsonville Road interchanges, both of which are currently suffering from full capacity. The other roads mentioned are two-lane rural roads that would require major upgrades to service the area. The Port of Portland has recently confirmed that the new commercial uses between Wilsonville East and I-5 has generated significant traffic which would make it problematic for new distribution uses.

The Wilsonville planned layout of residential, commercial and industrial areas keeps the industrial areas located either close to I-5 or in the northwest quadrant of the city so residential and industrial traffic are separate except near the freeway interchanges. The industrial areas contain wide, concrete streets with long stacking distances and easy freeway access as appropriate for trucking.

Traffic from Wilsonville East going to and from the Wilsonville Road interchange will use a length of Wilsonville Road never designed for truck traffic. It has many lighted intersections, short stacking at the lights and narrow turning radiuses. The cost to upgrade both this stretch of Wilsonville Road and the interchange would be enormous.

The Wilsonville East area has narrow country roads intended for farm use and residential neighborhoods. The proposed Industrial Area divides these residential areas and creates industrial islands in the middle of neighborhoods and nursery farmland, a nightmare for traffic planning.

Wilsonville has grown into a beautiful, balanced community of local businesses and industry, neighborhoods, schools, churches and rolling farmlands. Please listen to the arguments presented by members of this community to keep this balance intact, and preserve the area's natural resources.



Heidi Juza, 6985 SW Elligsen Rd., Tualatin, OR 97062

TESTIMONY FOR MAY 6, 2004, METRO COUNCIL HEARING, WILSONVILLE

Presiding Officer Bragdon and Members of the Council:

For the record, my name is Heidi Juza and I live at 6985 SW Elligsen Rd. Tualatin, OR 97062;

I am commenting today on the unsuitability of the East Wilsonville site for industrial development. After thoroughly reviewing the Metro Executive Summary, I have found several inconsistencies and factors which point in favor of my specific argument put forth today. As a matter of fact, I am perplexed as to why the Wilsonville East site was chosen after reviewing Metro's planning goals.

RSIA's such as Wilsonville East, "are distinguished by their proximity to major freight transportation infrastructure and to concentrations of nearby industries, often of like character. RSIA's mapped within the boundary are located primarily around Port of Portland lands, Hillsboro and Troutdale airports, the Columbia Corridor and the Hwy 212 corridor". This description fits the Evergreen locale, but not Wilsonville East.

Page 6 of the report discusses "The difficulty of making the choices."

1. "Accommodating population growth"... By shifting the industrial/residential zoning ratio askew so drastically, Wilsonville will be severely out of balance. It cannot support population growth with its shortage of residential development.
2. "Balancing the needs of housing, industry, commerce, the environment and efficient transportation..." These objectives are not met. Housing needs are not met; Industry and commerce needs would be better met closer to intermodal transportation sources; Riparian and bird habitat will be destroyed; and lastly, I-5 will turn into a transportation nightmare as trucks move up and down the freeway from the Portland hub to the outskirts of suburbia.
3. "Assuring that land is allocated for uses that best fit its characteristics." With the water table rising as a result of Wilsonville's alternative water source, it is feasible that this Tier 5 land may have future water rights reenacted. With class 2 soils, this land would be better suited for farming than industry. I also encourage the Council to look at the topographic slopes of the northern parcels.
4. "Making certain that public services and infrastructure are feasible to provide" The City of Wilsonville is not willing to serve this development! It is not only cost-prohibitive, but an engineering challenge to run new sewer trunk lines to the site. I encourage the members of the Council to spend some time with this particular challenge, because the executive report does not specify WHO will serve and provide infrastructure.

5. "Protecting other important land categories such as natural areas and productive agricultural lands" Clearly, industrializing Wilsonville East violates this objective.

6. "Assuring regional parity and equity in the responsibilities, burdens, and benefits of land expansion and use" By asking Wilsonville and Tualatin to absorb 80 % of this industrial expansion, and to have their cities grossly over-industrialized, you are creating inequity, not regional parity.

7. "Making planning decisions that reflect real-world trends and realities as much as traditional goals and guidelines." I have not seen any planning decisions recently where semi-trucks regularly drive through dozens of crosswalks, past elementary and high schools and coexist amongst bikers and baby carriages; where children wait for the bus on five lane highways with semi trucks roaring past, where residents in planned subdivisions are awakened at 4 am from the beeping back- up signals of trucks loading their freight just a block away. I have yet to see communities planned this way, and God help us all if that is what future planning holds for us.



I'm Becky Tollenaar, and I live at 9805 SW Choctaw St., in a neighborhood located in southern Tualatin.

We moved to Tualatin 12 years ago before having children, and after living in Lake Oswego, and Sherwood, we decided to move back to Tualatin to raise our 3 daughters. With the family atmosphere and quality schools it seemed like the logical choice. We want our home to be a place my girls can bring their children home to.

I feel placing industrial land next to our neighborhoods will greatly threaten our quality of life, and that dream. Industrial land brings truck traffic. Tualatin knows about traffic! With 40% of our land already being used for Industry, we already have a steady stream of this kind of traffic. With industrial land next to our homes, that means more traffic through our neighborhoods.

My daughters Brittany and Brianna are 7, and have just learned to ride their bikes without training wheels. We like to ride to their Aunt and Uncles house across Boones Ferry Rd. Most of our high school students walk to Tualatin High School. They have to cross this same road twice a day. I feel truck traffic will put them, and other children at greater risk. We have 219 children in our neighborhood alone. Come visit on any sunny day and you will see lemonade stands, rollerblades and basketball games.

Another concern I have is for displaced wildlife. The other day while I was getting my daughters ready for school, I looked out into our yard and saw a deer. It is such a wonderful thing to live so close to city amenities, yet still get the pleasure of seeing this beautiful wildlife. This is something we have gotten to experience every spring and summer. My daughters always get so excited, and sneak up quietly to the windows to watch them. My fear is that developing this land will leave these same deer homeless, and take the pleasure of seeing them away from us.

I'm also concerned about the impact this will have on our property value. In today's economy our homes are our not only our biggest investment but our only secure one. I wanted my home to be an enjoyable place to raise my family, and be a place to build equity. I feel adding industry next door will jeopardize these dreams. What all our families have worked so hard for.

I know you are being asked to bring 2600 acres of land into the UGB, and it has been recommended that 1300 of those acres be around Tualatin. These recommendations were based on soil, grade of the land, and accessibility. But you must also consider the families this decision will affect. Please don't forget to use your heart when making this decision. I have tried to teach my daughters the golden rule: "Do unto others what you would have them do unto you". I ask you to think about your families, and your homes. Do you want to raise your children next to Industrial Buildings? Do you want to look out your back window and see concrete and delivery trucks, or would you rather see trees and wildlife.

It was my understanding that metro's purpose is to protect our neighborhoods. So I urge you to consider this when making your decision.

After considering all other options, you still feel the land around Tualatin is your best choice, I ask that you please help us protect our neighborhoods. I ask that you consider placing a large buffer zone, or green space between our homes and the industry.

Thank you for your time and consideration.



Council President Bragdon  
Metro Council  
600 N.E. Grand  
Portland, OR 97232-2736

050604c-07

RE: Proposed 2004 UGB expansion areas for Industrial Use

Dear President Bragdon:

Please consider the following comments from the City of Lake Oswego:

1. Borland Road and East Wilsonville (Frog Pond) areas should be dropped from consideration.
2. The Hosticka Ordinance should be enacted, removing lands south of the Willamette River and west of the Pudding River from further UGB consideration.

While we oppose these areas coming into the UGB, the Mayors and City Councils of the affected jurisdictions: Wilsonville, Tualatin, Lake Oswego, Oregon City, Hillsboro and Clackamas County ALL agree on compensatory land coming in for industrial purposes.

3. Some or all of the Evergreen (Hillsboro) and the Noyer Creek (Boring) areas should be added. There are 91 acres that Oregon City is interested in serving.
4. Land in Wilsonville that is shown on the City's Comprehensive Plan for industrial use, but not yet zoned "industrial," should be added to the existing inventory. (Note that Wilsonville uses a "holding zone" system for properties that are not yet needed for industrial zoning.)

Arguments:

1. The Borland Road area **would not be productive in terms of industrial development.** Metro staff recommendation would add 575 acres to the UGB in the Borland Road area, with the expectation that a net increase of ONLY 164 acres of industrial development will result. If these numbers are accurate, the result would be the addition of more than 71% of the area for non-industrial uses. **The Borland Road area is the least productive (in terms of industrial potential) of any of the areas presently under consideration.**

2. The Borland Road area already committed to other uses: it contains two public schools and two churches – one, a very large and expanding church adjacent to the land that is proposed to be allocated for industrial use. The “purpose and intent” of Section 3.07.410 of Title 4 (Industrial and Other Employment Areas) states:

*“The Regional Framework Plan calls for a strong economic climate. To improve the region’s economic climate, the plan seeks to protect the supply of sites for employment by limiting incompatible uses within Industrial and Employment areas...”*

In the case of Borland Road, it appears that incompatible uses already exist and have been overlooked, in spite of clear direction from the Regional Framework Plan.

3. Although there are owners & developers who would love to see the Borland Road area added to the UGB for non-industrial purposes (especially those who are interested in retail and office development), adding 575 acres for the stated purpose of promoting industrial development will prove to be no more than a “bait & switch” if the area is actually used primarily for commercial, non-industrial development. Those same developers who are hoping to use the area for commercial, rather than industrial purposes, are not interested in having the area added to the UGB and having the use restricted to industrial.

For the jurisdiction in charge of future zoning, and for the property owners, the specific 164 acres is an unknown. Each of those property owners may feel that it is someone else’s 164 acres, but their own acreage can be developed for other purposes. WHAT, EXACTLY IS THE REMAINING 411 ACRES TO BE USED FOR? Is this simply additional land that will be counted as already in for residential, or other purposes, for the next periodic review?

You will hear from others about the suitability and desirability and productivity of the Evergreen area. You will hear Wilsonville’s arguments regarding available pre-industrial land that is not in the industrial inventory and the desirability of the Noyer Creek area. We hope that you will reconsider the staff recommendations and include these areas in order to eliminate areas with significant opposition by those who are supposed to zone and provide services.



7. In recommending the inclusion of the Borland Road area the Metro staff has suggested a condition intended to mandate concept planning for the entire Stafford basin. While such planning, involving the cooperative efforts of the Cities of Lake Oswego, West Linn, and Tualatin, makes good sense for the future, it has no direct bearing on the immediate goal of providing land for industrial development. The City of Tualatin is expected to go on record, with the City of Lake Oswego, in opposing the addition of the Borland Road area for industrial development.
6. Lake Oswego's arguments in support of the Hosticka Ordinance are contained in the attached Resolution 04-28, adopted by the Lake Oswego City Council and forwarded to Metro.

#### Conclusion:

Adding 575 acres for the purpose of allowing industrial development on only 164 of those acres is unnecessary, wasteful and undermines the possibility of more compatible development for the future - especially given that industrial development would not be compatible with other uses that are already established in that neighborhood.

#### PLEASE CONSIDER:

If the goal is to bring into the UGB industrial land that is supported by the local jurisdictions, provided with urban services and zoned properly, PLEASE consider the recommendations we are making as assuring that goal.

Otherwise, the staff recommendation for these areas will simply bring in property that will never be developed for this purpose. METRO NEEDS THE COOPERATION OF YOUR LOCAL PARTNERS. YOUR ACCEPTANCE OF OUR RECOMMENDATIONS WILL FOSTER THIS COOPERATION.

050604c-08

May 6, 2004

Metro  
600 NE Grand  
Portland, Oregon 97232

Attention: Mr. Carl Hosticka  
Metro Council

Subject: Borland Road North  
Industrial UGB Expansion

Dear Councilor Hosticka:

I am writing to respectfully request that the Metro Council decline the inclusion of the Borland Road North study area into the Urban Growth Boundary (UGB) for industrial utilization. The basis for this request is that the Metro April 15, 2004 Staff Report and supporting Industrial Land Alternative Analysis Study have not adequately considered all factors of Goal 14. Specifically, these documents have not balanced the Goal 14 factors of environmental consequences, social consequences, and maximum efficiency of land uses within and on the fringe of existing urban areas.

#### **Environmental Consequences**

Under the Environmental Analysis Consequences Table A-3 matrix of the Industrial Land Alternative Analysis Study the Borland Road North site is identified as containing streams, river, floodplain, wetlands, steep slopes, open space, and Goal 5 areas. With the exception of Borland Road South no other study area in the Alternative Analysis Study contained all seven of these sensitive natural resources.<sup>1</sup> The Tualatin River, Athey Creek, and Saum Creek are within or contiguous to the Borland Road North site. All were identified as Class 1 Riparian habitats under Metro's recent Inventory of Regionally Significant Habitat. The Environmental Analysis of the Alternative Analysis Study concluded "urbanization would have a high impact on these natural resources due to the significant amount of stream and river corridors, floodplain and open space."<sup>2</sup>

The April 15, 2004 Staff Report recommending Borland Road North for industrial inclusion within the UGB does not address the Environmental Analysis conclusion concerning the high impact on all seven of these natural resources. The Staff Report does discuss the public service feasibility, agricultural consequences, and other siting factors; however, no discussions of the environmental consequences of development were cited in the recommendation for the Borland Road North inclusion.<sup>3</sup> If the document that either recommends study areas for industrial UGB inclusion or otherwise excludes study areas does not address a significant Goal 14 factor, then it is respectfully suggested that an appropriate balancing has not occurred.

#### **Social Consequences**

The April 15, 2004 Staff Report does indicate that infrastructure improvements will be required to alleviate impacts to the existing system. Under the Industrial Lands 26-29 Technical Report the Borland Road North site is reported to have received a "moderate" rating on potential trip generation.<sup>4</sup> However, this classification is inconsistent with the Industrial Land Alternative Analysis February 2004 draft report where Borland Road North is rated "difficult" for potential trip generation.<sup>5</sup> The concern is that the potential

<sup>1</sup> Industrial Land Alternative Analysis Study, Metro, February 2004, Table A-3.

<sup>2</sup> Industrial Land Alternative Analysis Study, Metro, February 2004, page 40.

<sup>3</sup> Staff Report to Ordinance No. 04-1040, Metro, April 15, 2004, page 25.

<sup>4</sup> Industrial Lands Measure 26-29 Technical Report, Metro, January 2004, page 28.

<sup>5</sup> Industrial Land Alternative Analysis Study, Metro, February 2004, Table A-2.



vehicle and truck trips generated by this industrial UGB expansion would have negative social consequences on the residents of Tualatin.

The Borland Road North area is generally located at the intersection of SW Borland Road and SW Stafford Road in Clackamas County. Interstate 205 is located adjacent to the south. The Social Analysis included in the Industrial Land Alternative Analysis Study indicates that increased vehicle trips would occur mainly between SW Borland Road and the I-205 interchange. Some increased traffic north on Stafford Road negatively affecting these residential neighborhoods is cited along with a conclusion that the residential area south of I-205 would not be impacted.<sup>6</sup> What this analysis appears to fail to consider is the negative social consequences of increased traffic to the west along SW Borland Road. Within one mile to the west of this proposed industrial expansion there are six residential subdivisions that are adjacent to SW Borland Road. While only designed as a minor arterial this section of SW Borland Road has become a significant thoroughfare for traffic accessing/leaving the Interstate 5 Tualatin/Sherwood interchange. Accordingly, while the Industrial Land Alternative Analysis Study contemplates access to the Borland Road North site from the I-205 interchange with minimal impact on residential neighborhoods this assessment does not appear to match the traffic patterns as observed by most residents along SW Borland Road and the Clackamas County Average Daily Traffic counts for this intersection.<sup>7</sup>

As you are aware the Borland Road North site would create a new industrial area to be included within the City of Tualatin. The City of Tualatin does presently have a Title 4 industrial area located to the west of Interstate 5. By creating a new industrial area on the eastside of Tualatin this will create an east/west traffic increase resulting from the suppliers and shipments from/to these industrial sites. The main roadway access for this industrial traffic will be through residential neighborhoods and school zones that have not been designed with adequate buffers. Under the Metro Creating Livable Streets design guidelines SW Borland Road does have not the recommended buffers (sound walls, vegetation, distance)<sup>8</sup> and due to the higher density residential developments adjacent to the roadway with minimal rear yard setbacks there is no right-of-way available for expansion. Per the Industrial Land Alternative Analysis Study Potential Trip Generation Rating more than two arterial lanes will be required for this industrial expansion.<sup>9</sup> Since the Staff Report, 26-29 Technical Report, and Industrial Land Alternative Analysis Study do not address the increased industrial traffic along SW Borland Road a Goal 14 required balancing has not been accomplished.

### **Maximum Efficiency of Land Uses**

The Metro Staff Recommendation for inclusion of Borland Road North into the industrial UGB expansion does not address the balancing factor of "maximum efficiency of land uses within and on the fringe of the existing urban area." None of the adjoining property to the Borland Road North site is currently used for industrial purposes. An important consideration in Metro's survey of industrial users was the proximity of other industrial property.<sup>10</sup> Under the Staff Report for Resolution No. 03-3386 "areas that are either isolated from industrial areas *or* are not contiguous to the UGB *and* contain less than 300 acres" were to be removed from further consideration.<sup>11</sup> The reasoning behind this criteria was that there are minimum size requirements for efficient development of industrial areas and if proposed UGB industrial land was not otherwise adjacent to an existing industrial area or contained greater than 300 gross developable acres the necessary capital improvements, impact to natural resources, and other costs would not be an efficient utilization of land.

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<sup>6</sup> Industrial Land Alternative Analysis Study, Metro, February 2004, page 40.

<sup>7</sup> Clackamas County Department of Transportation Traffic Counts, 2000.

<sup>8</sup> Creating Livable Streets-Street Design Guidelines, Metro, June 2002, page 67.

<sup>9</sup> Industrial Lands Measure 26-29 Technical Report, Metro, January 2004, page 24.

<sup>10</sup> Industrial Land Location and Siting Factors, Memorandum from Lydia Neill to David Bragdon, June 2003, page 7.

<sup>11</sup> Staff Report to Resolution No. 03-3386, Metro, November 18, 2003, page 2.

While the Borland Road North site contains 575 gross acres, due to sensitive habitat, slopes, and other constraints there are only 164 net acres available for building.<sup>12</sup> The industrial land study actually recommended a minimum gross new industrial area size in the 300 to 500 acre range.<sup>13</sup> Furthermore, this minimum acreage range for new industrial areas was based on a net reduction of 30 percent.<sup>14</sup> The lack of efficiency of industrial land use for the Borland Road North site is apparent in the 71 percent reduction of land available for building. When compared to the minimum net acreage recommended by industry professionals the Borland Road North site remains significantly below this efficient land use threshold. Accordingly, inclusion of the Borland Road North site within the UGB for industrial expansion is not in accordance with maximum efficiency of land use pursuant to Goal 14.

#### **Insufficient Notice**

As stated above the Industrial Land Measure 26-29 Technical Report incorrectly characterized the potential vehicle trip generation as documented in the Industrial Land Alternative Analysis Study of February 2004. Since the Exhibit 1 "Amendment to the Metro Charter" attached to the 26-29 Technical Report indicates that a complete report addressing traffic patterns and any resulting increase in traffic congestion will be provided to all households within 1 mile of the proposed UGB expansion,<sup>15</sup> this notice requirement has not been met. Within the 11" by 17" notice flyer that was provided, the Industrial Lands Measure 26-29 Technical Report was cited as being available on request or otherwise available on-line.<sup>16</sup> Notwithstanding any discussion of whether an on-line document or available on request document has been "provided" the incorrect classification of trip generations in the 26-29 Technical Report did not provide residents with sufficient notice concerning the livability impacts to their neighborhoods. Accordingly, there has been insufficient notice with respect to the Borland Road North industrial inclusion into the UGB.

For the above stated reasons I encourage the Metro Council to not include the Borland Road North site within the UGB for industrial expansion. As a final note I would like to thank the Metro Council for its efforts to maintain livable communities and preservation of natural resources. Recognition of the Metro Council staff who were accessible, responsive, and professional in their assistance obtaining many of the documents cited herein is also warranted.



Steve Day, P.E., Esq.  
5712 SW Calusa Loop  
Tualatin, Oregon

Copies: (1) Mayor Lou Ogden, City of Tualatin

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<sup>12</sup> Staff Report to Ordinance No. 04-1040, Metro, April 15, 2004, page 25.

<sup>13</sup> Formation of Industrial Neighborhoods, Memorandum from Lydia Neill to David Bragdon, October 24, 2003, page 3.

<sup>14</sup> Formation of Industrial Neighborhoods, Memorandum from Lydia Neill to David Bragdon, October 24, 2003, page 3, footnote 3.

<sup>15</sup> Industrial Lands Measure 26-29 Technical Report, Metro, January 2004, Exhibit 1-page 1.

<sup>16</sup> Public Notice-Measure 26-29 Industrial Lands Expansion Report, Metro, February 2004.



May 6, 2004

David Bragdon, President  
Metro Council  
Metro Regional Service Center  
600 NE Grand Avenue  
Portland, Oregon 97232-2736

I am writing you to express my concern over two of the areas that have been identified as part of the study to chose industrial lands to include in the UGB.

One area, known as Wilsonville south would set the stage for industrial expansion south of the Willamette river. It seems to be common knowledge that the owners of the Langdon Farms Golf course want to develop the golf course into some sort of distribution center. They cite the close proximity to I-5, the large size of the parcel, and flatness of the terrain. They say we wouldn't be losing farm land, because it is a golf course.

If I recall, when the golf course was built several years ago, there was a concern over the change from agricultural to other uses. I don't think it would be too difficult to return the land to agriculture. It seems to me that this land has been included primarily for the gain of the owners of the property, and may have been purchased with that goal in mind without regard for the impact on surrounding agricultural and residential uses. Perhaps they think that with the original zoning changed once, it can be more easily changed again.

I most enthusiastically support the "Hostica Amendment" that places a boundary line for protection of agricultural uses south of the Willamette and west of the Pudding River. I hope you accept the recommendation of Mike Jordan, Metro CEO, not to include Wilsonville south in the UGB expansion of industrial lands.

The second area, known as Wilsonville East or Frogpond, also is inappropriate to include in the industrial study area. I believe that Wilsonville has done a very good job of planning for a livable community. Identifying the Frogpond area, as part of the UGB industrial expansion just doesn't make good planning sense. There has been an effort to keep industrial and distribution areas to the north of Boeckman, and the west of Canyon Creek Roads. I don't thing anyone wants big trucks located in the middle of medium to high density residential development.

I believe that the areas identified to the north and west of Wilsonville make most sense to be included in the UGB, (if we have to have any areas identified).

In closing, may I say that I do not envy your position in having to make these decisions. But please let me ask you to consider for a moment the fact that we live in a beautiful place, and that we all want it to continue to be that way. For several decades Oregonians have subjected themselves to the planning process.

It shows. Traveling to other parts of the country where there are few if any planning processes, and seeing development happen that only benefits the developer in search of the almighty dollar, we can appreciate our planning. I understand we are living through a difficult economic time, but I don't believe that building more warehouses will turn Oregon's economy around. Let's not throw away what we've worked so hard to create.

Please exclude Wilsonville south and Wilsonville east from inclusion in the Industrial expansion areas.

Sincerely,

Susan D. Guyton  
30740 SW Boones Ferry Rd.  
Wilsonville, Oregon 97070



## **TESTIMONY TO PREVENT INDUSTRY IN THE STAFFORD BASIN**

My name is Marcy Edwards. I am an attorney and I have been a landowner in the Stafford area for the past 12 years. When I first heard that there was discussion about industrial locations in Stafford, only one word came to mind "Contradiction." Many people who live in the Stafford area share this view. The very idea of industrial use of the Stafford area ("Stafford Basin") is a "contradiction" to what the area represents today. When you drive through the Stafford Basin on any of its designated scenic roads, you view pastoral land used for farming, Christmas trees, and recently, for vineyards. The area has several schools, both public and private. Churches have recently located in the Stafford Basin earning it a nickname of the "religious triangle." All of these uses are compatible and accepted by those who live in the area. To imagine industrial use is a complete contradiction to what the characteristics of the Stafford Basin represent today.

The sole reason I am here tonight is to make sure that issues are mentioned at this hearing so they may be used as a basis for appeal if a decision is made to allow industrial use of the Stafford Basin. You can be assured that there will be appeals as soon as the residents, the churches, and the schools wake up and realize that Metro has approved incongruous industrial usage in their own pastoral backyard.

Let's look first at what motivates Metro to designate any area as ready for Industrial use. It is my understanding the Governor wants to identify 25 "shovel-ready" sites in the Portland metropolitan area for industrial use. The Oregonian Metro section recently exhibited an article stating that 13 industrial sites have already been identified. That leaves 12 additional sites. I am here to convince you that, for the following reasons, the Stafford Basin is not one of those 12 industrial sites.

### **Metro Background:**

Objectives: To identify an inventory of industrial lands for future use

In 1998 Davis & Hibbits, Inc. (DHI) was commissioned to document a summary of key points based on focus group research conducted for a consortium of organizations working on a regional industrial lands strategy. The report describes and categorizes the variety of views among the participants (the "Study"). The Study focused on three areas: (1) Land supply; (2) Location Considerations; and (3) What Government Can Do. I am going to focus on reasons the Stafford Basin would not be appropriate for industrial use under the categories of Metro's own Focus Group Study.

### **(1) Land Supply:**

**Urban Growth Boundary** - Under Land Supply, there was strong support in the Study for staying within the Urban Growth Boundary (UGB). "most felt interest would stay focused on the Portland metropolitan area for some time, so development in the farther regions of the study area were expected far in the future (and in some areas, possibly never)." Stafford Basin is one of those areas that should never be subjected to industrial use for a variety of reasons.



**Land Tied Up** - Another consideration in Land Supply was that land can be tied up in private ownership with an unwillingness to sell. My understanding of the proposed development in the Stafford Basin is that only 130 acres out of the 500 designated for industrial use would actually be available to industrial usage. In the Stafford Basin this would be due to private ownership as well as land that is not usable due to designation as wetlands, riparian borders along the Tualatin river and other environmental designations. The proposed yield of only 130 acres out of 500 acres is enough in and of itself to disqualify the Stafford Basin area for industrial use.

**Inadequately served** – Land may be “available in a study area that has industrial development potential but is not adequately served by critical infrastructure such as transportation, water, utilities, and fire protection.” The Stafford Basin lacks critical infrastructure. The cities of West Linn and Lake Oswego are adamantly opposed to the use of the Stafford Basin for industry. That leaves the city of Tualatin. Infrastructure would have to be extended from Tualatin for all utilities including sewer being pumped to the Durham waste site. Tualatin is ill-equipped to properly develop the infrastructure in the Stafford Basin, especially for water and sewer. Traffic would also be problematic. In Metro’s own studies the Stafford Basin traffic has been designated as the most difficult on a scale of three (being difficult, moderate, and easy). The lack of infrastructure alone should prevent Stafford Basin from being a proposed industrial site.

**Site Limitations** – “Many ‘identified’ industrial sites have significant site limitations such as wetlands, topography, vibrations, adjacent residential, and poor soils.” Stafford Basin has significant amounts of land designated as wetlands and riparian waterway boundaries. Metro’s own interactive map indicates that a large percentage of the land in the Stafford Basin north of Highway 205 is identified as “Class 1 raparian, highest value habitat; and “Class 2 raparian – medium level habitat.” The balance of the land in the Stafford Basin under Metro’s very own designation is considered “impact areas, land next to regionally significant habitat that may have a significant affect on the condition of the habitat.” Metro cannot ignore the very designations that it has made regarding the land in this largely riparian and wetlands basin.

There are also other laws and designations that may have an impact on the Stafford Basin, including but not limited to, state and federal navigable waterways; including possible historic designations since the Tualatin River played a major role in the early pioneer days of the region when a steamship was used along the river as a delivery route. There may be historical and environmental factors that need to be protected for future generations. There may also be threatened or even endangered species in the Stafford Basin. The hills in the area are home to a variety of wildlife despite the residential development. The waterways may contain other species that are in need of legal protection. The roads in the Stafford Basin are designated as “Scenic” under both State and Federal laws. The 205 Freeway is designated as the “Veterans Memorial Highway.” It would be a shame to turn it into the “Veterans Industrial Memorial Highway.” A few people along the 205 corridor recall that the land was condemned with the stipulation that the 205 corridor would be designated as a scenic greenway once the highway was completed. These are only a few of the potential limitations that industrial developers may confront when it comes to initiating industrial development in the Stafford Basin. The residents of the area hereby reserve the right to make additional arguments that may provide protection to the Stafford Basin from industrial development.



**Conversion to other uses** – there are other uses that may better benefit Metro and the Stafford Basin, including but not limited to, vineyards and commercial wine tasting facilities, nurseries, and other businesses that are compatible with the existing uses in the area. There may be other churches and schools that are considering locating in the Stafford Basin due to existing similar uses. Even some office use would be much preferred to industrial use of the Stafford Basin.

**Brownfields, redevelopment, and infill** – all of these considerations preclude the Stafford Basin in favor of other areas that are already used by industry or have been abandoned and are in need of redevelopment. The study itself recognizes that “other uses commonly may include residential and schools, which don’t mix well with many industrial uses.” That is an understatement! What parents want to see their children attending school in the middle of industrial use? The area designated for industrial development is adjacent to the Athey Creek Middle School and Arbor private school. The industrial designation surrounds the Stafford Elementary School and would be just down the road from Bridgeport Elementary School. There are surely laws, local, state and federal that can be used to protect children from having to walk through industrial areas to arrive at their schools or from playing sports next to industrial complexes where there may be inadequate police surveillance.

(2) **Location considerations:**

**Proposed Study areas** – it was noted by the Study that if “land designated for agriculture were added, it would greatly reduce the available land in the study area.” Stafford Basin has a large percentage of land that is designated as agricultural that could be precluded from industrial development.

**Economics** – there are areas within the UGB that desperately want to have industrial sitings in their area for the jobs and the tax base. There is no desire by those in the Stafford area to have industrial use. It would be forced upon the region while other areas welcome such a designation.

**Synergy** – Many areas, especially high tech, like to have similar companies around them. If there is a need to develop the Stafford Basin, at least allow the residents to opt for similar businesses and uses that create a synergy for the area. Schools and churches are contradictory to industrial use.

**Quality of Life** – Although “there were differing opinions on how important quality of life is to location decisions, some felt it would be a tie-breaker in a siting decision.” For the Stafford Basin, there is a focus on the quality of life and it should be a consideration in making a final decision that industrial usage is incongruous with the quality of life currently enjoyed in the Stafford Basin.

(3) **What Government Can Do:**

There are several ways that the study recommended that government could do when siting industrial areas. If Metro looks at its own studies and at the ways the Stafford Basin can be protected under local, state and federal laws, Metro will realize that the Stafford Basin is not appropriate for industrial use. If incentives are utilized, there will be many other areas besides the Stafford Basin that will be more appropriate for industrial development. Existing brownfields and redevelopment can be employed to upgrade areas that are already suffering the impacts of industrial usage that are in need of upgrading and/or redevelopment. This would benefit other areas in greater need of economic influx. When Metro looks closely at the infrastructure, the traffic, the incompatibility with schools, residential areas and churches, it should realize that Stafford Basin is not one of those "shovel ready sites" that the governor requested.

Quotes from:

**Report on**

**Industrial Lands Focus Groups**

**for the**

**Port of Portland  
Oregon Economic Development Department  
Portland Development Commission  
Columbia River Economic Development Council  
Commercial Real Estate Economic Coalition  
Portland General Electric**

**July 15, 1998**



Presiding Officer Bragdon

Dear Council Members:

My name is Anne Keesee and I reside at 7710 SW Roanoke Drive South, Wilsonville, OR with my family. As well as being a homeowner in the Canyon Creek Estates subdivision, I am also the HOA President and a member of the Frog Pond Community Coalition Panel. The East end of our neighborhood is along the line delineating the Frog Pond Site designated by Metro. I am here out of concern regarding the recommendation that the Frog Pond/Wilsonville East area being designated as future industrial zone.

My husband and I put in considerable time and effort studying the City of Wilsonville's planning, both past and future, as well as the areas surrounding our neighborhood before we signed to build our house. We knew that there were future industrial sites West of our neighborhood. We have large businesses directly West of our neighborhood and enjoyed the mix of business, suburbia, small farms and nurseries on the East side of our neighborhood, otherwise known as Frog Pond. I was quite shocked to see Frog Pond Area on the Metro list designating it a future industrial zone. I trusted that ~~with~~ the superior City planning, ~~in~~ Wilsonville would benefit the community as it grew and zoning changed. Wilsonville already has future industrial areas in West and North Wilsonville. I am mystified as to the thought that went into converting farm land to industrial purposes especially when this farm land consists of rolling hills (otherwise known as "slopes"), a creek and canyon, and designated environmentally protected zones. Access to this area is very limited, ~~to this area~~. I cannot comprehend large trucks and larger volumes of vehicles driving down Wilsonville Road, Boeckman Road, and Canyon Creek Road. These are pedestrian areas with children and families walking and riding bikes. If large trucks and larger volumes of traffic were to be sent to these areas the ramifications would be disastrous.

I cannot comprehend how Metro can disregard its own guidelines to name Frog Pond/Wilsonville East as industrial when our City, with a fantastic planning history, including extensive planning for future industrial zones, has not planned for this and in fact opposes this decision. Please take into consideration The City's good land use planning that is appropriate. It is totally incompatible ~~with~~ <sup>city planning +</sup> ~~to~~ ~~list Frog Pond/Wilsonville East as industrial zone~~. I implore you to remove Frog Pond/Wilsonville East from the list of possible new industrial land.

503-781 9526





THE LEAGUE OF WOMEN VOTERS®  
OF CLACKAMAS COUNTY

PO BOX 411  
LAKE OSWEGO, OR 97034

050604c - 12

Metro Councilors  
600 NE Grand Avenue  
Portland, OR 97232-2736

May 6, 2004

Dear Metro Councilors:

My name is Marge Easley, and I am testifying on behalf of the League of Women Voters of Clackamas County concerning two areas under consideration for industrial development. The League applauds Metro for hearings such as this that allow for public input. We are a grassroots, nonpartisan political organization that encourages the informed and active participation of citizens in government. We take positions on issues after careful study and consideration. We strongly support good land use planning that demonstrates basic simplicity in planning for future growth as well as a consideration of the interdependence of land use, transportation and environmental quality. For these reasons we oppose the UGB expansion in both the Borland Road and Frog Pond Areas. Although these two areas differ in respect to jurisdictional issues, they are both along the Stafford Road corridor and share similarities that merit your reconsideration.

We well understand that industrial sites are becoming increasingly scarce in the Metro area, but we have concerns about the selection criteria. Proximity to I-5 and flatness of the land appear to have been given overriding significance. While these factors are important for industrial development, there is a strong public perception that key elements were left unexplored, such as the planning processes already in place in the local jurisdictions as well as important concerns dealing with infrastructure, transportation, and the impact on existing neighborhoods and environmentally sensitive areas.

The League believes that close coordination between layers of government is crucial for effective land use planning. In addition, serious questions need to be answered about the true costs of providing infrastructure and upgrading access arteries to these areas. Are these costs justified after calculating the number of buildable acres? What are the impacts of increased traffic, especially large trucks, on local residents, schools, and churches? Are there other areas and other communities where industrialization would be welcome and makes more sense from a planning standpoint? We feel strongly that a careful consideration of the answers to these questions should lead you to remove both the Borland Road and Frog Pond Areas from the list of industrial lands. Thank you for this opportunity to testify.

Sincerely yours,

Marjorie Easley, Action Chair  
League of Women Voters of Clackamas County



OS0406c -13

May 6, 2004

To: Metro Councillors and Staff  
In Re: North Borland Recommendation  
From: Kit Abel Hawkins, Director  
Arbor School of Arts & Sciences  
4201 SW Borland Road  
4343 SW Borland Road  
4260 SW Halcyon Road

For the past 15 years, Arbor School has been one of the developing institutions along Borland Road that are bringing important services to this area with particular impact on the families of such cities as Tualatin, Sherwood, West Linn, Wilsonville, and Lake Oswego. Along the two-mile stretch of Borland Road from 65th Avenue to Stafford Road, one passes: the well-respected and steadily growing Meridian Park Hospital, several medical clinics, numerous residential developments, two large public schools (Bridgeport and Athey Creek, with a third, Stafford, just around the corner), two small independent schools (Stafford Montessori and Arbor School of Arts & Sciences), the imposing and expanding facilities of Rolling Hills Church, and scattered parcels of pastoral land.

Borland Road has been seen as a suitable location for a real concentration of facilities whose purposes are devoted in large part to families. Their proximity to residential areas makes good sense. Borland Road sits in such a manner between the several Southwest cities mentioned above that the institutions along it serve residents gracefully.

The notion that the middle section of this stretch of road be converted to industrial purposes does not meet the high standard for thoughtful planning that we have come to expect from Metro. When one envisions numerous, large trucks converging onto Borland Road, which now carries emergency vehicles to and from the hospital, school buses and passenger cars full of children going back and forth to school (preschool, two sessions of kindergarten, two elementary schools and middle school, with their multiple after-school events), and family cars coming and going from church, the nature of those uses seem utterly incompatible.

Borland Road would become a Truck Route between I-205 and I-5, no longer a county road dedicated to moving families, workers, and residents within and between these semi-rural communities that dot this SW quadrant of the metropolitan region.

Arbor School, therefore, opposes the inclusion of the North Borland area within the UGB for purposes of its use as industrial land.



Leonard J. Schulze  
P.O. Box 188  
Wilsonville, OR 97070-0188  
503-694-5496

59  
050604c-14

March 20, 2004

Subject: Proposed Industrial Lands south of the Willamette River

Allow me to address the issue of Industrial Development of lands South of the Willamette River. I am opposed to converting farmland in the Willamette Valley into industrial complexes. I support the creation of a METRO policy preventing industrial development south of the Willamette River for many reasons.

First, agriculture is one of the very few, if not only, industry in Oregon to experience growth in the year 2003. Agriculture grew by 6% in 2003 to a total of 3.46 billion dollars. The agriculture industry in this valley has been a successful contributor to the economy of our state for generation. What is to be gained by initiating actions that could lead to the dismantling of this industry. And think of the damage to the lives of all the owners and their employees. It would be a tragedy to make changes that will destroy this community.

For several years I worked for a company (as Sales Manager) in the Willamette Valley that processed fruits and vegetables and other food products. In my travels throughout our country I was struck by the respect many people in the food industry have for the agricultural products raised in the Willamette Valley, especially the berries. It was truly amazing to hear so many words of praise from so many people.

Oregon has been suffering high unemployment rates for some time now. The people who work on farms in the valley may quickly lose their jobs. It will take years to develop industrial jobs on these properties. Pushing these farm workers out of their jobs is counterproductive to efforts to increase employment in our state.

Reducing farmland reduces food production at a time when our state population is growing significantly and is forecast to continue to grow. Thus, it also seems counterproductive to take actions that would reduce food resources when faced with a situation that will increase demand. Once farmland has been developed industrially it can never be reclaimed. I am not aware of a single case where industrial properties have been torn down to provide land for farming.

Finally, METRO has indicated that the Wilsonville Area South would be the most difficult parcel to develop as shown in the "Public Services Feasibility" table shown in their Public Notice of February 2004 brochure. So, in METRO's own words, Wilsonville South is the worst site under consideration.

In summary then, please permanently remove the Willamette Valley from any consideration, both now and in the future, and protect this unique and economically valuable asset.



*written only 5/6*

*050604c-15*

Metro Presentation, May 6, 2004

From Laurin and Maureen Larsen  
25935 SW Stafford Road  
Wilsonville, Oregon 97070

We are in favor of the Wilsonville East area becoming industrial because we feel there will be less negative impact to the Wilsonville community.

Commercial/industrial and residential growth have been moving towards this area for several years. Being one of the few large parcels of land available and positioned only one mile from I-5 makes it a target area for some kind of development by expanding the current uses of the surrounding land. The question is: What is the best use?

We can no longer farm the land which makes the EFU zoning obsolete. Water is restricted by the state, increased liability associated with farm animals, traffic and the related dangers of moving farm equipment are some of the reasons that farming is no longer economically feasible. For example, we have a retail nursery on Stafford Road. All of our growing is now done at our Hillsboro location where we have an unlimited source of water from Hagg Lake. We are not able to grow what we need in Wilsonville.

Future residential development would have a major impact on the community is several ways including, major infra-structure expansion, more people, more schools, more police and fire protection, higher taxes, more traffic, and so on. The other major problem with residential development is the 5 power line easements, and their associated problems, that pass through the area.

We believe that industrial development would have a much reduced impact on the surrounding areas than residential development. The truck traffic can be diverted from city roads by using the five power-line right-of-ways to deliver them through industrial zones that already exist, taxes from the industrial side would help reduce the tax burden of the city residences, reduce the growth pressures on our schools, infra-structure costs would be covered by the developers, less traffic, lower crime, more jobs and economic opportunity, etc.. According to Clackamas County, residential development costs \$1.12 for every \$1.00 of tax revenue, where industrial development costs only \$.37 for every \$1.00 of tax revenue. This would be a positive contribution to the community.

A campus style industrial development like Mentor Graphics, Xerox, and In Focus would be an ideal type of industrial development. These existing campuses have proven to be very compatible with the livability of the Wilsonville community.

We now have the opportunity to solidify the future development of the Wilsonville area by supporting Metro's efforts to bring Wilsonville East (Frog Pond) into the Urban Growth Boundary as industrial land rather than struggle with the negative impact of residential development in the future.

Thank you



Good afternoon councilors. I appreciate the opportunity to comment today. My name is Thomas Gregg and I live at 5340 NW 253rd ave in Hillsboro where my wife and I own 18 ½ acres bordering the newly added 203 acre Shute Rd Industrial site on 2 sides at the northwest corner of the site. I'm here to support consideration of expanding the existing 203 acre Shute Rd Industrial site into the Evergreen evaluation area to the west and north of the Shute Rd site for the following reasons.

There are few residences in the area with several properties having no residence at all. This allows for minimal disruption of existing residents. The residents that do border the Shute Rd site on the west and north that I have spoken to are in favor of inclusion to the UGB. No one has been negative to this proposal.

This area is farm land, but it is low quality farmland. I farm blueberries and peaches by trade at an area about 5 or 6 miles to the west that is high quality Type I and II soils served by the Tualatin Valley Irrigation Dist. Whereas the farm land bordering the Shute Rd industrial tract to the west and north is mainly the heavier type III and IV soils suitable for dryland crops like grass seed which dominates the area. There is no high value farming bordering the Shute Rd site like Nursery stock or fruit farming due to poor quality of soil and the lack of water in this area.

In a recent article in the Hillsboro Argus, the mayor and city staff indicated their preference for the Evergreen study area to allow for development closer in to the city. As they are developing the infrastructure elements currently for the Shute rd site, one has to believe it would be easier to extend the development effort expanding the Shute Rd site as opposed to beginning a new area. In addition, this would allow for full improvement of 253rd ave which is the current west border of the Shute Rd site. Also, the design concept plans for the Shute Rd site show a future rerouting of the Meek Rd intersection with Shute Rd as it currently is right at the Shute Rd overpass at the Sunset Highway and is very hazardous. An expanded Shute Rd site would allow for this rerouting of Meek Rd to Shute Rd.

Again I appreciate the opportunity to speak at this hearing where I can feel included in the process. Thanks again.

Thomas Gregg  
503/6483316

May 6, 2004

James J. Muldrow  
Karolyn H. Muldrow  
7905 SW Lakeside Drive  
Charbonneau District  
Wilsonville, OR 97070

David Bragdon, President  
Metro Council  
Metro Regional Service Center  
600 NE Grand Avenue  
Portland, OR 97232-2736

Subject: Proposed Ordinance # 804-1040-Industrial UGB EXPANSION

Dear President Bragdon:

This letter will serve as an expression of our concern over the continued insistence of the Port of Portland in its promotion of land south of the Willamette River for industrial purposes. We offer the following reasons for our concern.

1. This is an area of a growing and viable agricultural industry.
2. The Langdon farm golf course was given a conditional permit for it's construction and should revert back to an agricultural area if a golf course is no longer viable.
3. The existing bridge over the Willamette is at peak traffic capacity and cannot stand the additional loading of heavy warehouse truck traffic
4. The area south of the Willamette which includes the beautiful and pristine residential area of Charbonneau would be badly degraded by the construction of an industrial area in the Langdon farm area and greatly affect real estate values. No body wants to live next to a warehouse.
5. Truck and automobile traffic is very heavy in this area south of the bridge, and the additional loading warehouse truck traffic will create an intolerable traffic situation

In addition to these points outlined above, and in closing we would like to express our concern over the apparent subterfuge that the Miletas Brothers have used in the recent purchase of Langdon Farms Golf Course for speculative industrial use and the eagerness of the Port to capitalize on it's use as outlined in Mr. Wyatt's letter to you. This is an example of "Insider Influence" at it's most despicable form and as citizens, we are outraged by the intent of this political combine.

Very truly yours,



James J. Muldrow  
Karolyn H. Muldrow



050604c-18

Mr. David Bragdon, President  
Metro Council  
Metro Regional Service Center  
600 NE Grand Avenue  
Portland, OR 97232-2736

May 6, 2004

Dear President Bragdon:

My wife and I are very opposed to the proposal to put an industrial yard on the property presently occupied by the Langdon Farms golf course. This would eventually open the entire I - 5 highway South of the Willamette River to commercial developers. Such an event would be a gross misuse of valuable farm land. The river should not be crossed. An industrial park on this land would have a significant impact on the traffic on I - 5. The Boone Bridge area of the highway is already one of the most dangerous areas of the highway with many accidents. This property is not zoned for industrial use. The infrastructure for the necessary water is not there. The letter from Mr. Wyatt states that this would not be problem. Water is definately a problem.

I find it outrageous that single property owners/developers could sway the Port of Portland to advocate for them; or, are they really in business together? You once said that the opinions of the people were important to Metro. It is my understanding that Metro has not included any land south of the Willamette in their recommendations. Does the Port of Portland have the power to ignore the suggestions of the Metro Policy Advisory Committee?

Sincerely,

*Edmund G. Williamson*  
*Katherine F. Williamson*

Edmund G. Williamson  
Katherine F. Williamson  
31441 SW Village Green Court  
Wilsonville, OR 97070

For inclusion in the public testimony record – May 6<sup>th</sup> at Holiday Inn,  
May 4, 2004  
David Bragdon, President of Metro Council

Just heard that you received a letter from the Port of Portland recommending that the Metro Council keep Langdon Farms Golf Course on the table for consideration for future UGB expansion. I want to express my opposition to that recommendation.

It appears special dispensation is being requested for the Langdon Farms area to be included in the UGB as a distribution site. It appears that the owners bought this property for the express purpose of developing it into something other than its current use and they are using their influence (and money) to try to get it included in the UGB.

It makes no sense, to me, to keep expanding and expanding the industrial and commercial area and creating more traffic woes than we already have. There is unused industrial land available and there are plenty of empty industrial buildings in the greater Portland area including Wilsonville. We **CANNOT** keep building new and throwing away the old forever. There are many buildings that could be renovated and sites that are unused or deteriorating that should be utilized **BEFORE** we add any more than you already have set aside. Instead of trying to develop perfect sites and ruin communities, it would be better to **FIX** some of the problems with the existing sites available.

At any rate, in my opinion, **NONE** should be allocated in the area **south of the Willamette River**. We need to save our valuable farm lands.

Thank you for the opportunity to submit this written testimony for the official record.

Anne E. Olsen  
8605 SW Carmel Circle  
Wilsonville, OR 97070





May 6th 2004

050604c - 20

Metro Council Members:

Several month ago I heard a rumor that the Port of Portland had gone to the Mellitis Brothers with an offer for Langdon Farms so they could extend the Aurora Airport. NOW, the day before the final meeting for the study, the Port of Portland - A Government Body, comes out with a recommendation to include Langdon Farms in the industrial area. The property in Question has always been referred to as the Charbonneau District. Now, It's Langdon Farms? Just the name change SMACKS of insider trading and collusion!

The Mellitis brothers bought the golf course with speculation in mind! They are not a part of the surrounding community and have no vested interest in what happens here, except for their Checkbook! How is it possible that such and inappropriate relationship exists between a governing body and a land oowner?

I believe that this matter needs to be investigaated by the Clackamas and Multnomah district attornies and that the perople in questions should be suponeaed to answer how such an illicit realationship was formed. Do not include the Charbbonneau area in the industrial lands. The area should stay agricultral and rural the Willamette River must remain the boundary for industiral growth. The Hostica Ammendement must be passed to save our valley.

This is OREGON, not California!

Sincerely,

A handwritten signature in cursive script that reads "Susan C Rindone". The signature is written in dark ink and is positioned below the word "Sincerely,".

Susan Rindone'  
32200 Boones Bend  
Wilsonville, OR  
97070

Mr. David Bragdon, Metro Council President  
600 N. E. Grand Avenue  
Portland, Oregon 97232  
May 6, 2004

Dear Mr. Bragdon,

Over the years there has been a commitment among Oregonians to preserve the Willamette Valley from industrial expansion. This goes all the way back to Gov. Tom McCall. What kind of legacy will be left for future generations if this prime land, some of the finest and most productive agricultural lands in the world, were to be covered in asphalt and industrial buildings? We need only to look north and see what has happened along the corridor from Olympia to Seattle. Is this what we want for I-5 from Portland to Salem?

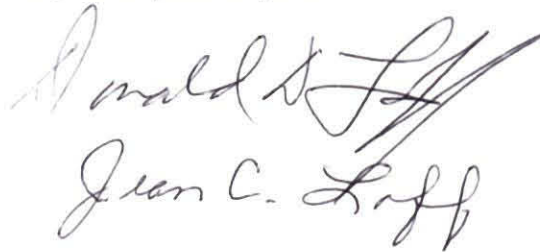
The Willamette River is a natural boundary for controlling the industrial encroachment along I-5. Decisions made today to allow this expansion and to remove agricultural lands will affect the future of Oregon. We feel that the Metro Council bears responsibility for the protection of the Willamette Valley.

The Hosticka Amendment, which would prohibit industrial development south of the Willamette River and west of the Pudding River, must become part of Metro's Regional Framework Plan.

We urge the Council to look for satisfying the need for industrial lands in areas that are not prime agricultural land and that have zoning and infrastructure for industrial purposes. There are ample and suitable lands that meet the criteria throughout the Metro area.

You have the responsibility to see that this does not happen. Please do not include the area south of the Willamette River in your expansion plans.

Donald and Jean Loff  
32514 S. W. Juliette Drive  
Wilsonville, Oregon 97070

Handwritten signatures of Donald and Jean Loff. The signature for Donald is written above the signature for Jean. Both are in cursive script.



May 6, 2004

David Bragdon, President  
Metro Council  
Metro Regional Service Center  
600 NE Grand Avenue  
Portland, OR 97232-2736

RE: PROPOSED ORDINANCE #04-1040 - INDUSTRIAL UGB EXPANSION

Dear President Bragdon:

As a concerned citizen living in an area of Oregon that is fast becoming polluted with toxic water, air, and noise from river, land and air traffic, I strongly oppose any consideration of expanding beyond present development along Interstate 5 south of Wilsonville that eliminates the natural green buffers provided by farming and agriculture.

Ample, clean and safe water and food are critical to a healthy lifestyle, and we should not endanger our lives or those of our children by reducing the future supply of these necessities. Storm water from such development, rather than seeping back into the Troutdale Aquafir, would run into the nearby river and further pollute our drinking water supply.

How does the Port of Portland justify development now, or at any time in the future, of industrial distribution centers south of the Willamette River? They are certainly aware by this time that the City of Wilsonville will not be able to supply infrastructure such as roads, water and sewer beyond the needs of Charbonneau District. To accommodate additional trucking on I-5 over the Willamette Boones Bridge, ODOT would need to widen it or build a new structure, the cost of which could not be justified in this economy.

In conclusion, I strongly support Carl Hosticka and his proposal to limit any industrial expansion south of the Willamette River for the future.

Sincerely,



Richard M. Bernard, MD  
OMA Community Health Committee  
CCC Board of Directors and City Liaison  
Former Wilsonville City Planning Commission  
Former Wilsonville Transportation Advisory Commission



Richard M. Bernard, MD  
31530 SW Village Green Ct  
Wilsonville, OR 97070-8426

Mr. David Bragdon, Metro Council President  
600 N. E. Grand Avenue  
Portland, Oregon 97232  
May 6, 2004

Dear Mr. Bragdon,

Over the years there has been a commitment among Oregonians to preserve the Willamette Valley from industrial expansion. This goes all the way back to Gov. Tom McCall. What kind of legacy will be left for future generations if this prime land, some of the finest and most productive agricultural lands in the world, were to be covered in asphalt and industrial buildings? We need only to look north and see what has happened along the corridor from Olympia to Seattle. Is this what we want for I-5 from Portland to Salem?

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We urge the Council to look for satisfying the need for industrial lands in areas that are not prime agricultural land and that have zoning and infrastructure for industrial purposes. There are ample and suitable lands that meet the criteria throughout the Metro area.

You have the responsibility to see that this does not happen. Please do not include the area south of the Willamette River in your expansion plans.

Robert and Anita McFarland  
32510 Juliette Drive  
Wilsonville, Oregon 97070

The block contains two handwritten signatures in blue ink. The top signature is "Robert McFarland" and the bottom signature is "Anita C. McFarland". Both are written in a cursive, flowing style.



Kristina Traffas, 28579 SW Wagner Street, Wilsonville, OR 97070

## TESTIMONY FOR MAY 6, 2004, METRO COUNCIL HEARING, WILSONVILLE

Presiding Officer Bragdon and Members of the Council:

### **I AM TESTIFYING IN OPPOSITION TO "WILSONVILLE EAST" CONVERSION FROM AGRICULTURAL TO INDUSTRIAL USE.**

I live in the Landover neighborhood adjacent to Wilsonville East, and I am on the Board of the Landover Homeowners Association. My three children attend local schools, and we walk to school along Wilsonville Road each day. I am a registered civil engineer with a background in public works and groundwater protection and cleanup.

I am also president of the Save Frog Pond Community Coalition which has formed to oppose Wilsonville East industrialization. *We are working with our neighbors, other concerned citizen's in Oregon, the City of Wilsonville, Mayor Charlotte Lehan, the Wilsonville City Council, the Wilsonville Chamber of Commerce, and the West Linn-Wilsonville School Board to oppose Wilsonville East industrialization.*

With my testimony, I have submitted a petition signed by over 370 citizens from 14 cities throughout the region, including Wilsonville, Tualatin, West Linn, Lake Oswego, Tigard, Beaverton, Portland, Milwaukee, Clackamas, Oregon City, Canby, Aurora, Keizer, and Albany. We are continuing to collect signatures and will submit more petitions prior to close of the record. These citizens and I oppose the Metro staff recommendation to industrialize Wilsonville East. We believe placing an industrial area next to families, schools, and churches diminishes livability and threatens public health and safety, and that Wilsonville East should be excluded from further industrial study.

*All existing and proposed routes between Wilsonville East and the Interstate 5 and 205 freeways are lined with residential neighborhoods or big apartment complexes.* Daily emissions from heavy diesel truck traffic, transport of hazardous chemicals and materials by industrial facility trucks, storage of hazardous chemicals and use of toxic chemicals for industrial processes, such as ammonia for refrigerated warehouses and distribution systems, are completely inappropriate and potentially dangerous to children and other citizens in residential, business, and school areas, as well as the surrounding ecosystems. Construction of the significant infrastructure improvements required to serve the proposed industrial area will also adversely affect the surrounding ecosystem.

Land use policy 1.7 envisions an urban-rural transition. There is currently an excellent transition between these uses in the Wilsonville East area. Metro's proposed industrial expansion into this area mixes residential and industrial zones in a hopscotch pattern and destroys the presence of a buffer between uses. *According to Metro's own April 15, 2004, staff report concerning warehouse and distribution sites, there should be no intermediate conflicting uses such as residential, schools, and high traffic generating commercial uses.* Clearly, the area surrounding Wilsonville East has these uses already in place.

*There is no way to get to Wilsonville East without passing homes, schools, and churches.* Bringing industry and industrial traffic to this area destroys over 30 years of effective City of Wilsonville planning, including the goal to separate industrial activities and heavy trucking from residential activities.

**THE RECOMMENDATION TO INDUSTRIALIZE WILSONVILLE EAST VIOLATES BOTH METRO AND STATE PLANNING GOALS.** State and regional land use policy supports the 2040 Growth Concept that public investment should coordinate with local comprehensive and regional functional plans. As Metro staff was informed during the industrial lands study phase last fall and during the public comment period in March of 2004, Wilsonville's comprehensive plan and infrastructure investments have been developed for industrial areas in the northwest quadrant of the City, not in Wilsonville East.

*Therefore, with the testimony presented to the Council by our community and our attorney, Ed Sullivan, I urge the Metro Council to thoroughly evaluate all the evidence, and upon further study, take action to exclude Wilsonville East from industrial use.*

# **Save Frog Pond Community Coalition**

## **WILSONVILLE EAST PETITIONS**

**Submitted at the May 6, 2004  
Metro Council Hearing**



## Wilsonville East Petition to Metro Council

Mr. David Bragdon  
President of Metro Council  
600 NE Grand Ave.  
Portland, OR 97232-2736

April 2004

We the undersigned wish to be on record as opposing industrial development of Wilsonville East, also known as the Frog Pond Area. We feel strongly that industrial lands in this residential area would be extremely detrimental to neighborhoods and that truck traffic would create significant safety issues for school children and the community.

We strongly urge the Metro Council to remove Wilsonville East from consideration for Industrial Land.

PRINTED NAME	SIGNATURE	ADDRESS
1 <u>ISVI Fuentes</u>	<u>ISVI Fuentes</u>	
2 <u>Angie Ramirez</u>	<u>Angie Ramirez</u>	<u>10950 SW Wilsonville Rd #49</u>
3 <u>ALLAN DOUGLAS</u>	<u>[Signature]</u>	<u>28701 SWE MEADOW LOOP 97070</u>
4 <u>ANA MARIA MEELINS</u>	<u>[Signature]</u>	<u>28013 SW Engle St Wilsonville</u>
5 <u>JOHN G STOFFAGEN II</u>	<u>[Signature]</u>	<u>28800 SW MEADOWS LOOP WILSONVILLE</u>
6 <u>Cesar F GIRON</u>	<u>[Signature]</u>	<u>7360 SW BOUCHAINE CT Wilsonville</u>
7 <u>JEFF + BERY TAYLOR</u>	<u>[Signature]</u>	<u>24700 SW NODANAY LN WILSONVILLE</u>
8 <u>Steve + Susie Sandvold</u>	<u>[Signature]</u>	<u>7579 S.W. Roanoke Dr. N.</u>
9 <u>Marilou Baughman</u>	<u>[Signature]</u>	<u>27109 SW Aden Ave Wilsonville</u>
10 <u>Bryan D. Smith</u>	<u>[Signature]</u>	<u>10890 SW Merlin Ct. Wilsonville</u>
11 <u>JAY MASON</u>	<u>[Signature]</u>	<u>7365 SW Bouchaine CT, Wilsonville, OR 97070</u>
12 <u>Vicki Wikle</u>	<u>[Signature]</u>	<u>5851 S.W. Kahle Rd. Wilsonville, OR 97070</u>

Thank you for signing and encouraging others to sign this petition. We will present the petition to Metro Council in late April. Please send signed pages (even if not all lines have been filled!) by April 15<sup>th</sup> 2004, to "Wilsonville East Petition", PMB 426, 3 Monroe Parkway, Lake Oswego, Oregon 97035. Direct your questions to Rachel at (503)866-8775 or savefrogpond@comcast.net

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President of Metro Council  
600 NE Grand Ave.  
Portland, OR 97232-2736

March 2004

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	PRINTED NAME	SIGNATURE	ADDRESS
1	Lois Humphrey	<i>Lois Humphrey</i>	6576 SW Stratford Ct. Wilsonville, OR
2	Thomas Humphrey	<i>Thomas Humphrey</i>	6576 SW Stratford Ct. Wilsonville, OR
3	Megan McManus	<i>Megan McManus</i>	28440 SW Highland Ct. Wilsonville, OR
4	Colleen Sutton	<i>CSutton</i>	7852 S.W. Love Ct Wilsonville OR 97070
5	Jodi Vogt	<i>JMVogt</i>	24035 SW Gage Road Wilsonville OR 97070
6	Debi Lane	<i>Debi Lane</i>	P.O. BOX 147 Wilsonville, OR 97070
7	Monique Little	<i>Monique Little</i>	28512 SW Cascade Lp Wilsonville OR
8	<del>Monique Little</del> Susan Johnson	<i>Susan Johnson</i>	10375 SW View Terrace Tigard OR
9	Arlene Weekly	<i>Arlene Weekly</i>	7700 S.W. Fairway Dr. Wilsonville 97070
10	Katie Jones	<i>Katharine Jones</i>	31835 SW Country View Ln Wilsonville, OR 97070
11	Jodene Huddleston	<i>JHuddleston</i>	11063 SW Matzen Drive, Wilsonville, OR 97070
12	<del>Elizabeth Hill</del> Elizabeth Hill	<i>Elizabeth H. Hill</i>	32100 SW French Prairie Rd. Wilsonville, OR 97070

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President of Metro Council  
600 NE Grand Ave.  
Portland, OR 97232-2736

March 2004

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PRINTED NAME	SIGNATURE	ADDRESS
1 Bonnie L. Sawyer	Bonnie L Sawyer	11446 SW French Glen CT.
2 ERIC BOHARD	Eric Bohard	30975 SW Salmon Ln., Wilsonville,
3 Peter Thimm	Peter Thimm	28553 SW Wagner, Wilsonville OR
4 Stan Satter	Stan Satter	28476 SW Wagner, Wilsonville, OR
5 Doris Foster	Doris Foster	6585 SW Stratford Ct, Wilsonville, OR
6 I. LAVON MONTELIUS	I. Lavon Montelius	28519 SW Wagner Wilsonville, OR
7 John Foster	John Foster	6589 SW Stratford Ct, Wilsonville, OR
8 Susan Woebkenberg	Susan Woebkenberg	7130 SW Frog Pond Ln Wilsonville OR
9 TODD PERROW	Todd Perrow	2848 Spindwood Dr Wilsonville, OR.
10 JULIA SATTER	Julia Satter	28476 SW Wagner Wilsonville, OR
11 Carrie Funk	Carrie Funk	28576 SW Wagner Wilsonville OR.
12 Robin McVay	Robin McVay	28558 SW Wagner Wilsonville OR

Thank you for signing and encouraging others to sign this petition. We will present the petition to Metro Council in mid-April. Please send signed pages (even if not all lines have been filled!) postmarked by April 15<sup>th</sup>, 2004, to "Wilsonville East Petition" - 3 Monroe Parkway, Suite P-426 - Lake Oswego, Oregon 97035. Direct your questions to Rachel at (503) 866-8775 or [savefrogpond@comcast.net](mailto:savefrogpond@comcast.net).


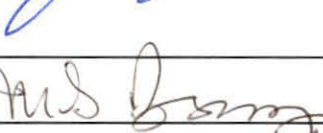
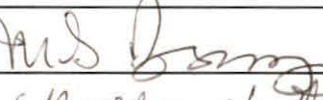
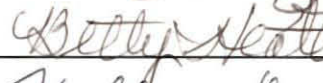
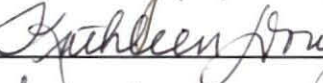
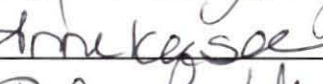
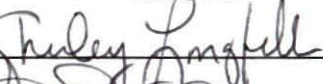



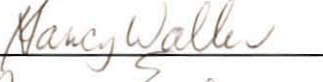

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	PRINTED NAME	SIGNATURE	ADDRESS	
1	John Ludlow		29173 S.W. Courtside Dr	97070
2	Ralph H. Ellgren		7485 S.W. Ellgren Rd, Tualatin	97062
3	Mannel Burkner		7485 1/2 SW ELUGSD RD	TUALATIN, OR 97062
4	BETTY HEATER		7615 S.W. Thornton Dr.	Wilsonville OR-97070
5	KATHLEEN DOUGLAS		28701 SW MEADOWS LP	WILSONVILLE 97070
6	Anne Keiser		7710 SW Roanoke Dr	97070
7	Shirley Longfellow		7621 SW Thornton Dr	97070
8	ANGIE STOFFREGEN		28800 SW MEADOWS LP	Wilsonville 97070
9	SAM LIVINGSTON		5070 SW HOMESTEADER RD	Wilsonville 97070
10	Ray Rogers		27109 Aden	Wilsonville 97070
11	Nancy Waller		24151 SW Newland	Wilsonville 97070
12	Marge Easley		24710 SW Nodaway Ln.	Wilsonville 97070

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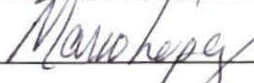
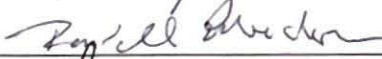
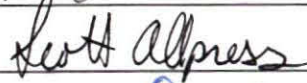
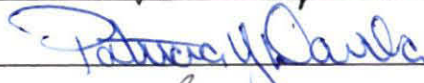
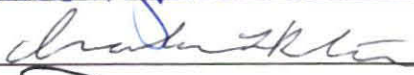

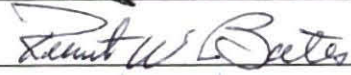
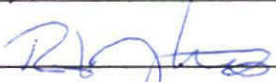
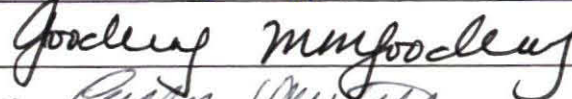


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PRINTED NAME	SIGNATURE	ADDRESS
1. PAT MORIELLO		9275 SW Peyton Lane Wilsonville OR 97070
2. MARIO LOPEZ		6945 SW Wilsonville Rd Wilsonville OR 97070
3. RANDY MEADOWS		1726 NW ASHLAND ST BEAVERTON, OR 97007
4. Scott Allpress		4127 N Commercial Ave Portland OR 97217
5. Pat Davila		16861 Cortez Ct. Lake Oswego, OR 97035
6. Charles Peterson		6786 Fenwick CT N, Keizer 97303
7. Brian Giestrecht		9278 S.W. Peyton Lane W.I. OR 97070
8. ROBERT BATES		8475 SW Vlahos Dr. Wilsonville 97070
9. 	Rob Johnston	28535 SW Ashland Dr. #41 Wilsonville, OR 97070
10. Mary Maude Gooding		12115 SW Ibis Terr. Beaverton Ore 97007
11. ENKA CURTISS		11841 S Payson Lane Oregon City OR 97045
12. Shonda Feather		2222 NW 47th Ave. CANAS, WA 98607

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## Wilsonville East Petition to Metro Council

Mr. David Bragdon  
President of Metro Council  
600 NE Grand Ave.  
Portland, OR 97232-2736

March 2004

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We strongly urge the Metro Council to remove Wilsonville East from consideration for Industrial Land.

	PRINTED NAME	SIGNATURE	ADDRESS
1	RAELLA D. GARDNER	Raella Gardner	6602 SW Landover Dr. Wilsonville
2	Tom Gardner	Tom Gardner	6602 SW Landover Dr. Wilsonville
3	Scott Hay-Roe	Scott Hay-Roe	28418 SW Morgan Ct. OR Wilsonville
4	Marie Perkins	Marie Perkins	22394 SW Morgan Ct OR Wilsonville
5	MARK PERKINS	Mark Perkins	28394 SW Morgan Ct Wilsonville OR
6	Kelly Alexander	Kelly Alexander	28341 SW Morgan Ct. Wilsonville
7	Eric Alexander	Eric Alexander	28391 SW Morgan Ct Wilsonville
8	Sarah Reichle	Sarah Reichle	6655 SW Landover Dr Wilsonville OR 97070
9	James Cudworth	James Cudworth	6637 SW Landover Dr Wilsonville OR 97070
10	Linda Sneed	Linda Sneed	6677 SW Landover Dr. Wilsonville 97070
11	Barbara Lucas	Barbara Lucas	6615 SW Landover Dr. Wilsonville 97070
12	Scott Lucas	Scott Lucas	6615 SW Landover Dr Wilsonville 97070

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	PRINTED NAME	SIGNATURE	ADDRESS
1	Kate Byrnes	Kate Byrnes	5430 SW Ames Way - Portland, OR 97225
2	Ben Byrnes	Ben Byrnes	(Same as above)
3	Cynthia Thornton-Tang	Cynthia Thornton-Tang	218 W 41st St. Vancouver, WA 98660
4	Betsy Weil	Betsy Weil	28169 SW Willow Creek Dr - Wilsonville, OR 97070
5	Mike Byrnes	Mike Byrnes	14971 First St Aurora OR 97002
6	<del>ACORN</del>	<del>ACORN</del>	<del>ACORN</del>
7	Avalia	Avalia	28497 SW Meadows Ln. 97070
8	Heidi Oetken	Heidi Oetken	4035 SW Peluance Rd Wilsonville
9	Tracy Strain	Tracy Strain	28043 SW Willow Crk Dr. Wilsonville OR 97070
10	Margie Shinn	Margie Shinn	28533 SW Cascade Ln, Wilsonville, OR 97070
11	David C. Kays	David C. Kays	31526 SW OREGON DR, Wilsonville 97070
12	Kerina Bucher	Kerina Bucher	27127 SW Mountain Rd West Linn, OR 97068

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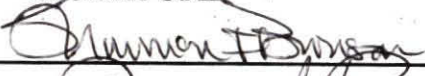
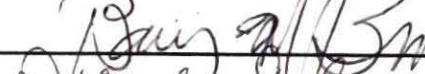






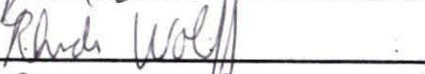
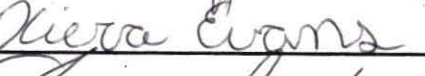
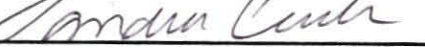
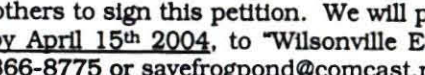
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PRINTED NAME	SIGNATURE	ADDRESS
1 Shannon I Bronson		6601 SW Landover Drive Wilsonville OR
2 BARRY BRONSON		6601 SW Landover Drive Wilsonville OR
3 Diane Seeley		28389 SW Wagner Wilsonville OR
4 Dennis Stauch		29295 SW Monro Ct. Wilsonville OR 97070
5 NANCY ALLENDER		7435 SW FROBASE RD. TUALATIN, OR
6 WARREN EASLEY		24710 SW Nodaway Ln. Wilsonville, OR
7 CRAIG FAIMAN		10903 SW MEETING Wilsonville OR
8 JIM MAROHN		4433 SW Homestead Wilsonville DR
9 M. Key Buehner		2767 SW Mountain Rd West Linn OR
10 Rhoda Wolff		28118 SW Wagner St. Wilsonville, OR
11 Kiera Evans		28118 SW Wagner St Wilsonville, OR
12 Sandra Cerdan		60718 SW Landover Dr. Wilsonville

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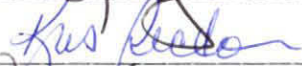
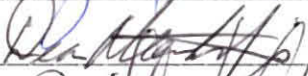
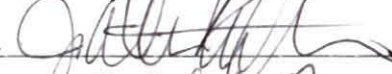
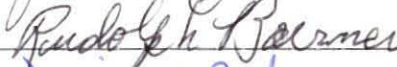
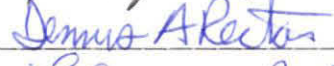
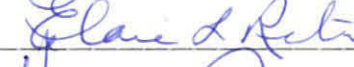





## Wilsonville East Petition to Metro Council

Mr. David Bragdon  
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Portland, OR 97232-2736

March 2004

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We strongly urge the Metro Council to remove Wilsonville East from consideration for Industrial Land.

PRINTED NAME	SIGNATURE	ADDRESS
1 KENNETH F. RECTOR		6622 SW ESSEX CT. WILSONVILLE, OR 97070
2 KRISTINE E. RECTOR		" " " " " "
3 DEAN ALTAHOFEN		6582 ESSEX COURT, Wilsonville, OR. 97070
4 JENNIFER ALTAHOFEN		6582 ESSEX CT, Wilsonville, OR 97070
5 RUDOLPH BOERNER		26300 SW CANYON CREEK RD 97070
6 DENNIS A. RECTOR		109 Country Club Lane NW Albany, OR 97321
7 ELAINE L. RECTOR		109 Country Club Ln NW Albany OR 97321
8 HEIDI JUZA		6985 SW ELLIGSEN RD. Tualatin
9 JAM JUZA		6985 SW ELLIGSEN RD. TUAL. OR
10 RICHARD LAMB		6830 SW Krollwood Ct, Tual 97062
11 RACHEL TALLMADGE		3 Monroe Parkway, Ste. P426 Lake Oswego, OR 97035
12 TIM KNAPP		11615 S.W. JAMAICA, WILSONVILLE OR 97070

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	PRINTED NAME	SIGNATURE	ADDRESS
1	Alex Dixon	Alex Dixon	P.O. Box 347 Wilsonville, OR
2	Anthony Holden	Anthony Holden	28187 SW Morgan St, Wilsonville, OR
3	Aleah Holden	Aleah Holden	28187 SW Morgan St. Wilsonville, OR
4	Andrew Holden	Andrew Holden	478 S. Locust Canby OR 97013
5	Kelly Holden	Kelly Holden	478 S. Locust Canby OR 97013
6	Dean Altentlofen	Dean Altentlofen	6582 ESSEX CT, Wilsonville, OR 97070
7	Alan Cavazos	Alan Cavazos	6605 SW Essex Ct Wilsonville OR 97070
8	Dora Gorman & Carmen Hernandez	Joel Dymon	28165 SW Morgan St. Wilsonville OR 97070
9	TODD EGGLESTON	Todd Eggleston	28105 SW Morgan St. Wilsonville, OR 97070
10	Janice Eggleston	Janice Eggleston	28105 SW Morgan St Wilsonville, OR 97070
11	Mary Kay Brown	Mary Kay Brown	28127 SW Morgan St Wilsonville OR 97070
12	Mark A. Brown	Mark A. Brown	28127 SW Morgan St Wilsonville OR 97070

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PRINTED NAME	SIGNATURE	ADDRESS
1 Ann Jernstedt	<i>Ann Jernstedt</i>	28525 SW Meadows Ln Wilsonville, OR 9707
2 <del>Jeff Jernstedt</del>	<del><i>Jeff Jernstedt</i></del>	Same as above
3 LORIE YAVORSKY	<i>Lorie Yavorsky</i>	28548 SW Concedo Loop Wilsonville, OR 97070
4 MORRIS CONWAY	<i>Morris Conway</i>	28283 SW Willow Creek Dr. Wilsonville, OR 97070
5 LAURIE CONWAY	<i>Laurie Conway</i>	6600 SW Montgomery Ave
6 SHIRLEY L. LOWRIE	<i>Shirley L. Lowrie</i>	28355 SW 60th Wilsonville OR 97070
7 RAY NELSON JR.	<i>Raymond D. Nelson</i>	473 SW HEBB PARK Rd. Wilsonville OR 97068
8 Neil Marshall	<i>Neil Marshall</i>	7100 SW Highland Ct Wilsonville OR 97070
9 Mike McKennie	<i>Mike McKennie</i>	25084 SW Canyon Creek Rd Wilsonville OR 97070
10 Scott Etzel	<i>Scott Etzel</i>	30944 SW Kensington Wilsonville OR 97070
11 Wayne G. Lowrie	<i>Wayne G. Lowrie</i>	28355 SW 60th Wilsonville Or 97070
12 Janette Laurin	<i>Janette Laurin</i>	24400 SW Gage Rd Wilsonville OR 97070

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	PRINTED NAME	SIGNATURE	ADDRESS
1	PAULA D. JOHNSON	<i>Paula D. Johnson</i>	936 SW TAYLORS FERRY RD PORTLAND OR 97219
2	Linda K. Petrin	<i>Linda K. Pet</i>	P.O. Box 625 Clackamas, OR 97015
3	Delores Weber	<i>Delores Weber</i>	3603 SE 4th Port OR 97202
4	Tammy Furnish	<i>Tammy D</i>	4652 SE 79 Port OR 97206
5	RICHARD S BROWN	<i>RSB</i>	16723 NW WATERFORD WAY PORT, OR 97229
6	PATRICIA HUARCAYA	<i>Patricia Huarcaya</i>	13160 NW GLENRIDGE DR PORT, OR 97229
7	PHIL LANE	<i>Phil Lane</i>	6557 SW KNOXWOOD CT TUALATIN, OR 97062
8	Richard LAMB	<i>Richard Lamb</i>	6821 SW Knoxwood Ct Tual 97062
9	Diane Seeley	<i>Diane Seeley</i>	28389 SW Wagner St, Wilsonville, OR 97070
10	Marilyn T. Walter	<i>Marilyn T. Walter</i>	28933 SW Cascade Loop Wilsonville, OR 97070
11	Anna Smith-Buck	<i>Ann Buck</i>	4501 Homestead Rd Wilsonville OR 97070
12	HAVIS SMITH	<i>Havis Smith</i>	P.O. Box 930 Wilsonville 97070

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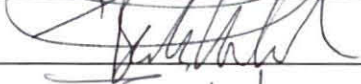
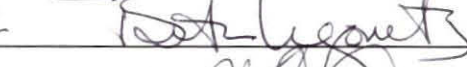
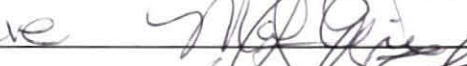
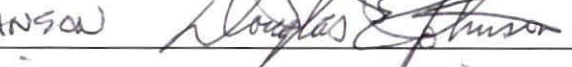

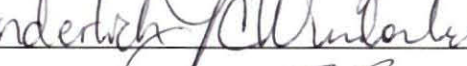



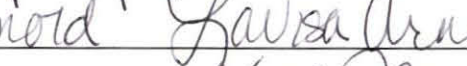

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PRINTED NAME	SIGNATURE	ADDRESS
1. KEN Romer		1575 SW CUSTER PORTLAND, OR 97219
2. Becky Culbert		3030 SE Pine #23 PDX 97214
3. Beth Ugoretz		5891 SW Meridian Way Tualatin OR 97062
4. Marilyn Arzie		29495 SW Glacier Way Wilsonville
5. Douglas E Johnson		10375 SW VIEW TERRACE TIGARD
6. ROY WUNDERLICH		22919 SW STAFFORD RD TUALATIN.
7. Therese C. Wunderlich		22919 SW Stafford Rd, Tualatin
8. Reeves Dan		P.O. Box 1940 Wilsonville OR 97070
9. Philip Yates		30240 SW PARKWAY AVE, WILSONVILLE 97070
10. Tracy Brophy		7201 SW Falkenleaf St. Wilsonville 97070
11. LaVita Arnold		6065 SW Prosperity Park Rd Tualatin
12. Kelly Myers		19260 SW 48th Tualatin 97062

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	PRINTED NAME	SIGNATURE	ADDRESS
1	Claudia Riewald	Claudia Riewald	7310 SW Boeckman Wilsonville, OR 97070
2	Joanne Conway	Joanne Conway	28283 SW Willow Creek Dr., Wilsonville OR 97070
3	Dave Riewald	Dave Riewald	7310 SW Boeckman Rd, Wilsonville OR 97070
4	Julie Lang	Julie Lang	28445 SW Highland Cir, Wilsonville 97070
5	Cory Skreen	Cory Skreen	29509 SW Kings Ct. Wilsonville 97070
6	CORNELIA GIBSON	Cornelia Gibson	10904 SW PARKWOOD Ct. Wilsonville, 97070
7	Melinda Mulkins	Melinda Mulkins	29545 SW Queens Ct. Wilsonville 97070
8	Lisa Burke	Lisa Burke	10895 SW Parkwood Ct Wilsonville 97070
9	Linda Craghead	Linda Craghead	26050 SW 45 <sup>th</sup> Dr Wilsonville 97070
10	MIKAEL CERDAN	Mikael Cerdan	6770 SW LANQUER DR WILSONVILLE 97070
11	KARIN GRANO	Karin Grano	6188 W. Ilium Rd Tualatin 97062
12	Janell Bennett	Janell Bennett	1381 NE 14 <sup>th</sup> Pl. Canby OR 97013

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	PRINTED NAME	SIGNATURE	ADDRESS
1	CYNTHIA PEREZ	Cynthia Perez	28424 SW 60TH AVE., WILSONVILLE, OR 97070
2	Tim Perez	Tim Perez	28424 SW 60th Ave, Wilsonville, OR 97070
3	Julie Narayan	Julie Narayan	7636 SW Wimbledon Cir. N. 97070
4	Roger Hampton	Roger Hampton	7853 SW Champion Ct Wilson 97070
5	Paul J. Rands	Paul J. Rands	8650 SW Rogue Lane Wilsonville OR 97070
6	Jon A. Rands	Jon A. Rands	8650 SW Rogue Lane WILSONVILLE OR 97070
7	Sandra M Rands	Sandra M Rands	8650 SW Rogue Ln Wilsonville OR 97070
8	SANDRA BARDSLEY	Sandra Bardsley	24285 S.W. Stafford Rd. Tualatin, OR. 97062
9	Von L. Davis	Von L. Davis	28433 S.W. Wagner St. Wilsonville, OR. 97070
10	Kim McKean	Kim McKean	28811 SW Crestwood Dr Wilsonville, OR 97070
11	Brenda Lee	Brenda Lee	29645 SW Rose Ln Apt 264 Wilsonville 97070
12	Ellen Jacob	Ellen Jacob	28780 SW Ashland Dr Apt 199 Wilsonville 97070

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	PRINTED NAME	SIGNATURE	ADDRESS
1	Mark Rosla	Mark Rosla	28094 SW Morgan St.
2	Kevin L. McKenzie	Kevin McKenzie	28081 SW Morgan St.
3	Sue McKenzie	Sue McKenzie	28081 SW Morgan St.
4	CRISTIAN R. CUEVAS	Cristian Cuevas	28067 Morgan St.
5	BARBARA CUEVAS	Barbara Cuevas	28067 Morgan St.
6	Kent Wenz	Kent Wenz	28055 S.W. Morgan St.
7	RODNEY E WENZ	Rodney E Wenz	28550 SW Ashland Dr.
8	WILLIAM C. REICHEL	William C Reichle	6655 SW LANDOVER DRIVE
9	Cathie Ericson	Cathie Ericson	6709 SW Landover
10	Kathy Reynolds	Kathy Reynolds	6607 SW Landover Dr.
11	Erin Neuhauer	Erin Neuhauer	28298 SW MORGAN CT.
12	Doug Welch	Doug Welch	28298 SW MORGAN CT.

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## Wilsonville East Petition to Metro Council

Mr. David Bragdon  
President of Metro Council  
600 NE Grand Ave.  
Portland, OR 97232-2736

March 2004

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We strongly urge the Metro Council to remove Wilsonville East from consideration for Industrial Land.

	PRINTED NAME	SIGNATURE	ADDRESS	OR
1	CHARLOTTE WRIGHT	<i>Charlotte Wright</i>	29709 SW Canal St Ln	Wilsonville
2	JOHN THOMAS L COOKE	<i>John Thomas L Cooke</i>	10660 SW WILSONVILLE RD #41	WILSONVILLE, OR 97070
3	LAURIE NIELSEN THIMM	<i>Laurie Nielsen Thimm</i>	28553 SW WAGNER ST.	WILSONVILLE OR 97070
4	Betty C Andersen	<i>Betty C Andersen</i>	28516 SW Wagner St.	Wilsonville, OR 97070
5	Robert L. Andersen	<i>Robert L Andersen</i>	28516 SW Wagner St.	Wilsonville, OR 97070
6	JULIE JOHNSTON	<i>Julie Johnston</i>	6538 SW Stratford Ct	Wilsonville OR 97070
7	JOE JOHNSTON	<i>Joseph H. Johnston</i>	6538 SW STRATFORD CT	WILSONVILLE OR 97070
8	Brandii Sweetland	<i>Brandii Sweetland</i>	29745 SW Rose Ln Apt 170	Wilsonville, OR 97070
9	Linda Haas	<i>Linda Haas</i>	3715 SW Frog Pond Lane	Wilsonville, OR 97070
10	Pam Craft	<i>Pamela K. Craft</i>	28590 SW Sandalwood Dr.	Wilsonville OR 97070
11	MALINIA DOTY	<i>Malenia Doty</i>	31190 SW River Lane Rd	Wilsonville, OR 97070
12	Kelly Mattson	<i>Kelly Mattson</i>	4030 Borland Rd.	Tualatin OR 97062

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PRINTED NAME	SIGNATURE	ADDRESS
1 Lucille E. Spear	Lucille E. Spear	8501 SW Wilson St
2 CAROL V. GRANTOM	Carol V. Grantom	28636 SW Ash Meadows <sup>#</sup> 21 Wilsonville
3 Ruth Lewis	Ruth Lewis	29830 S.W. Montebello Dr. #47 Wilsonville, Or. 97070
4 Darline G. Faught	Darlene G. Faught	10660 SW Wilsonville Rd. #00 Wilsonville Ore 97070
5 Laraine Clark	Laraine M. Clark	31460 S.W. Isle Way Lane West Linn, OR 97068
6 Linda Langford	Linda Langford	28667 SW Cascade Lp Wilsonville 97070
7 <del>Shirley</del> Christina Snook	Christina Snook	8720 <sup>#</sup> C SW Curry Dr. Wilsonville 97070
8 Andrea Weigel	Andrea Weigel	11371 SW Chantilly, Wilsonville, OR 97070
9 Doris Matthies	DORIS MATTHIES	14784 NE LAWNVIEW CIR., OR 97002 AURORA
10 Karen Rowley	Karen Ry	7940 Racquet Ct. Wilsonville OR 97070
11 Terrence A Clark	Terrence	31460 S.W. Isle Way Ln West Linn, OR 97068
12 John Bulloch	John Bulloch	29755 SW Camelot St, Wilsonville, OR 97070

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PRINTED NAME	SIGNATURE	ADDRESS
1. WELDON R. SLOAN	<i>Weldon R. Sloan</i>	8501 WILSON ST - P.O. BOX 104 WILSONVILLE OR 97070
2. Edward J. INDRIKH	<i>Edward J. Indrich</i>	26817 SW McLeod St, Wilsonville, Or. 97070
3. Judy Indrich	<i>Judy Indrich</i>	26817 SW McLeod St, Wilsonville OR 97070
4. <del>Do</del> Duong	<i>Do Duong</i>	7040 SW Fallen Leaf St. Wilsonville 97070
5. Steven Lord	<i>S-L Lord</i>	7004 SW Fallen Leaf St Wilsonville 97070
6. Diane Hill	<i>Diane Hill</i>	7589 SW Thornton Rd Wilsonville 97070
7. Wendy Hienapth	<i>Wendy Hienapth</i>	5070 SW Homestead Rd Wilsonville 97070
8. Carol Kudrna	<i>CAROL KUDRNA</i>	13710 SE Linden Lane Milwaukie 97222
9. Karen Olsen	<i>Karen Olsen</i>	24865 SW 65th Gualatin OR 97062
10. Phillip J. STEIGER	<i>Phillip J. Steiger</i>	6565 SW ESSEX CT WILSONVILLE 97070
11. Paul STANGARONE	<i>Paul Stangarone</i>	24340 SW Nodaway Wilsonville 97070
12. Martin Todd Nelson	<i>Martin Todd Nelson</i>	6620 SW Stratford Ct. Wilsonville 97070

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PRINTED NAME	SIGNATURE	ADDRESS
1 Julanne Etzel		30944 SW Kensington W. / Wilsonville
2 Jenny Inouye		3112 SW Willamette Wy Wilsonville
3 Kurtis Inouye		3112 SW Willamette Wy Wilsonville
4 Maria Walsh		10908 SW Arthur Ct Wilsonville
5 Jeff Olsen		5200 SW Schatz Rd Tualatin
6 L. Walsh		10908 SW Arthur Ct Wilsonville
7 Darcy Olsen		5200 SW Schatz Rd Tualatin
8 Michelle Kindlesparger		29280 SW Parkway Ct #76 Wilsonville
9 Lynn Kindlesparger		29280 SW Parkway Ct #75 Wilsonville
10 SCOTT D. HODSON		5025 SW HOMESTEADER RD WILSONVILLE
11 SUSAN M. HODSON		5025 SW HOMESTEADER RD WILSONVILLE
12 Oscar B. Acevedo		7686 Carriage Oaks Ln Wilsonville 97070

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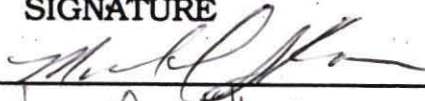
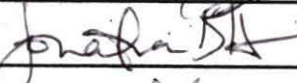
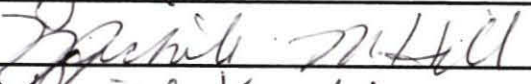
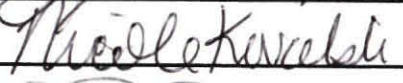


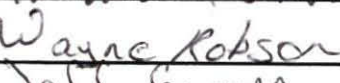
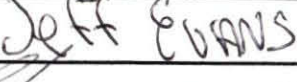

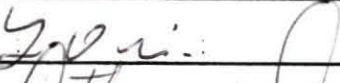
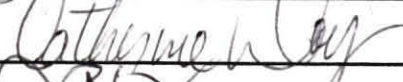

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We strongly urge the Metro Council to remove Wilsonville East from consideration for Industrial Land.

	PRINTED NAME	SIGNATURE	ADDRESS
1	Mike Kovalski		28378 SW Wagner St Wilsonville OR
2	Jonathan Hill		28373 SW Wagner St Wilsonville 97070
3	Michael Hill		28373 SW Wagner St " "
4	Nicole Kovalski		28378 SW Wagner St " "
5	Donna Rodriguez		28236 SW Wagner St Wilsonville OR
6	Manuel Rodriguez		28236 SW Wagner St Wilsonville OR
7	Wayne Robson		28170 SW Wagner St Wilsonville OR
8	Jeff Evans		28118 SW Wagner St Wilsonville
9	Chad Guden		25069 SW Wagner St Wilsonville OR
10	Lee Olan		28043 SW Wagner St Wilsonville OR
11	Catherine Day		28028 SW Wagner St Wilsonville OR
12	John Day		28028 SW Wagner St Wilsonville, OR

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	PRINTED NAME	SIGNATURE	ADDRESS
1	KEVIN WIKLE	K. Wikle	5851 SW KATZ RD, Wilsonville
2	Kina Ramsey	Kina Ramsey	24421 SW Sage Rd Wilsonville OR
3	Judy Clifton	Judy Clifton	29525 SW 35TH Dr Wilsonville OR
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PRINTED NAME	SIGNATURE	ADDRESS
1 Gary Traffas	Gary D Traffas	28579 SW Wagner St. Wilsonville, OR 97070
2 Cathy Daly	Cathy Daly	10305 SW Wilsonville Rd Wilsonville, OR 97070
3 KRISTINA E. TRAFFAS	Kristina Traffas	28579 SW WAGNER ST WILSONVILLE 97070
4 Edith S. Allen	Edith S. Allen	25500 S.W. Lone Fir Lane, West Linn 97068
5 Suzanne Redmon	Suzanne Redmon	11235 SW Champag DR. Wilsonville, OR 97070
6 Penni Meislahn	Penni Meislahn	8500 SW miami Wilsonville, OR 97070
7 Jim Hoffman	Jim Hoffman	10878 SW MERLIN CT. WILSONVILLE OR 97070
8 Francis Spohn	Francis Spohn	7601 SW Thornton Dr ✓ ✓ ✓
9 RONALD L. ANDERSON	Ronald L. Anderson	10460 SW TRANQUIL WAY WILSONVILLE OR 97070
10 Elvin J. Gunter	Elvin J. Gunter	26280 SW Canyon Creek Rd. #104 Wilsonville, OR 97070
11 Elizabeth Poupin	Elizabeth Poupin	30703 SW Peach Cove Rd West Linn, OR
12		

Thank you for signing and encouraging others to sign this petition. We will present the petition to Metro Council in mid-April. Please send signed pages (even if not all lines have been filled!) postmarked by April 15th 2004, to "Wilsonville East Petition" - 3 Monroe Parkway, Suite P-426 - Lake Oswego, Oregon 97035. Direct your questions to Rachel at (503) 866-8775 or [savefrogpond@comcast.net](mailto:savefrogpond@comcast.net).

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	PRINTED NAME	SIGNATURE	ADDRESS	
1	Brian Counts	Brian Counts	28530 Wagner St.	Wilsonville
2	Tao Wang	Tao Wang	28450 SW Wagner	"
3	Lin Wu	Lin Wu	" "	"
4	<del>Michael K...</del>	GERALD J KEETON	28468 SW WAGNER	"
5	Kathy Kueh	Kathy Kueh	28468 SW Wagner St.	"
6	Jim MAROHN	Jim Marohn	4433 SW Homestead Rd.	"
7	TERI FITCH	Teri Fitch	24565 SW NODAWAY LN	"
8	Sam Fitch	Sam Fitch	24565 SW NODAWAY Ln.	
9	Paul Ramsey	Paul Ramsey	24421 SW Cage Rd	"
10	Kathy Kuback	Kathy Kuback	7251 Lynnwood Ct.	"
11	Jennifer Engle	Jennifer Engle	1724 NE 13th ave	Portland
12				

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	PRINTED NAME	SIGNATURE	ADDRESS
1	Eva Bauer	Eva C. Bauer	24624 SW Gage Rd Wilsonville, OR 97070
2	Kathie Burger	Kathie Burger	26748 SW Colvin Lane Wilsonville, OR
3	Chris Burger	Chris Burger	u u
4	Ed Bolliger	Ed Bolliger	6789 SW Knollwood Ct. Tualatin, OR
5	TOBEY FITCH	Toby Fitch	24565 S.W. NEORAWAY, WILSONVILLE, OR
6	Angie Allender	Angie Allender	7435 SW FROBASE RD, TUALATIN, 97062
7	JOHN A. WAICUKUSKI	John A. Waicukuski	6510 SW Knollwood Ct, Tualatin, OR 97062
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PRINTED NAME	SIGNATURE	ADDRESS
1 Shane Graves	Shane Graves	7348 SW Bouchaine Wilsonville
2 WRI KOOS	WRI KOOS	14251 S. Union Mills Rd Mulino, OR
3 John E. Koos	John E. Koos	14251 S. Union Mills Rd Mulino, OR.
4 PATRICIA K. SHULTZ	Patricia K. Shultz	31908 S Goodtime Rd Molalla, OR 97058
5 Viola Davis	Viola Davis	1203 NW 12 <sup>th</sup> St B.G. WA 98604
6 Nicole Graves	Nicole Graves	7348 SW Bouchaine Ct Wilsonville OR 97070
7 Don Davis	Don Davis	1203 NW 12 <sup>th</sup> St. B.G. WA-98604
8 Nick Dornard	Nick Dornard	" "
9 Andrew Carpenter	Andrew Carpenter	West Linn, OR
10 MEALE GRIFFIN	MEALE GRIFFIN	6698 KNOLLWOOD 97062
11 NASI GRIFFIN	Nasi Griffin	6698 KNOLLWOOD 97062
12 SCOTT EDWARDS	SCOTT EDWARDS	28448 SW Macabows Ln Troutville

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PRINTED NAME	SIGNATURE	ADDRESS
1 Diane R. Watkinson	Diane R. Watkinson	17 Cellini Ct. Lake Oswego, OR 97035
2 Rita M. Hjorten	Rita M. Hjorten	3800 Carman Dr. Lake Oswego, OR 97035
3 Grant Watkinson	Grant Watkinson	17 Cellini Ct. Lake Oswego, OR 97035
4 Julie Martilla	Julie Martilla	9335 SW 146th Terr. #5 Beaverton, OR 97007
5 Debra Guthrie	Debra Guthrie	4316 SW Palatine St Portland, OR 97219
6 Mary Evans	Mary Evans	11429 SE 119th Dr. Clackamas OR 97015
7 Sarah Butcher	Sarah Butcher	22560 NE North Valley Rd Newberg, OR 97131
8 Andra Wagner	Andra Wagner	24759 NE Prairie View Dr. Aurora, OR 97144
9 Mary Calhoun	Mary Calhoun	4707 SE Franklin Port, OR 97206
10 Dennis Corning	Dennis Corning	5615 SW TEXAS PORTLAND, OR 97219
11 Kevin Garrison	Kevin Garrison	2435 NE 46th Ave Portland, OR 97213
12 Roger McFadden	Roger McFadden	8367 SW Ashford St. 97224
13 Melinda Zurita	Melinda Zurita	13870 SW Cherryhill Ct 97008
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14 Rick Woodward	Rick Woodward	327 SE 146th AVE POX 97233
15 Ellen Griffin	Ellen Griffin	29755 S. Wall St Clifton OR 97017

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PRINTED NAME	SIGNATURE	ADDRESS
1 Tonia Mason	Tonia Mason	7365 SW Bouchaine Ct Wilsonville, OR 97170
2 Mike Linenberger	Mike Linenberger	7399 SW Bouchaine Ct Wilsonville, OR 97170
3 Shelly Linenberger	Shelly Linenberger	" "
4 Cindi Linenberger	Cindi Linenberger	529 Honeysuckle Dr, New Castle, CO
5 JERRY LINENBERGER	Jerry Linenberger	7399 SW Bouchaine Ct Wilsonville, OR
6 Victoria Linenberger	Victoria Linenberger	" " " "
7 JERRY BUTLER	Jerry Butler	529 HONEYSUCKLE DR NEW CASTLE CO
8 Richard Meneely	Richard Meneely	7500 SW Bouchaine Ct, Wilsonville, OR
9 Inna V Meneely	Inna V Meneely	7500 SW Bouchaine Ct, Wilsonville, OR
10 Ruziya Azizi	R. Azizi	7384 SW Bouchaine Ct, Wils. OR
11 Cesar F Giron	Cesar F Giron	7360 SW Bouchaine Ct, Wils. OR
12 Katherine Giron	K. Giron	7360 SW Bouchaine Ct, Wils. OR

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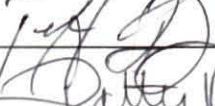
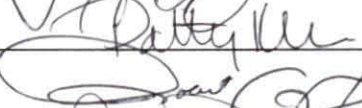
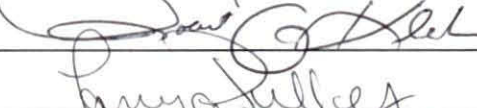

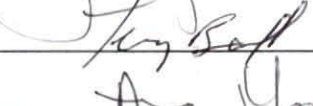

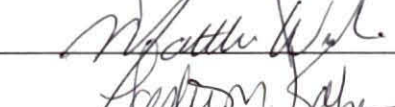
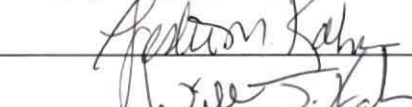
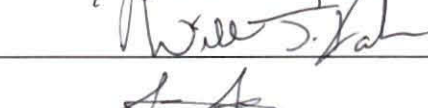


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March 2004

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We strongly urge the Metro Council to remove Wilsonville East from consideration for Industrial Land.

	PRINTED NAME	SIGNATURE	ADDRESS
1	Bradley Gade		7488 SW Bouchaine Ct
2	JOFF DEAN		7460 SW Bouchaine Ct
3	Patty Kleckner		7434 SW Bouchaine Ct
4	Bob Kleckner		7434 SW Bouchaine Ct.
5	Tanya Pulley		7408 SW Bouchaine Ct
6	Leann A Baxter		28037 SW Engle St.
7	Ana MEEKINS		28013 SW Engle St
8	Matthew Wish		7184 SW Fallen St
9	Leslie Kahns		7185 SW Fallen St
10	Will Kahns		7185 SW Fallen Leaf St
11	SAM SUMNER		7148 SW Fallen Leaf St
12	Tara Sumner		7148 SW Fallen Leaf St.

Thank you for signing and encouraging others to sign this petition. We will present the petition to Metro Council in late April. Please send signed pages (even if not all lines have been filled!) by April 15<sup>th</sup> 2004, to "Wilsonville East Petition", PMB 426, 3 Monroe Parkway, Lake Oswego, Oregon 97035. Direct your questions to Rachel at (503)866-8775 or [savefrogpond@comcast.net](mailto:savefrogpond@comcast.net)

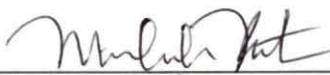

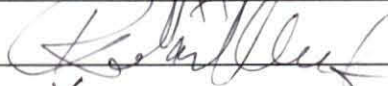
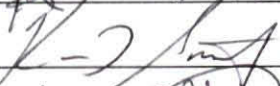
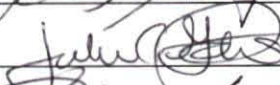

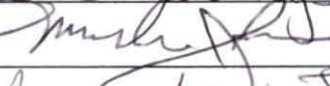
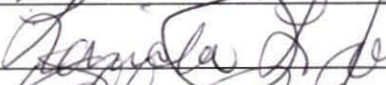
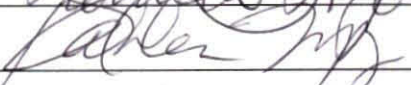

## Wilsonville East Petition to Metro Council

Mr. David Bragdon  
President of Metro Council  
600 NE Grand Ave.  
Portland, OR 97232-2736

March 2004

We the undersigned wish to be on record as opposing industrial development of Wilsonville East, also known as the Frog Pond Area. We feel strongly that industrial lands in this residential area would be extremely detrimental to neighborhoods and that truck traffic would create significant safety issues for school children and the community.

We strongly urge the Metro Council to remove Wilsonville East from consideration for Industrial Land.

	PRINTED NAME	SIGNATURE	ADDRESS
1	Michelle Rathbun		Portland OR 97212
2	BAMBANG SUPARJO		WILSONVILLE OR 97070
3	Ron Van Kleeft		7108 SW BOUCHAINE WILSONVILLE
4		Kevin T. Gathings	7351 SW Bouchaine Ct, Wilsonville
5		Julie C. Gathings	7351 SW Bouchaine Ct. Wilsonville, OR
6			28740 SW PARKWAY #174
7		Linda Schmea	28740 SW Parkway #174
8		Kathleen Noff	28520 SW Cascade Loop Wilsonville OR 97070
9	Josephine Miolla	Josephine Miolla	7255 SW Lynnwood Ct
10	Ann Jernstedt	Ann Jernstedt	28525 SW Meadows Loop.
11	Ron Miolla	Ron Miolla	7255 SW Lynnwood Ct
12	Brant Walter		28933 SW Cascade Loop

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# Petition to Metro Council

3/30/04

Mr. David Bragdon  
President of Metro Council  
600 NE Grand Ave.  
Portland, OR 97232-2736

Original sent to Bragdon

Doris Wehler

March 2004

We the undersigned wish to be on record as opposing industrial development of Wilsonville East, known as the Frog Pond Area. We feel strongly that industrial lands in this residential area would be extremely detrimental to neighborhoods and that truck traffic would create significant safety issues for school children and the community.

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PRINTED NAME	SIGNATURE	ADDRESS
1 Doris A. Wehler	<i>Doris A. Wehler</i>	6855 SW Boeckman Rd, Wilsonville 97070
2 Walter O. Wehler	<i>Walter O. Wehler</i>	6855 SW Boeckman Rd, Wilsonville 97070
3 HENRY F. MEHUS	<i>Henry F. Mehus</i>	6725 S.W. Frogpond Wilsonville 97070
4 Darrell R. Lauer	<i>Darrell R. Lauer</i>	6905 S.W. Frogpond Wilsonville 97070
5 Sandi L. Lauer	<i>Sandi L. Lauer</i>	6905 SW. Frogpond Ln Wilsonville 97070
6 Tamaral Pittman	<i>Tamaral Pittman</i>	7115 SW Frog Pond Ln Wilsonville 97070
7 Renee Hetland	<i>Renee Hetland</i>	7475 SW Frog Pond Ln Wilsonville 97070
8 William Hetland	<i>William Hetland</i>	" " " "
9 Douglas George	<i>Douglas George</i>	7500 SW Frog Pond Lane, Wilsonville OR 97070
10 Colleen George	<i>Colleen R. George</i>	7500 SW Frog Pond Lane Wilsonville OR 97070
11 Sharron L. O'Hagan	<i>Sharron L. O'Hagan</i>	7400 S.W. Frogpond Ln. Wilsonville OR 97070
12 Pat J. O'Hagan	<i>P. J. O'Hagan</i>	7400 SW FROGPOND LN Wilsonville OR 97070

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Mr. David Bragdon  
President of Metro Council  
600 NE Grand Ave.  
Portland, OR 97232-2736

March 2004

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We strongly urge the Metro Council to remove Wilsonville East from consideration for Industrial Land.

	PRINTED NAME	SIGNATURE	ADDRESS
1	TIMOTHY J HAYFORD	<i>Tim Hayford</i>	4320 SW FROG POND LN Wilsonville, OR
2	Diane M Hayford	<i>Diane Hayford</i>	7320 SW Frog Pond Ln Wilsonville, OR
3	PAUL WOEBKENBERG	<i>Paul W. Woebkenberg</i>	7130 FROG POND LN WILSONVILLE, OR
4	Georgia Tapfer	<i>Georgia Tapfer</i>	6901 Frog Pond Ln Wilsonville, Ore
5	<i>William &amp; Morgan</i>	<i>William &amp; Morgan</i>	6720 SW Frogpond Lane Wilsonville Ore
6	JANICE MORGAN	<i>Janice Morgan</i>	6720 SW Frogpond Lane Wilsonville, Ore
7	Donald E Killinger	<i>Donald E. Killinger</i>	6651 SW BOECKMAN Rd Wilsonville OR
8	Elva C Killinger	<i>Elva C. Killinger</i>	6651 SW Boeckman Rd Wilsonville OR.
9	Verla S. Kreilkamp	<i>Verla S. Kreilkamp</i>	6875 S.W. Boeckman Rd. Wilsonville, Or 9707
10	Dale T Kreilkamp	<i>Dale T. Kreilkamp</i>	6875 S.W. Boeckman Rd. Wilsonville, Or 97070
11			
12			

Thank you for signing and encouraging others to sign this petition. We will present to Metro Council in early April. Please send signed pages (even if not all lines have been filled) postmarked by March 31<sup>st</sup> 2004, to "Wilsonville East Petition" - 3 Monroe Parkway, Suite P-426 - Lake Oswego, Oregon 97035. Direct your questions to Rachel at (503)866-8775 or [rachel@theleocompany.com](mailto:rachel@theleocompany.com).



May 6, 2004

Good evening members of the Council, welcome back to Wilsonville:

My name is Todd Nelson, I am a member of the Save Frog Pond Community Coalition, and I live at 6620 SW Stratford Ct. Wilsonville, OR. with my wife and four children. My home backs up to Wilsonville rd approximately 200 yards South of the Boeckman Rd. intersection. I address you this evening in opposition of designating Wilsonville East as industrial land. Not because I am against growth in Wilsonville, or that I do not understand the daunting task you all have been burdened with, but because I truly believe that Frog Pond is a terrible area to industrialize. I believe that the 2040 plan set for Wilsonville is a sound plan and that the purposeful separation of residential, commercial, and industrial will make this a livable community until 2040 and beyond; that is why we chose to live here. I believe that introducing heavy industrial to Wilsonville East equates to trying to force a square peg into a round hole, and that doing so will cause a severe detriment to the livability of this exceptional community.

My biggest concern however is for the health and safety of my four children, as well as the hundreds of other children that live on and around Wilsonville road. As I'm sure you are aware the building of warehouses in Frog Pond will funnel a large number tractor trailer rigs up, down, and through the heart of this town, and as I had mentioned previously directly behind my home. My family and I spend a great deal of our home time playing games in our back yard and quite often an errant baseball, soccerball, football, frisbee, you name it we got it will escape the yard over the fence on to Wilsonville road. I can tell you that the idea that there could be 18 wheelers barreling down that road when one of my children or any other child is on or near it makes me feel despair in the pit of my stomach. I'm sure that many of you witnessed first hand how many pedestrians bikers and children can and freely do travel along Wilsonville road, especially when school is letting in an out. My 10 year old and a handful of his friends walk to and from school everyday, a practice that I just will not be able to allow him to do if semi-trucks are rumbling down the road next to him.

In closing, BIG RIGS AND KIDS JUST DON'T MIX, this City and its leadership have done an outstanding job of planning so that they do not have to. I respectfully request that this council remove Wilsonville East as a possible sight for industrial land and allow this fine City to grow as it was designed to, where families and industry will not be competing for the same air and roads. It is a matter of the livability of Wilsonville, please do not take it away.

Thank you and have a great evening.

Metro Councilors  
600 NE Grand Avenue  
Portland, OR 97232-2736

May 6, 2004

Dear Metro Councilors:

My name is Warren Easley and I live northeast of Wilsonville in the Stafford area. I am president of the Stafford Alliance for the Environment or SAFE. SAFE is a grassroots neighborhood organization of more than seventy-five families that has been in existence for over a decade.

I am speaking this evening to urge you *not* to include East Wilsonville in the proposed UGB expansion for industrial lands.

I think we all agree with the notion that good planning stands at the beginning of any successful endeavor. The endeavor, in this case, is the creation of suitable land for industrial development in the Metro area - a laudable goal. However, with all due respect, I think it is evident that the plan underpinning this endeavor is *fatally flawed*, particularly as it relates to the proposed industrialization of East Wilsonville.

Before I explain my reasoning, let me be the first to admit that I am not a planning professional. On the other hand, Metro's mission of land use planning has been laid out in the clearest of terms, allowing citizens like me access to the process and the ability to intelligently critique it.

Metro's land-use planning mission requires the following steps to be taken *before* UGB boundaries are expanded to take more Oregon farmland irreversibly out of production.

**First, develop an *accurate* inventory of existing industrial lands.** It seems clear that Metro staff has significantly *undercounted* current industrial land. This is because the inventory used in this analysis does *not* include vacant industrial buildings and brownfields (idle industrial lands). In addition, at least in the case of Wilsonville, the amount of industrial land inventoried in the Wilsonville Comprehensive Plan has *not* been included. The Wilsonville plan shows 150 more acres of industrial land than the ARLIS data Metro used. If this error were to be repeated throughout the region - 150 acres here and 150 acres there - then it wouldn't take long until the entire sum of required new acreage is met!



The net result of this error plus the undercounted current industrial land is that the amount of land needed for industrial growth has been significantly overestimated in the plan.

It is also worth noting that the criteria and needs analysis for this plan were developed primarily by commercial realtors who have an economic interest in putting land on the market.

**The second planning step is to initiate ongoing monitoring of industrial occupancy rates and count vacant buildings for what they are, available industrial land.** Has this been done? I think the record will show it has *not*.

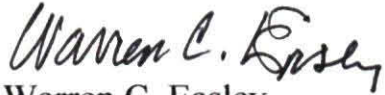
**The third step is to develop *realistic* conversion rates for different areas, this is, the Portland urban core and the suburbs.** These conversion rates are *critical* premises in Metro's plan because they directly influence how much total land must be set aside to meet the goal. The higher the rate, the more land that is needed. Metro's own staff attorney stated in a memo dated January 26, 2004, that the twenty percent conversion rate of industrial to commercial land used in the 2002 Urban Growth Report might be too high. Indeed, local planners tell us that the suburbs convert at a *much lower* rate than the Portland urban area. Doing the math, this means that *less land* is needed for industrial expansion in the outlying areas.

**The final and perhaps most important step is that the Metro planning mission directs the staff to develop an inventory of brownfield sites and figure out how to make them productive again.** This critical step has simply been skipped over in the current proposal despite that fact that Metro's land-use planning objective entails responsibility for directing brownfield recovery. To be sure, brownfield recovery requires financial investment. *However*, keep in mind that brownfield sites are already served with infrastructure. By contrast, farmland must have infrastructure added at great expense!

I respectfully remind the council that Metro policy recognizes the interrelationship between the development of vacant land and redevelopment objectives in all parts of the urban region. Specifically, Policy 1.8 says that all available lands must be identified and considered for redevelopment *before* the UGB is expanded.

Members of the council, I would submit to you that your staff has much more work to do. This is not a sound land use plan. In fact, the plan is ***fatally flawed***. I urge you to send your staff back to their drawing boards!

Sincerely Yours,

A handwritten signature in black ink that reads "Warren C. Easley". The signature is written in a cursive style with a large, stylized 'W' and 'E'.

Warren C. Easley

24710 SW Nodaway Lane  
Wilsonville, OR 97070  
503-6387023  
warren.easley@verizon.net



To: David Bragdon, President Metro Council  
Date: May 6, 2004  
From: Scott & Marcia Hudson  
Subject: Langdon Farms GC UGB expansion

Mr. Bragdon;

My wife and I moved to the Charbonneau area in November of 2001. We both were drawn to the community because of the perfect blend of beautiful agricultural and residential settings. Introduction of Industrial use any where near this community would have negative long term impact to this area. I am still actively employed and know first hand of MANY other more suitable locations for what I understand would be distribution warehousing.

I truly believe the consideration of this parcel of land for UGB expansion is politically motivated, and has a self serving agenda that is driven by individual monetary gain and NOT overall community benefit.

We go on record opposing this ill intended proposal and hope that you will consider the many negative community impacts of the proposal.

Thank you;      Scott & Marcia Hudson  
8137 SW Edgewater Wilsonville

Testimony  
Industrial Lands, Wilsonville Hearing  
Metro Council  
May 6<sup>th</sup>, 2004

Presiding Officer Bragdon and Members of the Metro Council:

My name is Jim Marohn and I reside on Homesteader Road which has been described by your staff as "an access road" to the EFU area called Wilsonville East. I am sorry your bus tours of the area do not include traveling up Homesteader road. You may then have learned first hand that Homesteader road takes you to either the Canby Ferry, or back onto Stafford road. Eighteen wheel tractor trailers on the Canby Ferry would be quite laughable. The fact is - the Wilsonville East area is accessed by a single road - that is Stafford road. The same road which serves several subdivisions, our elementary school, our high school, library, community center and central shopping center. The report you received from Metro Staff, as I pointed out last week in my testimony at the Hillsboro hearing, contains false premises. Some are less significant - such as labeling Homesteader road an "access road." Others are very important and, I believe, make Staff's recommendation a bad idea.

This evening you are going to repeatedly hear a mountain of reasons why the Wilsonville East proposal is a bad idea. So I would like to keep my testimony short and simple. **I just want to leave you with two questions.**

I have heard that Clackamas County has approximately 7,000 acres of designated "brownfields." I don't know how many acres of like property are located in Multnomah and Washington Counties. But common sense tells me there is a lot. Unfortunately, and very importantly, Metro Staff did not consider these thousands of acres of brownfields when determining the need for additional industrial/warehousing land.

Secondly, and equally importantly, Metro Staff has ignored our Governor's announced public policy to preserve "greenfields" and recover "brownfields."

Therefore, my two questions are:

**is it Council's intention to not address the recovery of any brownfield acreage for at least the NEXT TWENTY YEARS, and thereby consciously plan to preserve a patchwork of substantial acreage of vacant brownfields scattered within the tri-county UGB?**

And, **is it Council's decision to extend the UGB into VIABLE FARM LAND in spite of, and contrary to, our state government's public policy of preserving farmlands and, at the same time, reclaiming and utilizing currently contaminated areas?**

I respectfully request that you address these two matters in your final decision. Thank you for allowing me to testify and pose these questions this evening.



May 5, 2004

David Bragdon, Metro Council President  
Rod Park, Deputy Metro Council President  
Brian Newman, Metro Councilor  
Carl Hosticka, Metro Councilor  
Susan McLain, Metro Councilor  
Rex Burkholder, Metro Councilor  
Rod Monroe, Metro Councilor

Re: ***Oregon City East***

Metro Councilors;

I am particularly concerned the residential neighborhoods designated by METRO as "Oregon City East" are under consideration by Metro for use as industrial land. I live at 16831 South Pam Drive, Oregon City, OR 97045. Although my address is Oregon City, I actually live in the unincorporated part of Clackamas County.

I support the Metro staff recommendation to you Councilors to remove the Oregon City East area from consideration for inclusion in the UGB for industrial land. But, I still have concerns that the area will be reconsidered and I urge you to support your staff's recommendation for the following reasons:

**Metro Criteria: Proximity to other industrial uses (within one mile).**

There are no industrial uses within one mile of the Oregon City East area. The uses are residential, farmland and ranches. The truck traffic generated from industrial warehousing is **not** compatible with the schools, homes, churches and neighborhoods that dominate this part of Clackamas County.

**Metro Criteria: Less than ten percent slope.**

The Oregon City East area is an area with sloping lands to a number of creeks, and is not flat. The lands rise from the bottom of Holcomb to the top of a ridge, appropriately called Hilltop, and then begin down steeply (greater than 13% grades) through rolling terrain.



**Metro Criteria: Sites primarily comprised of five acres or less were excluded.**

Why residential areas with lots  $\frac{3}{4}$  of an acre or less were included in the study I don't understand, particularly if Metro's criteria excluded these parcels.

**Metro Criteria: Sites less than 300 acres and not next to the UGB, industrial or employment areas were excluded.**

The area in question is not contained in the urban growth boundary, nor is it next to any current industrial area or employment area, although it is, according to your records more than 300 acres. Many individual owners, not one large landholder, own the properties.

**Metro Criteria: Access to transportation facilities (within two miles of major interchange).**

The Oregon City East area is more than two miles from a major interchange. Although the intersection of Highway 213 and I-205 is within 5 miles, the intersection of Highway 213 and Redland / Abernethy / Holcomb roads functions at Level of Service F during the peak morning and evening rush hour. The addition of large tractor rigs traveling up and down Holcomb will reduce the LOS even further.

You should also know the area is accessed by Holcomb Blvd., which is a two-lane, narrow, steep road with has blind curves. The road runs through established residential neighborhoods and new subdivisions, and is built to residential standards. Widening the road to accommodate additional traffic will mean acquisition of private residential property the length of the road from the homeowners whose property fronts the roadway. It is inappropriate to put heavy trucking industries in a residential area, or to have them travel through residential areas.

I also feel that Metro has over-estimated how much land will be needed for industrial growth giving the impression that Metro is bending to the will of commercial realtors and special interest groups. **The criteria and needs analysis was developed primarily by commercial realtors who have an economic interest in putting land on the market.** There is ample and suitable land for industrial needs closer to the Port of Portland, (Portland Meadows, Delta Park, and redevelopable land throughout Portland, and Clark County for example.) Surely developers would prefer lands with the appropriate infrastructure nearby or in place.

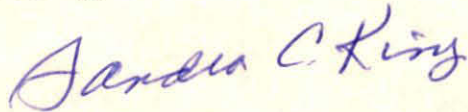
The Oregon City East area also contains a number of watersheds, and it is bisected by BPA power lines and easements, thus reducing the number of viable acres for industrial uses.



Finally, infrastructure for roads, water, sewer, and storm water is not adequate for this location. The City of Oregon City would be unable to serve this area without great difficulty and huge expense.

For these reasons I ask that you eliminate the Oregon City East area completely from your revised industrial land study area, and from consideration in the future.

Sincerely,

A handwritten signature in blue ink that reads "Sandra C. King". The signature is written in a cursive style with a large, stylized 'S' and 'K'.

Sandra C. King  
16831 South Pam Drive  
Oregon City, OR 97045  
503-557-0735  
[sckmone@msn.com](mailto:sckmone@msn.com)

**Testimony before the Metro Council on  
Urban Growth Boundary Expansion for Industrial Jobs  
Submitted by Sandra Scott-Tabb, Wilsonville City Councilor  
May 6, 2004**

I am strongly opposed to the inclusion of Wilsonville East or Wilsonville South into the Urban Growth Boundary for industrial purposes. There are many reasons why these should not be considered for industrial expansion at this time or any time in the future. I will focus most of my comments on Wilsonville South and supporting the Hosticka Amendment.

Briefly, concerning Wilsonville East, I realize that many are in the room to comment on that part of the staff's recommendation. I just want to say that Metro Staff's recommendation to include Wilsonville East into the Urban Growth Boundary for industrial uses violates Goal 14 of the Statewide Planning Goals, particularly Factor 5 referring to "Environmental, energy, economic and social consequences." Staff does not provide an evaluation of this factor in their recommendation as required by state law. The City, as well as citizens, business groups and even the Department of Agriculture have submitted information on the record that demonstrates that placing industrial development in Wilsonville East will have severe long-term environmental, economic and social impacts. We are talking about an area with residential neighborhoods as well as intervening commercial centers. These simply are not compatible with the proposed siting of industrial development.

Simply put, industrializing Wilsonville East is a bad idea. However, industrializing Wilsonville South is even worse, perhaps not for us locally, but certainly regionally. That is one of the reasons why MPAC voted 17-4 to support the original Hosticka Amendment, which would create a permanent boundary for the Portland metro area at the Willamette River. It is also the reason why the Department of Agriculture's recently released report so strongly supports using the Willamette River as the southern boundary of the region. This land is too valuable as an agricultural resource to lose to industrial warehouses. I think of that song: "You don't know what you got till it's gone—they pave paradise and put up a parking lot..." Once we lose this prime soil we won't get it back.

As most planners know, the development of Charbonneau provided much of the impetus for Senate Bill 100, which established land use planning in Oregon 30 years ago. The sudden appearance of a large housing development on prime agricultural land south of the Willamette River raised the specter of subdivisions and strip malls lining Interstate-5 from Portland to Eugene. The current industrial land expansion concept offers the vision of large trucking and distribution centers lining I-5 south of the Willamette, replacing the nursery and agricultural industries that now dominate the valley.

Wilsonville supports industrial expansion in appropriate areas. Because of our relationship to I-5, we are willing to do more than our share to shoulder a significant part of the region's trucking and distribution centers, but always while maintaining livability for our residential communities and trying to limit encroachment on our agricultural neighbors.

I do support Metro staff's recommendation to not include those lands south of the Willamette River for industrial uses, even though their rationale for not including it was mostly for technical



reasons such as inadequate infrastructure. I believe that the decision to cross the Willamette needs to be about the broad policy issues. Otherwise this decision is bound to be back before us every few years and will continue to fuel land speculation and create uncertainty in our agricultural industry.

Metro should re-evaluate the policies that have us considering industrial expansion south of the Willamette River as a reasonable and viable alternative. It is not. The Willamette River is the logical boundary between the Portland metropolitan region and the productive farmland of the Willamette Valley. We can save time, resources, and regional angst by making that a clear policy decision now by passing the Hosticka amendment as it was originally drafted and remove these lands from further consideration for industrial expansion.

Thank you for your time and consideration of this matter.

May 6, 2004

Metro Council

My name is Alan Kirk, 7926 Edgewater, Wilsonville, Oregon, 97070. I also work in Wilsonville at Orepac Building Products, 30170 S W Orepac Avenue, Wilsonville, Oregon, 97070

Good evening and thank you for coming to Wilsonville to hold a hearing on this extremely important decision. My comments tonight are focused on the transportation and public infrastructure impacts that bringing in Wilsonville East for industrial uses would have on the city and the region. I will hit the high points and leave the remainder of my time for Mayor Lehan. I also want to add that I strongly support both the passage of the Hosticka Amendment as well as Metro staff's recommendation to exclude Wilsonville South from further consideration.

Wilsonville has carefully planned for its industrial areas, most of which are located in the Northwest quadrant of the city and are not mixed with residential uses. These industrial areas contain wide, concrete streets, with long stacking distances and easy freeway access, all built for trucking and freight movement. The Frog Pond area by contrast has narrow country roads intended for farm-use and residential neighborhoods

The Frog Pond area has very high up-front costs for public infrastructure such as roads, sewer, and water. Total costs, not including improvements necessary to I-5, total almost \$90,000,000. And I repeat, these estimates do not include improvements to I-5. From a public facility perspective, it is an extremely poor candidate for inclusion into the Metro UGB for industrial purposes. Sufficiently sized water and wastewater



lines and plant capacity to service the area are not available. Needed offsite improvements to the water system alone are estimated at \$33.8 million and another \$28.8 million for wastewater improvements. Storm water is another \$3 million in expense

Let's shift to the transportation system. The only major roads in the area are Stafford Road and Wilsonville Road. The others are internal two-lane rural roads. A sufficiently sized transportation network to serve this area is not in place. Access to I-5 would either be at Stafford Road or Wilsonville Road interchanges, both of which are suffering from capacity problems, especially with the future I-5 99 connector.

Locating industrial warehousing in Wilsonville East would encourage large truck movement on Wilsonville Road, which is the heart of the city. Wilsonville Road currently serves the residential and commercial transit in the city, and the Wilsonville Road Interchange, which is now at capacity. Wilsonville Road is not built to truck standards. It has short stacking at lights, narrow turning radiuses, many lighted intersections, a high level of pedestrian traffic, and a variety of community oriented services.

As I mentioned earlier, I work at Orepac Building Products, which is just the type of business you would be looking for to occupy this expansion. We are a wholesale distributor of building products. Daily, we send out from our 9 acre facility in West Wilsonville, 17 tractor-trailer rigs. 13 are rigs carrying up to 80,000 lbs and are 64' in length. 4 are rigs with pup trailers carrying up to 105,500 lbs and are 85' in length. I asked some of our drivers what would be their route to access I-5 going south if we moved to Wilsonville East. They all stated that they would go down Stafford Road to

Wilsonville Road and get onto I-5 at the South Wilsonville interchange and would also use that route coming back. I asked why. And they stated, is it not obvious, it would be the quickest route. We also receive product into our facility with an average of 18 tractor-trailer rigs each day, with many coming from the South. So with incoming and outgoing rigs, we have a minimum of 70 trips a day, from our 9 acre site.

Based upon the City's experience and our professional traffic engineering consultant, if Metro's calculation of 450 net acres is assumed to be correct, then the total affect is 52,500 total trips, with 5,250 being truck trips. And that is DAILY. So at least 50% of those 5,250 truck trips would turn South, and go by residential areas first, then a primary school, then a high school, then more residential, and finally the commercial heart of the city on their way to I-5. And don't let people tell you that you can restrict trucks from using this route.

This expansion is not acceptable and causes major conflicts with existing neighborhoods, school zones, and commercial areas.

Thus, my strong opposition to including Wilsonville East into this proposed industrial lands expansion of the UGB.

Thank you for listening to your citizens

A handwritten signature in cursive script, appearing to read "Alan Kirk".

Alan Kirk

7926 Edgewater

Wilsonville, Oregon 97070





1235 N.E. 47th Avenue  
Suite 299  
Portland, OR. 97213

050604c-32

May 4, 2004

Council President David Bragdon  
METRO  
600 NE Grand Avenue  
Portland, Oregon 97232 - 2736

Dear Council President Bragdon:

I am writing to clarify two assertions made last week by attorneys representing Tuality HealthCare and SOILS, a small group whose intent is to oppose Providence's new medical facilities in Hillsboro.

Oregon's land use laws are not intended to limit business and service competition, as intimated by the Tuality letters. We would like to reiterate to you and your colleagues on the Metro Council the same message we have advocated in meetings with you over the last two months: Title 4 language should allow clinics and medical office buildings on industrial lands where those uses already are allowed outright.

This has been supported by MPAC – local mayors and other officials who are accountable for ensuring local services that meet the needs of their constituents. We also support appointment of a task force to study issues raised by the prospect of institutional uses – including clinics and medical office buildings – in industrial zones.

In short, we support the recommendations that have come to you from MPAC on a 14-2 vote. It represents a clear consensus from your local advisers and it maintains local control in general industrial zones.

Specifically, we are **not** advocating:

- **We do not advocate that your process authorize a new hospital anywhere in the region.** Providence consistently reviews our services, our locations and our access for patients with the end goal of meeting community need.

- **We do not advocate encroachments on industrial land.** We support efforts to designate additional industrial land, and this applies both to RSIA lands, as well as general industrial property. Clinics and medical office buildings are currently allowed in four local industrial zones (in Hillsboro, Fairview, Wood Village and Portland), but the reality is that they will not be placed everywhere. And, when they are placed, the result will be only a small reduction in the amount of available industrial property METRO is designating in the region.


Medical facilities are critical parts of the business services provided in any community. The average salary of employees at these sites is \$50,000 per year – money that flows back to the community in a variety of ways.

The assertions from Tuality are not reasonable, nor are they accurate. They also do not serve community need – either now or in the future.

Over these past months we have appreciated the opportunity to speak with you and your willingness to consider our views. We also appreciate the hard work by MPAC and its leaders, especially Tom Hughes from Hillsboro, Rob Drake from Beaverton, Gene Grant from Happy Valley and Charles Becker from Gresham.

We encourage you to accept their recommendations. We look forward to further discussions with you regarding these important issues.

Sincerely,



Rick Cagen  
Chief Executive, Portland Service Area  
Providence Health System, Oregon

cc: Councilor Carl Hosticka  
Councilor Rod Park  
Councilor Rex Burkholder  
Councilor Susan McLain  
Councilor Brian Newman  
Councilor Rod Monroe  
Mike Jordan, Chief Operating Officer  
Rob Drake, Mayor, City of Beaverton  
Tom Hughes, Mayor, City of Hillsboro  
Gene Grant, Mayor, City of Happy Valley  
Charles Becker, Mayor, City of Gresham



**INDUSTRIAL LANDS TESTIMONY-CHRIS NEAMTZU, LONG-RANGE  
PLANNING MANAGER, CITY OF WILSONVILLE**

**MAY 6, 2004**

COUNCIL PRESIDENT BRAGDON, MEMBERS OF THE COUNCIL THANK YOU FOR BEING HERE THIS EVENING, FOR THE RECORD MY NAME IS CHRIS NEAMTZU, MANAGER OF LONG RANGE PLANNING FOR THE CITY OF WILSONVILLE. I HAVE BEEN A PLANNER FOR THE CITY FOR OVER 9 YEARS AND HAVE WATCHED AND PARTICIPATED IN THIS COMMUNITIES GROWTH.

I WANT TO BEGIN BY STATING THAT YOUR STAFF HAS DONE A LOT OF GOOD WORK, BUT THE RECOMMENDATION BEFORE YOU TO INCLUDE THE WILSONVILLE EAST AREA AS FUTURE INDUSTRIAL HAS MAJOR IMPLICATIONS FOR THE LONG-TERM LIVABILITY OF THE CITY, AND FLIES IN THE FACE OF THE LAST 30 YEARS OF SOUND LAND USE PLANNING AND COORDINATION WITH THE REGION AND IS INAPPROPRIATE FOR THE LONG TERM GROWTH AND DEVELOPMENT OF THE CITY. 1) FIRST, I BELIEVE THAT THE COUNCIL WANTS A WIN-WIN SOLUTION TO THIS PROBLEM, AND CAN ACHIEVE THAT BY SIMPLY RECOGNIZING AND ACCOUNTING FOR THE OVER 200 ACRES OF LAND THAT ARE CURRENTLY IN THE CITY LIMITS, VACANT, AND PLANNED FOR FUTURE INDUSTRIAL DEVELOPMENT CONSISTENT WITH THE CITY'S COMPREHENSIVE PLAN. THESE ARE READILY DEVELOPABLE SITES SUITABLE FOR DISTRIBUTION. THE CITY

CAN DELIVER LAND USE APPROVAL ON THESE SITES IN LESS THAN 120-DAYS CONSISTENT WITH STATE LAW. IT IS IMPORTANT TO POINT OUT THAT THIS EXISTING VACANT PLANNED INDUSTRIAL LAND IN THE CITY LIMITS, IF ACCCOUNTED FOR IN THE STAFFS ANALYSIS, WOULD REDUCE THE NEED FOR EXPANSION BY MORE THAN 200 ACRES MAKING THE NEED FOR ADDITIONAL LAND NEAR FROG POND A NON-ISSUE. I ENCOURAGE THE COUNCIL TO DIRECT STAFF TO ACCOUNT FOR THIS VACANT LAND IN THE CURRENT CITY LIMITS AND TAKE THE WILSONVILLE EAST AREA OFF OF THE MAP FOR INCLUSION IN THE UGB.

2) NEXT IS THE ISSUE OF PROPORTIONALITY, THE CITY OF WILSONVILLE CURRENTLY HAS 32 % OF ITS LAND DESIGNATED FOR INDUSTRIAL USE AND IS A MAJOR ECONOMIC ENGINE IN THE REGION. WE ARE GOOD PARTNERS, AND HAVE DONE OUR WORK PLANNING FOR INFRASTRUCTURE, TRANSPORTATION AND RESOURCE PROTECTION. THE CITY HAS RECENTLY TAKEN ITS FAIR SHARE OF INDUSTRIAL LANDS WITH THE INCLUSION OF THE 222 ACRES OF LAND AROUND THE COFFEE CREEK CORRECTIONAL FACILITY IN 2002, AND AGREES TO TAKE EVEN MORE IN THE RIGHT LOCATION, WHICH IS IN THE NORTH WEST PART OF THE CITY, WHERE THE TRUCKS AND TRANSPORTATION FACILITIES ARE LOCATED TO SERVE THIS KIND OF DEVELOPMENT AND WHERE CONFLICTS WITH RESIDENTIAL AREAS, SCHOOLS AND CHURCHES WILL NOT OCCUR. THE METRO COUNCIL SHOULD DISTRIBUTE THE INDUSTRIAL LAND AROUND THE REGION EQUITABLY AND ASSIST CITIES WITH STRUGGLING



ECONOMIC DEVELOPMENT, OF WHICH THERE ARE MANY WHO ARE WILLING ACCEPTORS OF THIS INDUSTRIAL LAND AND JOB BASE.

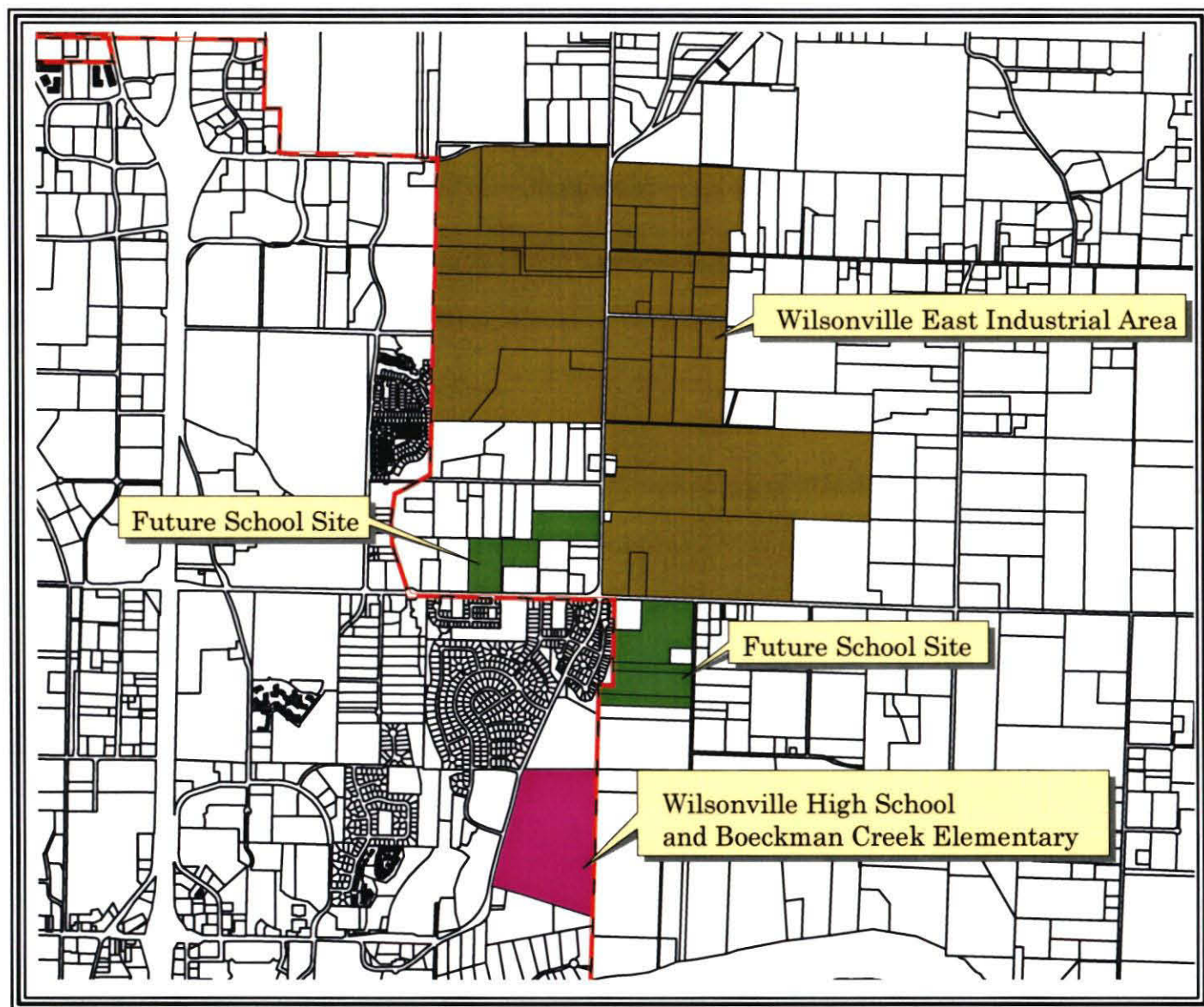
3) I NEED TO POINT OUT THAT THE RECOMMENDATION BEFORE YOU IS INCONSISTENT WITH YOUR OWN PLANNING DOCUMENTS, INCLUDING THE 2040 GROWTH CONCEPT IN THE REGIONAL FRAMEWORK PLAN. THE LAND RECOMMENDED FOR INCLUSION IN THE FROG POND AREA IS DESIGNATED AS **RURAL RESERVE** ON THE 2040 GROWTH CONCEPT MAP. THE FRAMEWORK PLAN STATES THAT THE RURAL RESERVE DESIGNATION IS **“INTENDED AS A POLICY STATEMENT BY METRO TO NOT EXTEND ITS UGB INTO THESE AREAS. THE OBJECTIVES FOR RURAL LAND PLANNING IN THE REGION WILL BE TO MAINTAIN THE RURAL CHARACTER OF THE LANDSCAPE TO SUPPORT AND MAINTAIN OUR AGRICULTURAL ECONOMY, AND TO AVOID OR ELIMINATE CONFLICTS WITH FARM AND FOREST PRACTICES, HELP MEET REGIONAL NEEDS FOR OPEN SPACE AND WILDLIFE HABITAT, AND HELP TO CLEARLY SEPARATE URBAN FROM RURAL LAND. THE UGB WILL NOT BE EXPANDED INTO THESE AREAS.”**






I WOULD LIKE TO ENTER TWO MAPS INTO THE RECORD, ONE SHOWING THE PROXIMITY OF EXISTING AND FUTURE SCHOOLS TO THE PROPOSED WILSONVILLE EAST SITE, AND THE SECOND SHOWING THE PROXIMITY OF EXISTING AND FUTURE RESIDENTIAL LANDS TO THE WILSONVILLE EAST SITE. ALSO, I WOULD LIKE TO SUBMIT SOME PHOTOS OF THE VACANT PLANNED INDUSTRIAL LAND IN THE CITY LIMITS AND SOME PHOTOS OF

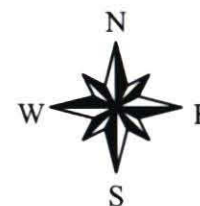
VACANT WAREHOUSE AND DISTRIBUTION SPACE IN THE CITY TOTALLING  
TENS OF THOUSANDS OF AVAILABLE SQUARE FEET. PLEASE HAVE THE  
VISION TO MAKE SOUND LAND USE DECISIONS THAT ARE VALID FOR  
LONGER THAN 25 YEARS, WE NEED TO THINK ABOUT THE NEXT CENTURY  
AND THE IMPACTS OUR DECISIONS TODAY WILL HAVE ON FUTURE  
GENERATIONS. THANK YOU.



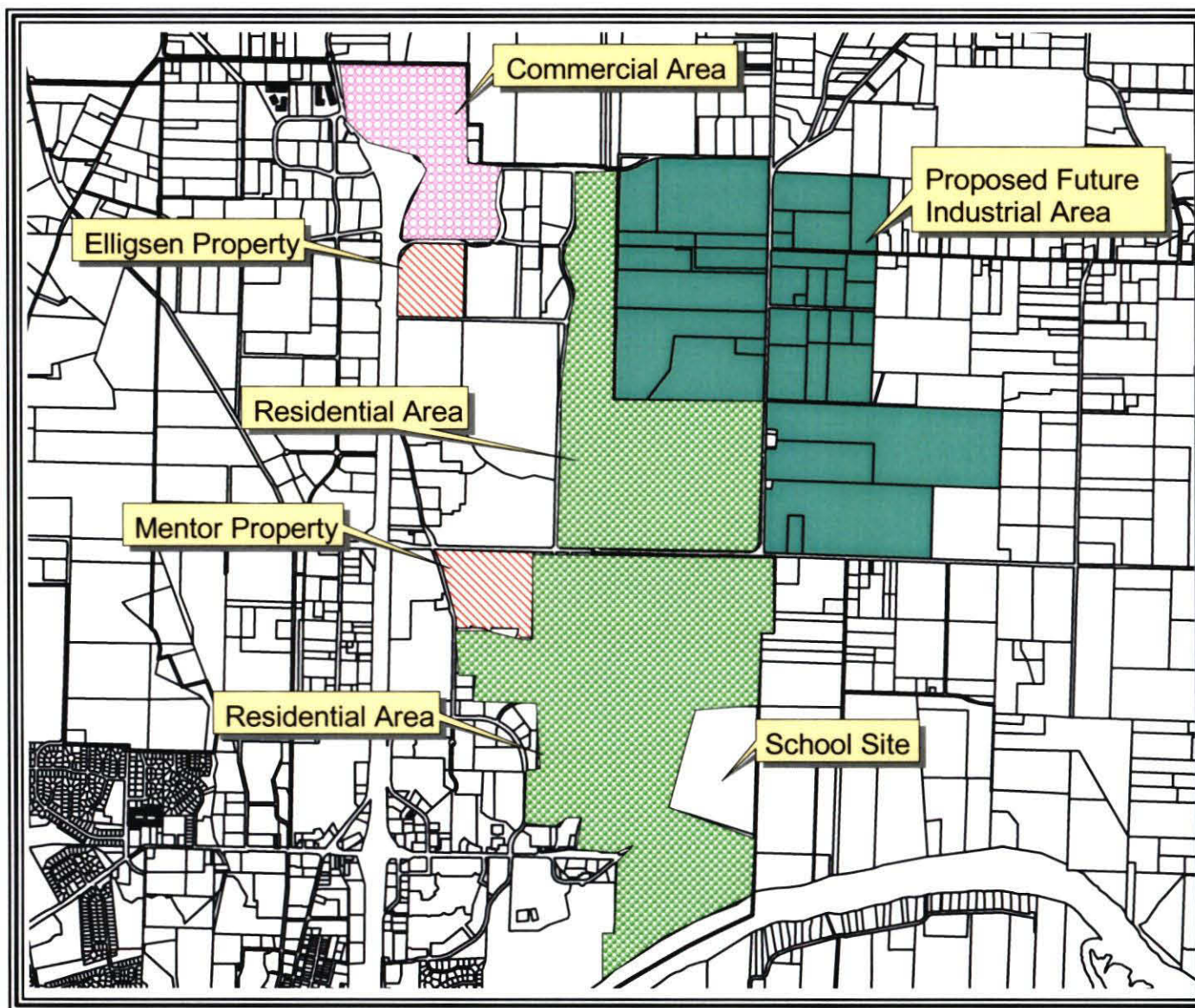
## Proximity of Proposed Industrial Area to Existing and Future Schools






-  City Limits
-  Existing Primary and High School
-  Future School Site
-  Wilsonville East Industrial Area
-  Tax Lots



Map prepared by the  
Wilsonville Planning Division  
April 29, 2004  
Data: RLIS Lite Feb. 2004



## Proximity of Residential and Commercial Lands to Proposed Frog Pond Industrial Area

-  City Limits
-  Tax Lots
-  Frog Pond Industrial Area



Map prepared by the City  
of Wilsonville Planning Division  
May 2, 2004. Source: RLIS Lite  
February 2004





**Elligsen Property-Not  
Accounted for in the  
Metro Calculations of  
Available Land**

The Elligsen property is 32.69 acres in size, is for sale and has been proposed as a Regionally Significant Industrial Area by the City of Wilsonville.

**Zoning:** Residential  
Agricultural Holding (RA-H)

**Comprehensive Plan  
Designation:** Industrial

The site is flat, easily serviceable, and has few constraints.



**Mentor Property-Not  
Accounted for in the Metro  
Calculations of Available Land**

The Mentor Property is over 50 acres in size, undeveloped and has been proposed as a RSIA.

**Zoning:** RA-H

**Comprehensive Plan:** Industrial

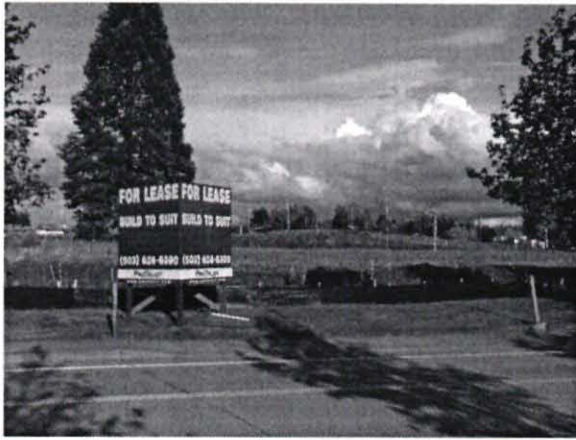




### Existing Buildings For Lease

As these photos depict, there is no shortage of vacant industrial warehouse and distribution facilities in Wilsonville. There are literally tens of thousands of square feet of available building space waiting for an industrial tenant.





### **Pac Trust Property**

This property is 20.77 acres and is vacant. Pac Trust offers this property with a lease option or a build to suit.

Zoning: Industrial

Comprehensive Plan: Industrial



**Testimony  
Wilsonville East  
Metro Council Public Hearing  
May 6, 2003**

Presiding Officer Bragdon and Members of the Metro Council:

My name is Julie Gathings and I live at 7351 SW Bouchaine Ct., Wilsonville, OR 97070. I am a resident of the Arbor Crossings subdivision and am representing the Save Frog Pond Community Coalition. I am speaking in opposition to the recommendation to industrialize Wilsonville East.

The need for industrial land use over the next twenty years outside of the UGB has not been clearly established or the type of uses clearly identified. Metro's forecasting fails to take into account the changing business realities. The needs analysis was based on historic patterns of use and growth that might not apply to the next twenty years.

The need for additional warehousing questionable. According to the Kiplinger Letter dated April 16, 2004, Volume 81, Number 16:

Are warehouses becoming obsolete? For more and more firms, yes.

They're turning to new distribution strategies that allow them to ship products to customers directly from factories or port terminals.

Soon, about half of all products will sidestep warehouses. Nearly forty percent already do. Low-cost satellite and Internet tracking systems are helping to make it possible for companies to cut their delivery times and hold down costs. Firms that receive goods directly include Wal-Mart, Benetton, Ann Taylor, Barnes & Noble and many small specialty retailers.

'Bypass,' experts can help. Such firms include GeoLogistics, FedEx Trade Network, UPS Supply Chain Solutions and Argix Direct.

The trend is not good news for warehouse operators, of course, or for commercial real estate in general. Declining demand for storage will be felt in most cities...

Industry needs of the future might not require as much land as historic trends indicate. A careful analysis of future trends is necessary to make the most appropriate determination of need.

As a former Humans Resources Director for a pharmaceutical distribution company, I can tell you that Wilsonville is the wrong place for distribution.

- Wilsonville is not near shipping, airport, or rail
- the geographic location is unfavorable for companies utilizing trucking only distribution
- the jobs created are low wage jobs, not the higher wage positions the city seeks to replace the high tech jobs that have disappeared from the region

Warehouses do not employ large numbers of workers and the workers they do employ are for low wage jobs.

- In my former organization, the average hourly rate for a warehouse worker is \$9.50; according to the Metro Report 2000-2030 Regional Forecast, updated December 2002, the average hourly rate for workers in the Portland-Vancouver area for 2004 is \$16.52 (a difference of almost \$15,000 annually)
- My company employed 43 warehouse workers for a 95,000 square foot building

As a former Human Resources Director, I am also aware of the trends in the aging of the American workforce. Much of this information is also included in the Metro Report, 2000-2030 Regional Forecast, located in the "Appendix B: U.S. Economic Forecast Details."

- As the baby boomers continue to age, the growth rate of the working age population will slow more than that of the over population; Over the past 25 years, the working age population (age 16 to 64 years) has increased at a rate of 1.1% annually; Through 2014 projections indicate that the workforce will only grow at a rate of 0.8% annually and 0.2% per year thereafter
- As the baby boomers start retiring, labor markets will tighten, resulting in the same number of jobs with fewer people to fill them and higher wages as companies outbid each other for workers

My husband works for Hollywood Entertainment (Hollywood Video and Game Crazy), one of the largest employers in Wilsonville. They currently have 2 warehouses and their corporate offices located here in Wilsonville. The Game Crazy warehouse, recently opened in Wilsonville, utilized an existing (vacant) warehouse space that was already available. Hollywood conducted an extensive analysis regarding the development/expansion of a Distribution Center in Wilsonville. The findings:

- Their newest distribution center was built in LaVergne, TN (a suburb of Nashville)
- The largest warehouse development in the nation is in Arizona and the central states
- With the distribution center located in Tennessee, the shipping time and costs are less to either coast
- Labor costs are lower in central states and Arizona versus Wilsonville

Hollywood's employees in their existing Wilsonville distribution centers earn an average wage of \$8.00 - \$9.00 per hour. A vast number of these employees do not earn enough to live in the city of Wilsonville so they commute.

With a high vacancy rate in current industrial lands, maybe as much as 30%, is it wise to add more industrial land at this time? Why not use the land already in the urban growth boundary (UGB) first before we expand the UGB? Should not the region's close-in brown field sites be cleaned up and aggressively pursued for industrial re-use before the UGB expands out into prime farmland?

We urge you to take another hard look at the needs. In the end, you will see that the consideration of farmlands outside of the urban growth boundary is not necessary or desirable.

Thank you for your time and attention.



**RESOLUTION NO. 1864****A RESOLUTION OF THE CITY OF WILSONVILLE OPPOSING THE EXPANSION OF THE URBAN GROWTH BOUNDARY TO INCLUDE EAST WILSONVILLE KNOWN AS THE FROG POND AREA NORTH**

WHEREAS, Goal 14 of the State Land Use Planning Goals directs that agricultural land must be protected; and

WHEREAS, lands east of Wilsonville known as the Frog Pond area are primarily Class II soils and of high agricultural value; and

WHEREAS, the agricultural industry is vital to the Portland-metropolitan area and Oregon's economy; and

WHEREAS, agriculture is the leading industry of Marion County and Clackamas County and the second leading industry of Washington County; and

WHEREAS, the highest and best use of lands east of Wilsonville known as the Frog Pond area are not part of a city or a city's planned growth expansion and is for agricultural purposes and not industrial uses; and

WHEREAS, state and regional land use policy supports the 2040 Growth Concept that provides that public investment coordinate with local comprehensive and regional functional plans; and

WHEREAS, all cities of the region and the unincorporated county areas have planned and invested in their infrastructure to help meet their plan goals; and

WHEREAS, Goal 14 of the State Land Use Planning Goals and the Metro Regional Plan stress the efficient use of land in a compact urban form and targeting public investments to reinforce a compact and efficient urban form; and

WHEREAS, the City of Wilsonville has carefully and thoughtfully planned for and made infrastructure investments into its industrial development and expansion in appropriate locations which do not include the Frog Pond or Wilsonville East area as designated by Metro; and

WHEREAS, the adjacent existing uses in the Frog Pond/Wilsonville East area are primarily residential neighborhoods, schools and churches and not industrial development; and

WHEREAS, the Regional Framework Plan stresses that Urban Design be responsive to needs for privacy, community, sense of place and personal safety; and

WHEREAS, industrial uses and large trucks are not compatible with the existing neighborhood pattern in the Frog Pond/Wilsonville East and diminish sense of place and threaten the safety and privacy of the existing community; and

WHEREAS, the Regional Framework Plan states that there be an appropriate balance of jobs and housing within sub-regions; and

WHEREAS, The City of Wilsonville has an abundance of jobs and a severe shortage of available housing types; and

WHEREAS, The City of Wilsonville currently has one third of its land zoned industrial and has the second highest percentage of industrial acres for a city anywhere in the Portland-metropolitan region; and

WHEREAS, the need for additional acres for industrial uses over the next 20 years outside the UGB has not been clearly established nor the type of uses clearly identified; and



WHEREAS, there are sufficient vacant industrial lands north of the Willamette River and west of Interstate 5 including approximately 542 vacant industrial-commercial acres within the current City of Wilsonville limits and the UGB and an additional approximate 222 vacant industrial acres in reserve lands adjacent to the Coffee Creek Correctional Facility in Wilsonville which alone total 764 acres; and

WHEREAS, there are sufficient acres of industrial land that can be redeveloped throughout the Portland-metro region and reused or revamped for more current industrial needs and uses; and

WHEREAS, the cost for infrastructure to support development of the Frog Pond /Wilsonville East area into industrial uses is extremely high; and

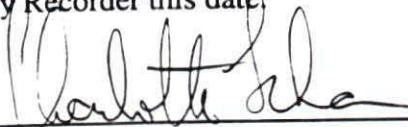
WHEREAS, the goal of Metro is to find large tracts of land outside the current UGB to designate as future industrial; and

WHEREAS, the land under consideration in the Frog Pond/Wilsonville East area is severely encumbered by environmentally sensitive areas, including the head waters of Boeckman Creek and crisscrossed by huge electrical power lines and structures, leaving only smaller and isolated parcels for development

NOW THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

1. Based on the findings recited above, the City Council of the City of Wilsonville does hereby oppose the expansion of the Urban Growth Boundary of the Portland Metropolitan region east of Wilsonville in the area known as Frog Pond for the purpose of creating new industrial lands.
2. This Resolution is effective upon adoption.

ADOPTED by the Wilsonville City Council at a regularly scheduled meeting  
thereof this 5th day of April, 2004 and filed with the City Recorder this date.

  
\_\_\_\_\_  
CHARLOTTE LEHAN, MAYOR

ATTEST:

  
\_\_\_\_\_  
Sandra C. King, CMC, City Recorder

SUMMARY OF VOTES:

Mayor Lehan	Yes
Council President Kirk	Yes
Councilor Holt	Yes
Councilor Scott-Tabb	Excused
Councilor Knapp	Yes



**RESOLUTION NO. 1863****A RESOLUTION OF THE CITY OF WILSONVILLE OPPOSING THE EXPANSION OF THE URBAN GROWTH BOUNDARY SOUTH OF THE WILLAMETTE RIVER**

WHEREAS, Goal 14 of the State Land Use Planning Goals directs that agricultural land must be protected; and

WHEREAS, lands south of the Willamette River are primarily Class I and II soils and of the highest agricultural value and represent some of the most fertile and productive farmland in Oregon and across our nation; and

WHEREAS, the agricultural industry is vital to the Portland-metropolitan area and Oregon's economy; and

WHEREAS, agriculture is the leading industry of Marion County and Clackamas County and the second leading industry of Washington County; and

WHEREAS, the highest and best use of lands south of the Willamette River and not part of a city or a city's planned growth expansion is for agricultural purposes; and

WHEREAS, the Regional Framework Plan stresses that there must be a clear distinction between urban and rural lands that make the best use of natural landscape features; and

WHEREAS, the Willamette River provides the best natural barrier between the urban area of the Portland-metropolitan region and the rich agricultural lands of the Willamette Valley; and

WHEREAS, the Regional Framework Plan denounces sprawl; and

WHEREAS, expanding the Urban Growth Boundary south of the Willamette River promotes sprawl; and

WHEREAS, Goal 14 of the State Land Use Planning Goals and the Metro Regional Plan stress the efficient use of land in a compact urban form and targeting public investments to reinforce a compact urban form; and

WHEREAS, the Regional Framework Plan directs that there is continued growth of regional economic opportunity, balanced to provide an equitable distribution of jobs, income, investments and taxing capacity throughout the region; and

WHEREAS, expanding industrial uses onto green farmland next to Interstate-5 on the south side of the Willamette River will not allow for the equitable distribution of jobs, income, investments or taxing capacity; and

WHEREAS, state and regional land use policy supports the 2040 Growth Concept that provides that public investment coordinate with local comprehensive and regional functional plans; and

WHEREAS, all cities of the region and the unincorporated county areas have planned and invested in their infrastructure to help meet their plan goals; and

WHEREAS, development south of the Willamette River would divert investment away from other jurisdictions and jeopardize infrastructure investments the region and individual communities have made to be economically competitive; and

WHEREAS, it belies common sense for a city or jurisdiction to ask its constituents to provide costly services to new industrial lands south of the Willamette River when they have already made investments in public infrastructure for industrial land within the UGB; and



WHEREAS, according to the Regional Framework Plan, success of the 2040 Growth Concept depends on the maintenance and enhancement of Regional and Town Centers as the principal centers of urban life in the region and should be pedestrian and transit friendly and reduce auto dependence; and

WHEREAS, allowing industrial development south of the Willamette River would violate the maintenance and enhancement of Regional and Town Centers; and

WHEREAS, the need for additional acres for industrial uses over the next 20 years outside the UGB has not been clearly established nor the type of uses clearly identified; and

WHEREAS, there are sufficient vacant industrial lands north of the Willamette River for including approximately 542 vacant industrial-commercial acres within the current City of Wilsonville limits and the UGB and an additional approximate 222 vacant industrial acres in reserve lands adjacent to the Coffee Creek Correctional Facility in Wilsonville which alone total 764 acres; and

WHEREAS, there are sufficient acres of industrial land that can be redeveloped throughout the Portland-metro region and reused or revamped for more current industrial needs and uses; and

WHEREAS, Oregonians value highly the scenic quality of the Willamette Valley that contributes to its market niche, economic competitiveness and quality of life; and

WHEREAS, expanding the Urban Growth Boundary south of the Willamette River violates 30 years of sound land use policy in Oregon to provide a balance of housing, commercial, industrial and agricultural land supported by cost efficient infrastructure; and

WHEREAS, land use policies should not be violated to benefit one entity or special interest for their financial gain at the expense of the greater good of the region's residents and businesses

NOW THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

1. Based on the findings recited above, the City Council of the City of Wilsonville does hereby oppose the expansion of the Urban Growth Boundary of the Portland Metropolitan region south of the Willamette River for the purpose of creating new industrial lands and instead supports the on-going use of those lands for the region's critical agricultural economy.

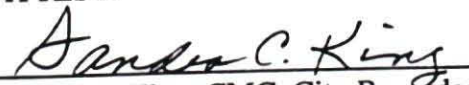
2. In keeping with the above, the City Council of the City of Wilsonville urges the Metro Council to make the public policy decision now so that the Metro Urban Growth Boundary shall not be expanded south of the Willamette River.

3. This Resolution is effective upon adoption.

ADOPTED by the Wilsonville City Council at a regular meeting there of this 15<sup>th</sup> day of March 2004, and filed with the Wilsonville City Recorder this date.

  
CHARLOTTE LEHAN, MAYOR

ATTEST:

  
Sandra C. King, CMC, City Recorder

**SUMMARY OF VOTES:**

Mayor Lehan	Yes
Council President Kirk	Yes
Councilor Holt	Yes
Councilor Scott-Tabb	Yes
Councilor Knapp	Yes



**Testimony before the Metro Council on  
Urban Growth Boundary Expansion for Industrial Jobs  
Submitted by Charlotte Lehan, Mayor of Wilsonville  
May 6, 2004**

Good evening. My name is Charlotte Lehan and I am the Mayor of Wilsonville. I want to thank you for the opportunity to speak to you tonight regarding a couple of issues that will have a significant impact on the community I represent. Because I am time-limited, I will leave you more detailed comments about our concerns about industrial land expansion around Wilsonville in my written testimony. I will focus my remarks primarily on issues that are not covered by other city councilors or staff.

I first want to express my strong support for the Hosticka Amendment as originally drafted. We will never have a better natural boundary for the Portland Metro area than the Willamette River. The lands south of the river are prime farmlands that must be preserved for the top industry of Clackamas and Marion Counties and the second leading industry for Washington County—Agriculture. Ordinance 04-1041 gives us that assurance that these lands are too precious to lose to strip development. I cannot stress enough how important protecting the Willamette Valley for agriculture is to our economy, to our heritage and to our niche in the global marketplace.

Secondly, I want to say I appreciate Metro staff recognizing that Wilsonville South is not a desirable place for industrial expansion now or forever and state our support for eliminating that area in their recommendation. We expect that the Council will follow that recommendation and not bring Wilsonville South into the UGB in this round. I realize there are still some interests that are trying to convince you to move that area forward. However, for all of the reasons listed in your staff report, in the agriculture report, in ODOT's report and in our analysis, going south of the Willamette is costly, has severe and negative impacts on all of our infrastructure systems and violates most of the statewide planning goals.

I want to submit into the record, two resolutions that were passed by our city council during the last few months. Resolution #1863 opposes going south of the Willamette River for industrial purposes and reaffirms the city's support for drawing a permanent boundary at the Willamette River. The second, Resolution 1864 opposes the inclusion of the Frog Pond Industrial Area for

expansion of the UGB for industrial lands. I also want to note my support for Clackamas County's desire to retain whatever available acres they can in this expansion round within the county. They have identified sites they believe are more appropriate for the county and we support their inclusion.

I want to comment on some issues I feel have made this process difficult and may negatively impact Metro's relationships with its partners.

I'm not sure how we got so far off track in this process. Part of the problem is that we are being led almost exclusively by 3 technical criteria telling us to look for something flat, close to other industry and near the freeway. We seem to have lost sight of all the other planning goals of 2040 and the Regional Framework Plan – the ones about livable, walkable communities, buffering different land uses, protecting farm and forest, and using natural boundaries.

Those goals seem to have faded away in pursuit of "shovel-ready" properties that will save us from our economic slump. But what is "shovel-ready" about properties that have no infrastructure, no local government to serve them, and no popular support? Even the Industrial Lands Advisory Committee recognized that project-ready sites needed to have the support of the local jurisdiction and no significant local opposition. Those criteria alone would eliminate Wilsonville South, Wilsonville East, Borland, and portions of Tualatin.

It is clear that we accomplish much more when we work in unison toward a common goal. As you know, it is a challenge to accomplish big things even when everyone is on board. Villebois, our 2,300 unit, mixed-use urban village has regional, state and local support. Yet here we are, years later and the first house still hasn't come out of the ground and funding the necessary infrastructure is still a question mark. Now Metro is considering expanding the boundary for thousands of acres of industrial land that will require hundreds of millions of dollars to serve and years to plan and fund. To be successful, we will need to work together in partnership.

Metro's planners can make plans, but you need local government in order to implement them. Planning is little more than a paper exercise without a local partner to finance it, to engineer it, and to build it. It is what local jurisdictions do on a daily basis. We are not theoretical. Just



saying something will work does not make it so. I urge the Council to carefully consider the detailed analyses that was prepared by our staff and other professionals concerning the true costs and impacts of expansion south of the Willamette River and Wilsonville East. Our statewide planning goals require you to use the best information available. You should do so.

Metro has a choice of lands to select for industrial expansion. In fact, almost 30,000 acres met the criteria outlined by the Council. The goal of identifying just 2,000 of those acres as the final selection should allow Metro to pick lands that have a willing jurisdiction to serve it. Many want additional lands that were dropped. Why would Metro not allow expansion onto jurisdictions that want it and instead opt to force it on a partner that does not want it and will not serve it? Where does partnership come into play? If Metro is in fact seeking land that will someday become industrial then identifying it in a location that will not provide the necessary infrastructure to serve it seems counterproductive.

Because Wilsonville and Tualatin are located next to Interstate-5, we are now poised to get 80% of the region's future industrial lands, the two cities that already have the highest percentage of industrial lands in the metropolitan area and that already handle thousands of heavy freight trucks every day on their three interchanges. What about regional equity and the balance of jobs throughout the entire region?

The one positive thing that has come out of this rather painful year-long process has been to discover that many average citizens – knowingly or not – have bought into many of the concepts of good planning that have been a part of Metro's 2040 plan. Citizens have noticed the planning efforts that have gone into building our communities. I think you will hear from residents and businesses this evening how much they appreciate the good planning that has already occurred in Wilsonville; the fact that big trucks are not in our school zones, that we pay attention to pedestrian and bike issues, that we provide buffers between conflicting land uses, that we protect our natural resources.

We were told last January that once we had applied the technical criteria filters then we would take up the policy discussion to further reduce the lands under consideration. Policy issues such as how best to protect agriculture, the importance of natural boundaries and buffers between

conflicting land uses, the role of local government support, whether or not regional equity should be a factor. But we never had that conversation. It was started and then suddenly stopped with out explanation. Instead we are still focused on the three technical criteria that by themselves will always lead you to prime agricultural lands on the urban fringe. Clearly Metro has the authority to let common sense and good policy guide the final recommendations for expansion.

## **Conclusion**

As you can see by the number of people who have turned out here, your decisions affect real people living real lives. This is not a paper exercise. Your decisions on these matters will impact our schools, our neighborhoods, our businesses, our local economy, our transportation systems and everything we hold dear that contributes to livability and our sense of place. You can accomplish the task at hand—finding suitable industrial land—without intruding on our quality of life. Metro should be about sound planning and smart growth. I ask that you harken back to your own purpose for existing as a regional government. The path you are on now is leading you away from that purpose.

We have been told that these land use decisions will get harder and harder in the future. With the course we are on that will surely be the case. But work with us as real partners and you may find they are not quite as hard as you anticipate.



**Testimony before the Metro Council on  
Urban Growth Boundary Expansion for Industrial Jobs  
Submitted by Benny Holt, Wilsonville City Councilor  
May 6, 2004**

My testimony today covers three aspects of the decision before you regarding expanding the Urban Growth Boundary for industrial purposes. These are:

- Support passage of the Hosticka Amendment in its original form
- Support the Chief Operating Officer's and Metro Staff's recommendation to exclude Wilsonville South; and
- Oppose the inclusion of Wilsonville East

**Hosticka Amendment—**

I couldn't agree more with the recently released Department of Agriculture Report entitled: "Limited Choices: The Protection of Agricultural Lands and the Expansion of the Metro Area Urban Growth Boundary for Industrial Use" April 2004 that the Willamette River should serve as the southern boundary of the Portland-metropolitan area. These are prime farmlands with excellent soils and should be preserved for agricultural use. I strongly urge you to pass this reasoned amendment that would set the Willamette River as the southern boundary.

**Wilsonville South**

I strongly support the recommendation to not go south of the Willamette River for industrial expansion as presented in your staff recommendation. It is a gross intrusion on prime agricultural lands and it would be extremely expensive to serve that area with the appropriate infrastructure.

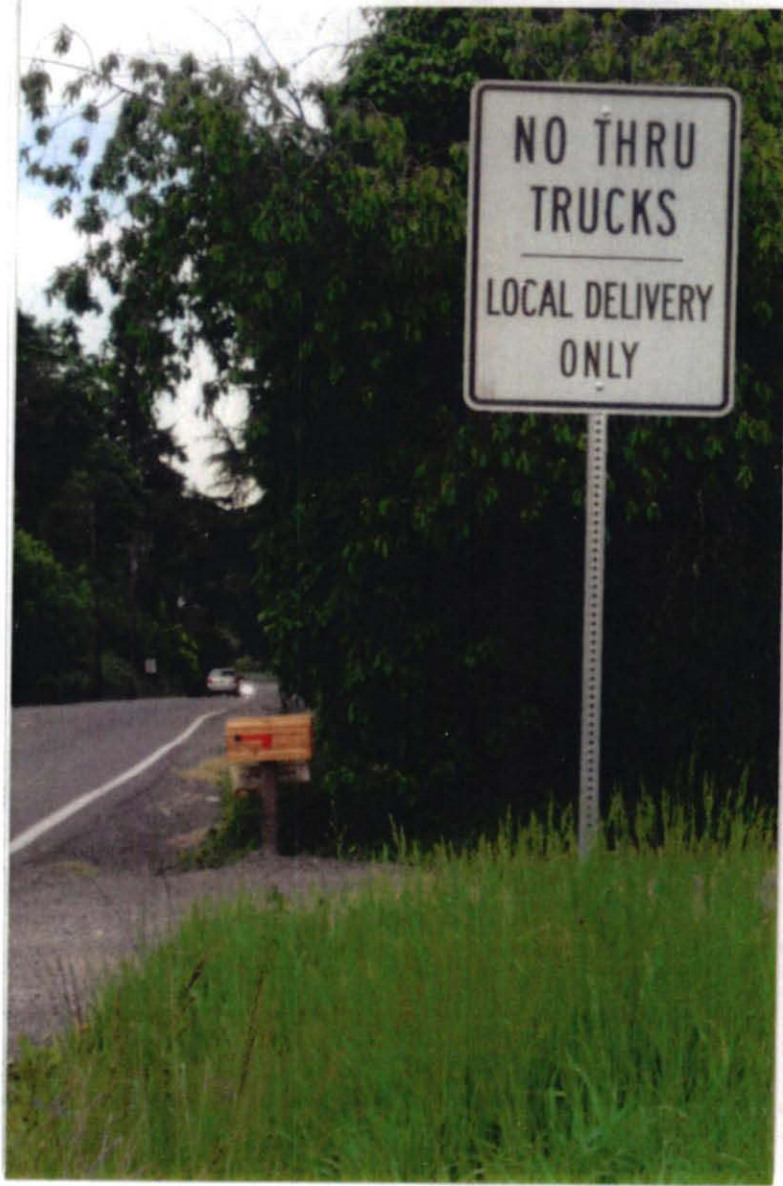
**Wilsonville East**

I am strongly opposed to the inclusion of Wilsonville East into the UGB for industrial purposes. According to Metro Staff's report dated April 15, 2004 on page 9: "Suitable sites for warehouse/distribution should have the following characteristics: ...no intermediate conflicting uses such as residential, schools and high traffic generating commercial uses;" Clearly, the Wilsonville East Study Area does not meet these suitability factors. The area is adjacent to residential neighborhoods, schools, and churches. It would also significantly impact our largest commercial area—Argyle Square, which is still under construction.

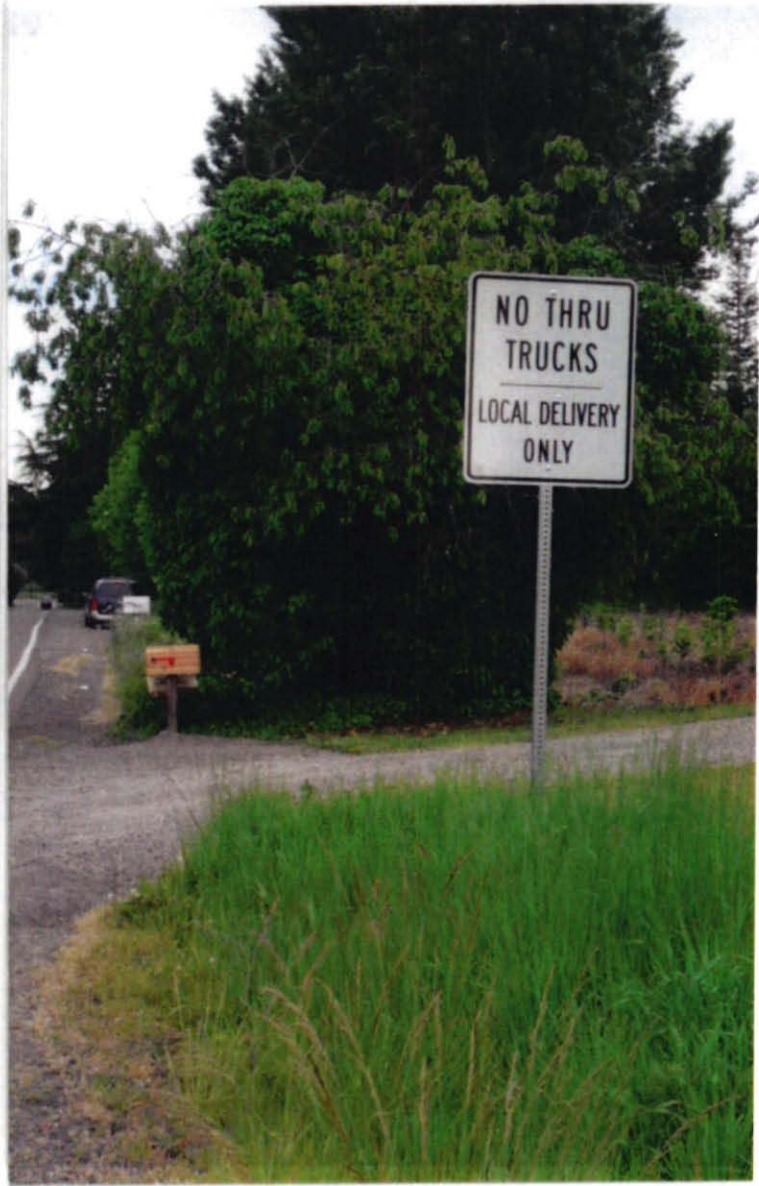
Kids and trucks don't mix. Proposing to site large industrial uses next to families and schools diminishes livability and threatens public health and safety. It is adjacent to two schools and an undeveloped school site—including a high school, middle school and future elementary school. Each could be severely and negatively impacted by the increased traffic flow, particularly that of large semi trucks.

In fact, the staff report appears to not comply with Metro's own Functional Plan under Title 1: Requirements for Housing and Employment Accommodation and Title 12: Protection of Residential Neighborhood. Metro added Area L adjacent to Wilsonville East to the 2002 UGB expansion for residential and the school district has purchased land there for a future school site. Placing industrial development, warehouses and trucks in this area with streets planned for residential use is unwise, unsafe and extremely poor planning.

JOHN McCABE



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