

050604-74

PETITION to the Metro Council

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

March 8, 2004

*Submitted
by Alex
McPhail*

In Support of Metro Ordinance number 04-1041

We the undersigned SUPPORT the adoption of Metro Ordinance number 04-1041 as introduced by Metro Councilor Carl Hosticka. This ordinance is good public policy balancing the need to preserve farmland, maintaining a compact urban form for the Portland Metropolitan area and avoiding the 'leapfrogging' of development motivated by land speculators. This ordinance will provide certainty for governments planning and providing services, farmers and nursery growers engaged in sustainable agriculture and for those who wish to finance and develop job-producing lands closer to air, rail and highway transportation without unfair competition from those developing raw land at a cheap price.

We are collectively OPPOSED to the South Wilsonville Industrial Site for inclusion into the Urban Growth Boundary as part of the Region's 20 year land supply. We particularly object to the proposed rezoning of Langdon Farms Golf Club as industrial. The golf course was developed on prime farmland, class 1 & 2 soils, and allowed as a conditional use. If this site is no longer to be used as a golf course, the conditional use granted by Clackamas County should be revoked, and the land returned to exclusive farm use.

The area historically known as French Prairie is renowned for its fertile soils which attracted Oregon's earliest settlers. This is the cradle of Oregon. To desecrate the most fertile lands of the Willamette Valley with 'distribution warehouses' is to sell our heritage for the short term financial gain of a few politically connected speculators. How will we tell our children we sold 'the Eden at the end of the Oregon Trail' for a few low paying warehouse jobs?

This land should be maintained and protected as EFU land, which has been the best and highest use of this uniquely fertile farmland. The farming and nursery activity, as well as agricultural research, that goes on within the boundaries of the South of the Willamette River Study Areas are important economically to the region and the state, providing nursery

Finally, while the proposed industrial site between Wilsonville and Aurora appears to be wholly inappropriate as industrial land, there are already unused industrial properties with existing infrastructure in place, located throughout the urban parts of the Metro region. Better alternatives for warehouse and distribution use include, but are by no means limited to the Coffee Creek Industrial area in Wilsonville, and similar sites in the cities of Canby and Portland which currently have existing utility and transportation infrastructures which will not require substantial additional public investment.

We strongly urge the Metro Council to adopt Metro Ordinance 04-104, as introduced by Councilor Hosticka to keep urban sprawl from going south of the Willamette River.

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ROLAND L. TAYLOR	R. Taylor	31325 SW VILLAGE GREEN CT.
MARSHALL SMITH	Marshall Smith	7170 ARBOR LAKE DR.
CLAIR SIMMONS	Clair Simmons	8145 SW FAIRWAY DR.
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PRENTICE CAMP	Prentice Camp	22305 BOONES BEND
JOHN SHOOT	John Shoot	31092 SW Wilsonville Rd
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Bill Marlieb	Bill MARLIEB	8055 SW Sacajawea Way
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GEORGENE C. REILAND	Georgene C. Reiland	7605 SW Arbor Glen Ct. 97070
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Jean Scrugham	Jean Scrugham	7350 LAKESIDE LP 97070
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Kathy Krueger	Kathy Krueger	10671 SW Edgewood Wilsonville OR
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Mary Alice Harrison	Mary Alice Harrison	8249 SW FAIRWAY DR. 97070
HE OWEN MOSES	Heidi P. Jones	8040 SW Fairway Dr 97070
Joyce Woodruff	Joyce Woodruff	8255 SW Fairway 97070
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MARSHA GROW	Marsha Grow	8090 SW Fairway Dr 97070
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LOUIS ALVAREZ	Louis Alvarez	31415 SW VILLAGE GREEN CT.
EARL SANDERS	Earl Sanders	7490 SW HARBOR SIDE LOOP
Billy J BROOKS	Billy Brooks	8296 SW LAFAYETTE way
LARRY KENT	Larry Kent	32255 S.W. BEENES BEND Rd
RONALD L. LEEPER	Ronald L. Leeper	31555 S.W. ARBOR GLEN LP
Douglas E. Sheek	Douglas E. Sheek	31092 SW Country View Ln
PETER N. SWAN	Peter N. Swan	7255 SW Lake Bluff Ct. W.L.
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Ken stretch	Ken stretch	7440 SW Kenway Dr
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EUGENE HAMILTON	Eugene Hamilton	31070 SW Boones Bend Rd
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RANNELL H. WILSON	Ranrell H. Wilson	32075 SW Boones Bend Rd. Wilsonville





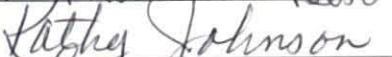

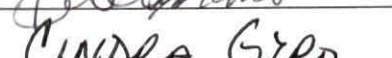
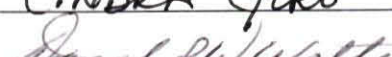
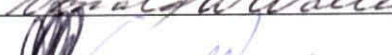

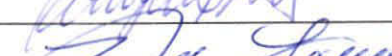



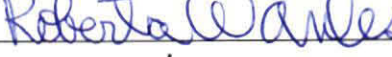
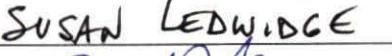



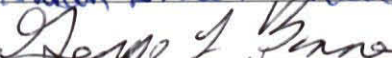
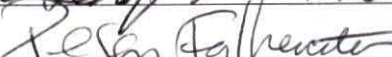
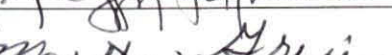
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FRANCIS L. Neitz	Francis L. Neitz	32544 SW Juliette Dr. 97070
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FRANK CATANIA	Frank Catania	31393 SW VLG GR CT Wilsonville
GLENDA J. O'CONNOR	Glenda J. O'Connor	31343 S.W. Village Green Ct. Wilsonville
Connie K. Taylor	Connie K. Taylor	31325 S.W. Village Green Ct. Wilsonville OR
COLIN SINGLAI	Colin Singlair	31380 SW VILLAGE GREEN CT Wilsonville
ROBERT L. ADRIAN	R. Adrian	31400 S.W. Village Gr Ct. Wilsonville
DORINE M. SABOL	Dorine M. Sabol	31460 S.W. Village Grn Ct., Wilsonville
NANCY BERNARD	Nancy Bernard	31530 S.W. Village Grn Ct "
LARRY MOORE	Larry R. Moore	31550 Village Green Ct "
H. KENT WARD	H. Kent Ward	31580 VILLAGE GREEN CT.
Marthiel E. Miller	Marthiel E. Miller	31533 Village Green Ct
Sally C. Roth	Sally C. Roth	31555 S.W. Village Gr. Ct
CATHERINE SALVAGE	Catherine Salvage	31415 SW VILLAGE GRN. CT.
Megan Naeve	Megan Naeve	31480 Village Green Ct.
CONRAD WALTH	Conrad Walth	31480 VILLAGE GREEN CT.
Richard Kerns	Richard Kern	31520 Village Green Ct.
Karen Kerns	Karen Kerns	31500 SW Village Green Ct.

Printed Name	Signature	Address
JOHN KYRAR	<i>John Kyrrar</i>	17617 Arbor Lane Lake Oswego 97035
Gene W. Schmidt	<i>Gene W. Schmidt</i>	14036 Majestic Ct. Lake Oswego OR 97035
<i>John B. Shaw</i>	<i>John B. Shaw</i>	745 4th St Lake Oswego 97034
Robin A. McYoung	<i>Robin A. McYoung</i>	8929 SW 45th Ave Portland, OR 97219
DONALD J KING	<i>Donald J King</i>	15840 fir grove of Lake Oswego
ROBERT N. PALMER	<i>Robert N. Palmer</i>	17400 TREETOP LANE L.O. OR 97034
BRENDA HART	<i>Brenda J. Hart</i>	179 No. Shore Rd Lake Oswego, OR 97034
DA GREGG WOOD	<i>Gregg Wood</i>	1118 ANDREWS RD L. OSWEGO 97034
<i>Meg Frey</i>	<i>Meg Frey</i>	245 SW Tualatin Ln West Linn OR 97068
PHILIP BEATTY	<i>Philip Beatty</i>	7058 SW Hawthorn Ct Wilsonville, OR 97070
Walt H. Taylor	<i>Walt H. Taylor</i>	670 Iron Mtn Blvd
Mary Ethel Wilkins	<i>Mary Ethel Wilkins</i>	2315 Southshore Blvd 97034
Taylor Palmer	<i>Taylor Palmer</i>	12521 SW Hawthorn Rd Portland OR 97219
Walter Silties	<i>Walter Silties</i>	13160 SW 63rd Ave Portland OR 97219
Elizabeth Cheney	<i>Elizabeth Cheney</i>	5816 SW Huddleson St Pdx.
Sallirae Henderson	<i>Sallirae Henderson</i>	712 SW St Clair #201 Pdx 97034
GEORGE EDENS	<i>George Edens</i>	309 104th St Lake Oswego
Hans A. Blom	<i>Hans A. Blom</i>	2721 SW Mitchell Ct, PDX 97239
Hazel Carlson	<i>Hazel Carlson</i>	16212 SW Kimball L.O. 97035
ROBERT HINES	<i>Robert Hines</i>	2904 BLUEGRASS WAY WEST LINN, OR 97068
DOUGLAS PRENTICE	<i>Douglas Prentice</i>	4019 OAKHURST DR, L.O. 97035
TOM COFFEY	<i>Tom Coffey</i>	14317 SW 16th St L.O.
Sarah Hoagland	<i>Sarah S. Hoagland</i>	14559 Pfeiffer Way L.O. 97035
ROBIN HALVERSON	<i>Robin Halverson</i>	West Linn
Elizabeth Cheney	<i>Elizabeth Cheney</i>	5816 SW Huddleson PDX
Plane Lampar-Tucker	<i>Plane Lampar-Tucker</i>	1868 Glenmarie Dr L.O.
ENOCH STUMP	<i>Enoch Stump</i>	4921 SW Scholls Ferry Rd
<i>Tracy Taylor</i>	<i>Tracy Taylor</i>	1992 SW Barrow Rd.
COLE ZIVAR	<i>Cole Zivar</i>	Barrow Rd
CAROL DEAVILLE	<i>Carol Deaville</i>	4326 SW Arnold St

Printed Name	Signature	Address
Julie McCarthy	Julie McCarthy	7743 SW Arbor Glen Ct
THOMAS W. SULLIVAN	Thomas W. Sullivan	7242 SW Lake Bluff Co.
Henry Jansen	Henry Jansen	32185 East Point Wilsonville Or.
Verna Jansen	Verna J. Jansen	32185 East Lake Point Wilsonville
Ruth Daniels	Ruth Daniels	8756 Lafayette Way - Wilsonville
Susanna Holt	Susanna Holt	7670 SW Hill for Creek Wb.
LESLIE LEEPER	Leslie Leeper	31555 SW Arbor Glen Sp.
ELAINE HASLER	Elaine Hasler	32675 SW Lake Pt Ct
Marge Anderson	Marge Anderson	31903 SW Village Crest Lane
APRIL H. LEWIS	April H. Lewis	31695 SW Old Farm Rd.
Hazel Leitch	Hazel Leitch	31655 S.W. Arbor Glen Sp.
PATRICIA COLLINS	Patricia Collins	32549 SW Juliette Dr.
Judith Miller	Judith Miller	32275 Arbor Lake Dr.
ELIZABETH HENRY	Elizabeth Henry	7310 Lake Bluff Ct
Carole Reid	Carole Reid	7490 SW Downs Post Road
Gloria Brayson	Gloria Brayson	7417 SW Lakeside Dr
MARGARET BANG	Margaret S. Bang	6806 SW Wheatcroft
SONJA CATANIA	Sonja Catania	313935 W. Village Green Ct.
PATTY HUGHES	Patty Hughes	32485 SW Juliette Dr.
Carlyne Lynn	Carlyne Lynn	6890 Molla Bend Road
KARI MULDROW	Kari Muldrow	7505 SW Lakeside Dr.
Pat Struckman	Pat Struckman	7650 SW Village Green Circle
Pat Struckman	Pat Struckman	97070 31056 S.W. Country View Ln.
Todd Johnson	Todd Johnson	97070 31665 Arbor Glen Loop
LEONARD J. SCHULZE	Leonard J. Schulze	97070 7473 Lakeside Loop
WALTER N. DEAN	Walter N. Dean	31200 French Tr. Rd.
WALTER E. HARRIDGE	Walter E. Harridge	8015 WINCHESTER Way W/1603
JAMES S. FENNELL	James S. Fennell	8080 Parkway Dr. Wilsonville
Henry E. Stosko	H. E. Stosko	

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Printed Name	Signature	Address
Tim Lee		5665 meadow Bl. #320 Canby, OR 97035
RONALD LOFF		3254 JULIETTE WILSONVILLE OR 97070
Jean Loff		32514 Juliette Dr. Wilsonville OR 97070
Anita McFarland		32516 SW Juliette Dr. Wilsonville OR 97070
MARIANNE DESATOFF		28350 S. Weedy Rd. Canby OR 97013
KATHY JOHNSON		11152 SW MATZEN DR, WILSONVILLE OR 97070
Bacey Morrison		1070 S PINE CT CANBY OR 97013
Cindra Gero		670 SW ST Charles Spk. Canby, OR 97013
Donald Walter		4700 NE 25th Ct. Vancouver, WA 98663
KENNETH SHIFFON		19057 HAWKST GARDEN, OR 97070
KEIMPE POSTAL		32553 SW Juliette Dr. Wilsonville, OR 97070
Terry Lowrie		16161 SW Bell Sherwood O.R. 97070
Ron Osborne		71155 SW County View Loop Wilsonville, OR 97070
DALE GRANSTROM		29530 SW MONTEBELLO DR. WILSONVILLE 97070
Roberta Wanless		13670 Western Dr. Clatskanie, OR 97013
Susan Ledwidge		4614 SW VIEWPOINT TERR PDX 97239
Robert J. Brummel		7335 FAIRWAY hp Wilsonville, OR 97070
MARY HENRY		8140 S.W. Wood Bridge Ct Wilsonville, OR 97070
Susan S. DeFrancisco		32245 Arbor Lake Dr Wilsonville, OR 97070
George Bunker		5557 S.W. Natchez Tualatin, OR 97061
Regyn Falkenstein		11607 Salmonberry Drive OC 97045
Martha Griggs		6875 SW Molalla Bend Rd Wilsonville, OR 97070

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[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Printed Name

Signature

Address

~~Loretta M. Nicholson~~

~~Loretta M. Nicholson~~

~~Douglas M. Nicholson~~

Douglas M. Nicholson

Loretta M. Nicholson

Douglas M. Nicholson

Loretta M. Nicholson


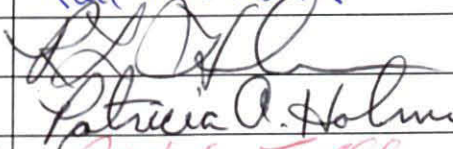
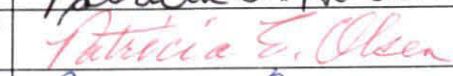
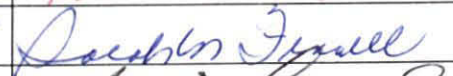
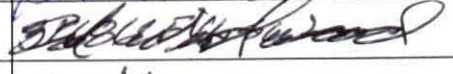

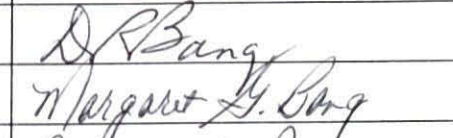
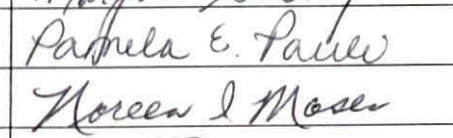
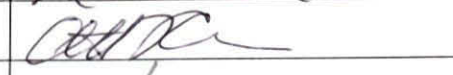
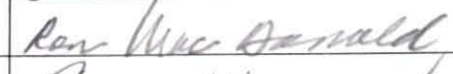


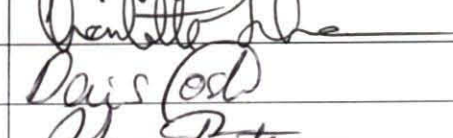
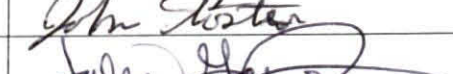

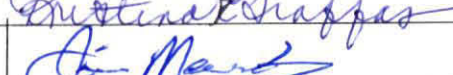

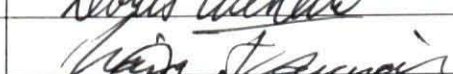


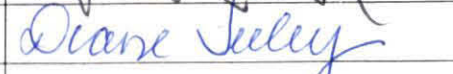


7270 SW East Lake Ct

Wilsonville OR 97070

[illegible]

Printed Name	Signature	Address
DONALD CAUERON	Donald Caueron	7047 Ironwood Ct Wilsonville
KATIE BARKER	Katie Barker	17799 Overbrook Circle, LD
MARILYN WALD	Marilyn Wald	4605 NE 34th PORTLAND, OR 97211
WANDA STROMQUIST	Wanda Stromquist	2618 SW Fairmount Blvd, Portland 97239
Richard Proebstel	Richard Proebstel	10135 SW 53rd Ave, Portland OR 97219
Phil Griffin	Phil Griffin	2004 Hawthorn Loop, Newberg OR 97132
Kim King	Kim King	16010 SE Cielo Ct Clackamas OR 97015
GRACE MERCHANT	Grace Merchant	18305 SW 28th Ave. PORTLAND OR 97219
Pam Villaloba	Carrela Villaloba	14119 NE 81st Ct Vancouver WA 98682
Susana M Jordan	Susana M Jordan	6934 SW 12th Portland, OR 97219
LINDA M. WARREN	Linda M. Warren	2430 N. MAIN ST. NEWBERG OR 97132
LINDA L. HASH	Linda L. Hash	9945 NE SHAVER MAPWOOD PARK OR 97220
Susan R. Beauchamp	Susan R. Beauchamp	806 NE Laurelhurst Pl. 97232
MARIE Krasnow	Marie Krasnow	11347 NW Anderson Port 97229
RICHARD KREBS	Richard Krebs	18180 West View Dr., Lake Oswego
Lea Anne Doolittle	Lea Anne Doolittle	3115 Rosemary Ln, Lake Oswego OR 97034
Carol M. Frary	Carol M. Frary	2906 N.E. U.S. Grant Pl. Portland, Or. 97212
KATHIE L BARTON	Katie Barton	32570 SW Arbor Lake Dr Wilsonville, OR 97070
Margaret P. Cramer	Margaret P. Cramer	31580 SW Carter Ln Dr Wilsonville, OR 97070
Robert S. Cortright	Robert S. Cortright	32580 SW Arbor Lake Dr Wilsonville OR 97070

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Printed Name	Signature	Address
SHIRLEY MACMILLAN KANC MACMILLAN		1315 SW Arbor Lake Dr Wilsonville OR 97070 1315 SW ARBOR LAKE DR WILSONVILLE
Kabert L Holm Patricia A. Holm		7200 Arbor Lake Dr Wilsonville 97070 7200 Arbor Lake Dr Wilsonville 97070
PATRICIA E OLSEN		32410 Alameda Boones Bend Rd Wilsonville, 97070
SARA H. FENNEL		8015 SW Winchester Way Wilsonville 97070
Ed Westwood		31686 FVK Wilsonville 97070
Iris Adams		31686 FVK Wilsonville 97070
Darrell Bang MARGARET BANG		6806 SW Wheatland Run - Wilsonville 6806 SW WHEATLAND RUN - WILSONVILLE
Pamela Pauli NOREEN MOSE		6890 SW Molalla Bend Rd Wilsonville 97070 8249 SW FAIRWAY DR WILSONVILLE 97070
Annette Esser		16000 NE Eilers Rd Milwaukie OR 97102
RON MAC DONALD		8435-A S.W. CERRY DR. WILSONVILLE 97070
CAROL HERMAN		31291 French Prairie " "
GREG LEO		31 Moree Parkway L.O. OR 97035
Charlotte Lehan DORIS FOSTER		29786 SW Lehan Ct 97070 6589 SW Stratford Ct, 97070
John Foster		6589 SW Stratford Ct, 97070
Wie Gathings		7351 SW Bouchaine Ct, Wilsonville
TODD GATHINGS		7351 SW Bouchaine Ct, Wilsonville
Kristina Traffas		28579 SW Wagner St. Wilsonville 97070
JIM MAROHN		4433 SW Homestead Wilsonville
Doris Wehler		6855 SW Boeckman Rd, WV 97070
CRAIG FAIMAN		10903 MERLIN CT Wilsonville OR 97070
PHIL LANE		6557 SW. KNOLLWOOD CT. TUALATIN, OR 97066
Richard LAMB		18275 SW Knollwood Ct. Tualatin 97062
Diane Seeley		28389 SW Wagner St, Wilsonville, OR 97070

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City of

WILSONVILLE
in OREGON



30000 SW Town Center Loop E
Wilsonville, Oregon 97070
(503) 682-1011
(503) 682-1015 Fax
(503) 682-0843 TDD

May 5, 2004

Metro Council Presiding Officer David Bragdon
And the Metro Council
600 NE Grand Ave.
Portland, OR 97232

Dear Presiding Officer Bragdon;

As past members of the Wilsonville Planning Commission we feel it is important that we add our perspective to the current decisions surrounding the siting of industrial lands in Wilsonville. Our terms of service on the Wilsonville Planning Commission cover various portions of the last three decades, going back to the mid-seventies, shortly after Wilsonville was first incorporated. We all strongly object to the inclusion of Wilsonville East for future industrial lands.

Although not incorporated until 1969, Wilsonville is an old pioneer farming community, dating to the 1840s with the establishment of Boone's Ferry on the Willamette. When Interstate-5 sliced through Wilsonville in the 1950s it bypassed the central business district and initially devastated the local economy. But it forced Wilsonville to re-invent itself in order to take advantage of the freeway without being completely dominated by it. The central business district was intentionally moved and the community was incorporated. With Burns Brothers trucking already sited in the north and Charbonneau already being planned to the south, incorporation was necessary to gain control over the spectre of becoming one long strip development along I-5. Along with other regulations, codes were put in place that restricted signage and storage of outdoor inventory in order to prevent the proliferation of car sales lots lining the freeway.

From the beginning our comprehensive plans designated nearly a third of the city for industrial use and recognized that trucking and distribution were likely to play an important role in Wilsonville's future. Because the impact from trucking facilities is not limited to the site, but includes the full truck route, our industrial areas were planned with close, easy access to the freeway, on roads designed for trucks, on routes that did not travel through our residential, school, civic, or commercial zones.

Wilsonville has been planned very intentionally to accommodate industrial uses without letting them overwhelm the community. These plans have served us well for more than 30 years. Generations of planning commissions, city councils, and development review boards have made changes as necessary through years of intense development, but have still successfully maintained this essential community vision. That Metro would now propose destroying decades

David Bragdon, Metro President
Page 1 of 3

May 5, 2004



"Serving The Community With Pride"

of careful community planning by siting trucking facilities in residential neighborhoods simply because there is access to I-5, is something we would never have predicted from our regional planning partner.

We do support the current staff recommendation against development south of the Willamette River. Since Charbonneau, no further development south of the Willamette has been approved outside its limited boundaries. None of our infrastructure plans anticipated further development south of the Willamette. Furthermore, we support the Hosticka Amendment to set a permanent southern boundary at the river, both to offer stability to the agricultural industry in the Valley and to direct urban growth toward our urban areas – not strung out along I-5.

Wilsonville has never shirked from doing more than our share to provide industrial lands that benefit the entire region. But in return we ask that Metro respect the long planning legacy and the complete community vision we have worked so hard to achieve. As regional partners in community planning, we know that's not too much to ask.

Sincerely,



Marion Wiedemann
Wilsonville Planning Commissioner 1978 – 1994



Weldon Sloan
Wilsonville Planning Commissioner 1990 – 1995



Helen Burns
Wilsonville Planning Commissioner 1974 – 1992

Chuck Boozier
Wilsonville Planning Commission Advisor 1974 – 1980



Bob Dant
Wilsonville Planning Commissioner 1974 – 1989
City Councilor 1989 – 1990



Douglas Seely
Wilsonville Planning Commission Advisor 1974 – 1980



Linda Engelman
Wilsonville Planning Commissioner 1972 – 1974



Ron Anderson
Wilsonville Planning Commissioner 1989 – 1996

Signature on attached fax
Mike Williams
Wilsonville Planning Commissioner 1979 – 1992



Marlene Young
Wilsonville Planning Commissioner 1979 – 1983



Marvin Wagner
Wilsonville Planning Commissioner 1972 – 1993

CC: Mayor Charlotte Lehan and Wilsonville City Council



Douglas Seely
Wilsonville Planning Commission Advisor 1974 - 1980



Linda Engelman
Wilsonville Planning Commissioner 1972 - 1974



Ron Anderson
Wilsonville Planning Commissioner 1989 - 1996



Mike Williams
Wilsonville Planning Commissioner 1979 - 1992

Marlene Young
Wilsonville Planning Commissioner 1979 - 1983

Marvin Wagner
Wilsonville Planning Commissioner 1972 - 1993

CC: Mayor Charlotte Lehan and Wilsonville City Council

David Bragdon, Metro President
Page 3 of 3

May 5, 2004

TO: Metro Council
 FROM: Gary Gentemann
 DATE: May 6, 2004

RE: UPDATE TO April 29, 2004 testimony

On April 29th I provided testimony on behalf of property owners who were in favor of the Evergreen study area being included in the UGB. The following additional names are owners signing to endorse their property being included in the UGB expansion. I have added their parcels to the map, parcels A – H presented on April 29. The total acres represented with these additions is 338 acres.

Parcel I (29 ac.) Charlotte Alderton

Charlotte Alderton

Parcel J (5 ac.) Tom Clocker

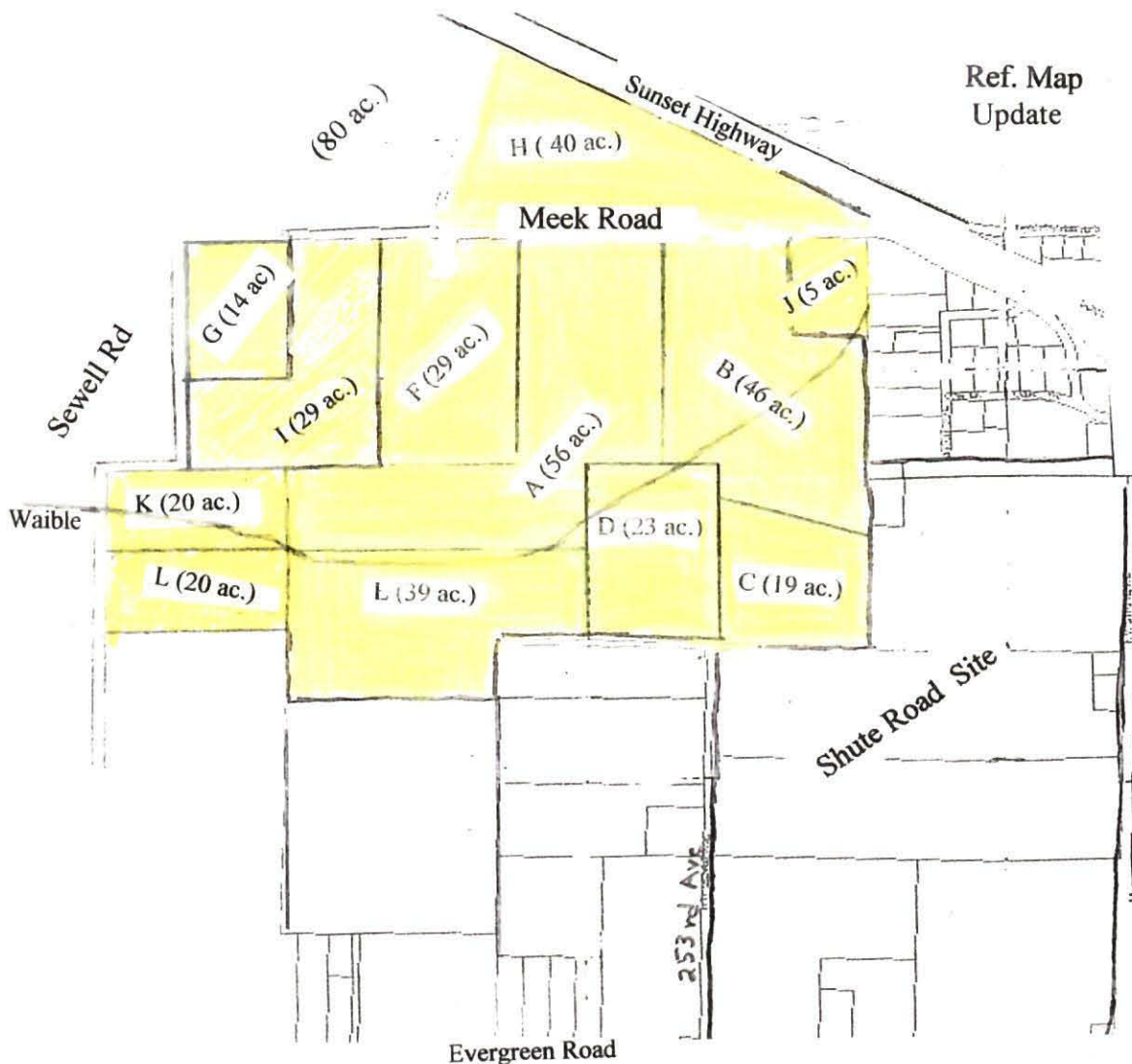
Tom Clocker

Parcel K (20 ac.) James Burns

James H. Burns

Parcel L (20 ac.) Walt Hordichok

Walter B. Hordichok



Additional Comments:

In my April 29 testimony I made reference to a comment from Hillsboro Mayor Tom Hughes, indicating that preference of the city was for the UGB expansion to be south of Hwy 26. What I did not know at the time was that the city of Hillsboro expressed a more specific preference in the part of the Evergreen Study area south of Waible Creek. Waible Creek is a drainage ditch running through the study area from the northeast, westerly. A report from the city of Hillsboro talks about the use of the ditch boundary as a buffer.

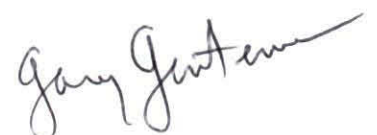
Some of the property parcels that I have represented are between the ditch and Hwy 26. I would like to propose that in using part of the Evergreen area as expansion of the UGB you approve using Hwy 26 as a boundary.

Factors:

1. While Waible Creek is mostly a drainage ditch, it is on Metro's inventory of natural habitat, natural resource areas. As such, if incorporated within the UGB, expansion rather than as a boundary, it would be better managed and serve as an open space component
2. Metro's Industrial Land Alternative Study, about the Evergreen area page 101 says "To the north is Hwy 26 that separates the area from a large expanse of agricultural land...." "There is extensive farmland to the north across Hwy 26, but the highway acts as a buffer for this area". This makes more sense than using a ditch as a buffer.
3. Incorporating the land to Hwy 26 provides more alternatives to transportation design, utilizing Meek road with 253rd ave and Huffman Rd.
4. Utilizing the property north of Waible Creek, east of Sewell and north to Hwy 26 provides more usable parcels. In this area (270 acres) there are 9 parcels, of the following sizes:

	<u>0-10 acres</u>	<u>10-25 acres</u>	<u>25 – 50 acres</u>	<u>50 – 100 acres</u>
number of parcels	2	2	3	2

In summary, I propose that in consideration of the above factors, you approve an expansion that extends, north from Evergreen, East of Sewell Road, south of Hwy 26.





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May 5, 2004

A R G Y L E

Opposition to the Metro Selection of the Wilsonville East (Frog Pond) as an Industrial Site

Argyle Capital, LLC, developer, property owner and manager of the 43 acre Argyle Square regional shopping center in Northwest Wilsonville, strongly opposes the inclusion of the Frog Pond area into the Urban Growth Boundary for industrial development. The increased truck traffic created by a warehouse distribution development would cause traffic failure and possible safety risks along Elligsen Rd between the I-5 interchange and Parkway.

During the planning phase of Argyle Square, our company worked closely with the City of Wilsonville and the Oregon Department of Transportation (ODOT) in order to meet all anticipated growth in North Wilsonville through the year 2020. Elligsen Rd. and Parkway were widened and expanded accordingly. Clearly, never was there a warehouse distribution development ever anticipated by any of the above parties.

City staff has studied the approximately 400 acres that comprise Frog Pond in order to determine the developable net square footage of warehouse space available. From this total warehouse square footage, the city was then able to compute the number of truck trips per day that would occur. Here are their calculations and results:

- 400 acres available
- 232 acres (conservatively estimated) developable net acreage from the 400 available acres
- 25% of the 232 (58 acres) would result in warehouse square footage (the remaining acreage would become office, landscaping, truck parking, etc.)
- **58 acres of warehouse distribution would result in approximately 17,500 additional trips per day.**

These additional trips would increase the current trip count between the I-5 on-ramp entrance and Argyle entrance on Elligsen Rd. (25,000 trips per day) by 70%.

Argyle Capital LLC

A Subsidiary of Burns Bros., Inc.
4800 SW Meadows Road, Suite 475
Lake Oswego, Oregon 97035
Telephone 503-697-0666
Fax 503-697-0541

These same 17,500 additional trips would increase existing trips between the Argyle entrance and Parkway (currently 15,000 per day) by 116%. The result would actually be worse than the trip numbers appear, because they would be comprised entirely of truck and trailer rigs. Their length and weight are considerably greater than the typical auto or SUV. It would take approximately 61,000 additional auto trips per day to equal 17,500 truck and trailer trips on Elligsen Rd.

An increase in truck traffic of 17,500 trips per day is just one of many reasons why the Frog Pond area should not be included in any future expansion of the Urban Growth Boundary. We agree with Metro Councilor Carl Hosticka, who said in last week's Washington County Weekly section of the Oregonian, "Economic development professionals say we need more land for industrial development in the metropolitan region. State law requires that Metro adjust the urban growth boundary to include enough land to meet employment for the next 20 years.....The proposed expansion is based on a mistaken analysis of need and state land use law that forces development where people do not want it and rules out places where people do want it."

Rather than haul truck and trailer loads 25 miles down I-5, from the Columbia container terminals to Wilsonville, including the I-5/I-84 junction at the Rose Quarter, the I-5/I-405 junction south of the Marquam Bridge, and the I-5/I-205 junction south of Tualatin, has Metro or the Port of Portland yet looked 5 miles north of the Columbia River? There is shovel-ready industrial land within a mile of I-5 in many parts of Clark County.

For the reasons stated, it is not a good idea to expand the UGB to include Wilsonville East as an industrial site. I urge you to reconsider.

Sincerely,

A handwritten signature in black ink, appearing to read "U. Grant Marsh". The signature is fluid and cursive, with the first name "U." and last name "Marsh" clearly distinguishable.

U. Grant Marsh
Director

Argyle Capital, LLC, div of Burns Bros., Inc

President Bragdon....Councilors...my name is Mike Gillespie. I live at 22540 SW Chilkat Terrace in Southern Tualatin.

Over the last several months, many of my neighbors have been in contact with you to convey their opposition to the proposed inclusion of further Tualatin land into the Urban Growth Boundary. We have emailed you, we have phoned you, we have met in person with you, and we have presented at each of the public Metro hearings in order to express our fears and our wishes as they relate to the proposed Metro recommendations.

As a community, we have banded together in unprecedented numbers to communicate our feelings to each of you regarding this issue. Rather than flood the council with more than a 1000 speakers, we have instead presented you with more than 1000 signatures from our community. In summary, we feel that:

1. A massive burden is being placed on the community of Tualatin by asking us to accept virtually half of all the new proposed UGB Industrial land. Especially now that we already have the highest percentage of Industrial land of any city within Metro's jurisdiction (40%) – asking us to go to more than 50% industrial is imbalanced and unreasonable.
2. We feel that placing Industrial lands virtually next door to our neighborhoods is dangerous and that it goes against everything that Metro stands for – The protection of existing residential neighborhoods.
3. We also feel that the current Metro guidelines that force the inclusion of certain land within communities that do not want it...and deny land to communities that need it – is inappropriate and is in need of repair.
4. And lastly, we feel that the protection of the livability of our neighborhoods and communities are of the utmost importance to us. This is where we have chosen to call home. This is where our children were born. It is where families convene after long hours at work and school to spend time together. It is the place where our children learn our values and skin their knees learning to ride their bikes. It is our home – and hopefully, we have given each of you some idea of it's worth to us.

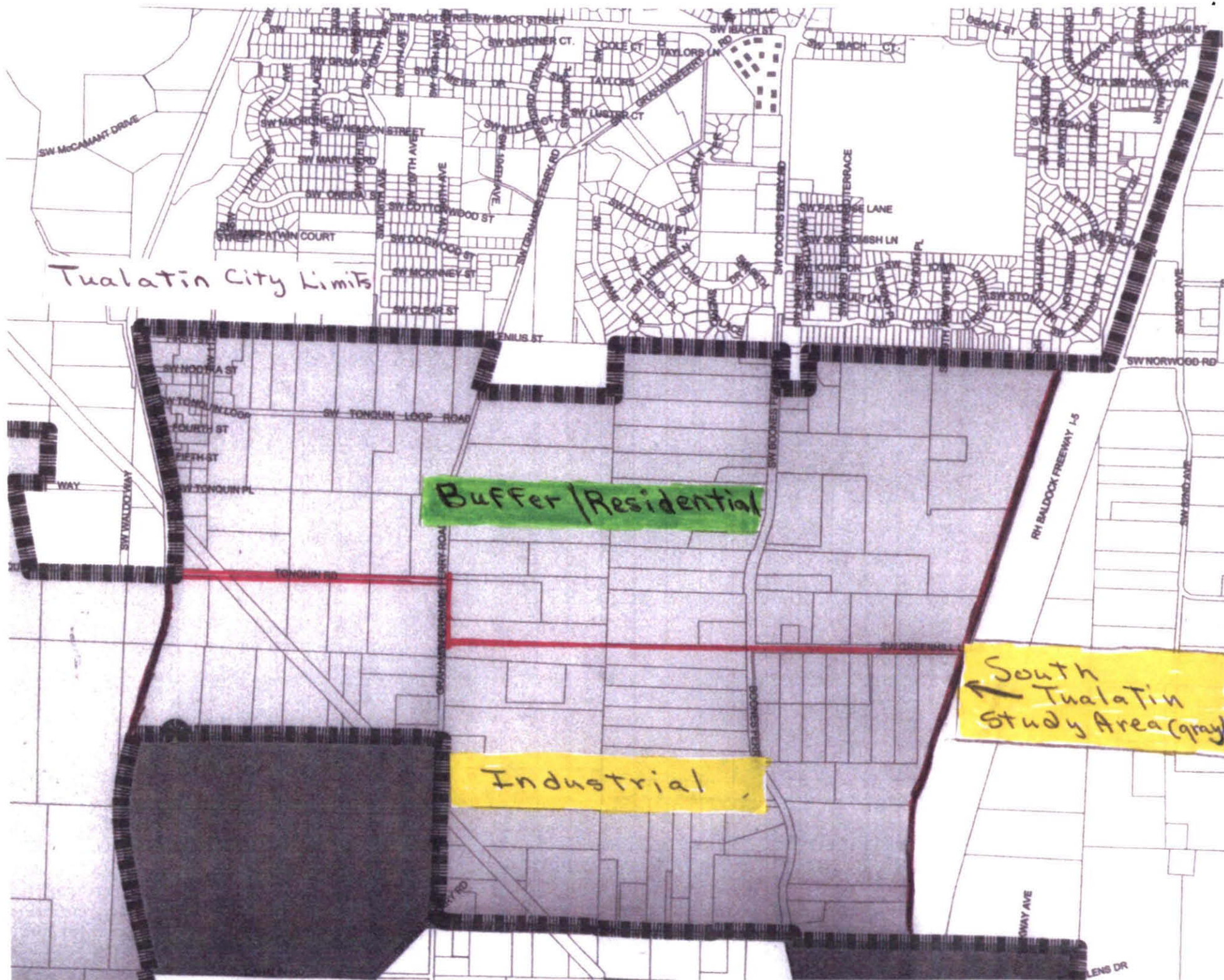
We understand that land must be set aside for future concerns regarding employment and industrialization. We only ask that you complete this task with an open mind and a sense of duty to protect the livability of your constituent's neighborhoods. We believe that we have delivered a sincere and focused message to you.

We ask you to take the time and effort to correct the flawed guidelines that you are currently forced to work under. It is impossible to protect our livability if you are required to irreversibly change the makeup of our communities against our will. Councilor Hosticka has publicly stated his views regarding this defect – and we applaud him for taking a bold stance to help re-write these guidelines.

Most importantly, we ask you to strongly consider leaving Tualatin out of this round of inclusion. We understand that compromise is sometimes the best remedy, however, at 40% industrial – we feel that we have already compromised enough.

However, if after careful deliberation, you deem it absolutely necessary to include more of our city into the UGB for industrialization – then you must include significant buffers – parks, greenbelts, and the like between our current neighborhoods and any future industrial sites.

I thank each of you for your careful consideration. As your constituents, we have entrusted each of you with an important decision – please don't let us down. Thank you.





Marion County

OREGON

BOARD OF COMMISSIONERS

Samuel Brentano
Janet Carlson
Patti Milne

May 6, 2004

Dear Metro Councilors:

Thank you for the opportunity to again present our support of both Councilor Carl Hosticka's proposed moratorium on Metro expansion South of the Willamette River, and the recommendation of your Metro Policy Advisory Committee which advised against including the areas South of the Willamette in the proposed Urban Growth Boundary expansion. . This is a decision that has far-reaching consequences and we appreciate your willingness to consider these impacts and to keep open communication between our two bodies during the deliberative process.

Moreover, we appreciate the clear language in Councilor Hosticka's proposed ordinance, referenced as Exhibit A, which insists on the ongoing intergovernmental cooperation between Metro, affected cities and counties to both protect agricultural and forest resources, and reducing conflict between urbanization and agricultural practices.

We have reviewed your draft 2003 Industrial Land Alternative Analysis Study and generally agree with its tentative findings. Therefore, based on the contents of that study, we cannot support the expansion of Metro's UGB into Marion County. The Marion County Board of Commissioners strongly recommends that *Area E* and *Area F* be eliminated from further consideration for meeting the industrial land needs of Metro. Further, this Board encourages Metro Council to consider adopting a policy that prohibits any future Metro UGB expansion south of the Willamette River and west of the Pudding River.

The 2003 study rates *Area F* as being "difficult" to provide public services for transportation, sewer and water and "moderate" for storm water management. No other sites studied rated as difficult to provide adequate public services as *Areas E and F*. Likewise, the Environmental, Social, Energy and Economic Consequences Analysis, *Area F* scored a high impact for those categories.

Another area where the study clearly demonstrates the unsuitability of *Area F* is under the agricultural impact analysis. We fully agree that including this highly productive and valuable commercial farm area in the UGB has significant negative consequences. Additionally, the Marion County Board of Commissioners feels that potential negative impacts on the Oregon State University research and extension facility were not fully appreciated or examined. This facility is critical to the health and future of the Oregon's greenhouse and nursery industry, which in 2001 generated \$696 million in total farmgate value. The greenhouse and nursery industry is the number one Oregon agricultural commodity and is one area where production value is continuing to grow.

The Willamette River in this area has served as a physical and psychological barrier separating the Portland metro area from the fertile farmlands of the Willamette Valley. The expansion of the Metro UGB farther south of the river would essentially eliminate this important and recognized barrier. When you traverse the I-5 Boone Bridge over the Willamette River, you cross a distinct boundary separating urban from rural. Maintaining this boundary is critical to the long-term future and viability of agriculture in the Willamette Valley, recognized as one of the most productive agricultural regions in the world.

To reiterate, the 2003 Industrial Land Alternative Analysis Study clearly identifies and rates *Areas E and F* as the least suitable for expansion in a number of critical areas. The Marion County Board of Commissioners unanimously recommends that *Area E* and *Area F* be eliminated from further consideration for the proposed expansion. We support Councilor Hosticka's proposal, and the recommendation from the Metro Policy Advisory Committee, that expansion South of the Willamette should be permanently withdrawn from current and future consideration.

Thank you again for including us in this important discussion and we look forward to continuing our conversation on this topic in the appropriate public forums.

Sincerely,

Janet Carlson
Chair

Sam Brentano
Vice-Chair

Patti Milne
Second Vice-Chair

Doris A. Wehler
6855 SW Boeckman Road
Wilsonville, Or 97070
503-682-0426

May 6, 2004

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

Re: "Wilsonville East" Parcel - *Metro Industrial Lands Proposal*

Council President Bragdon and members of the Metro Council:

I am in opposition to your Chief Executive's recommendation to designate Wilsonville East (or Frogpond) for industrialization. I am a representative of a group of homeowners known as the Frogpond Area Neighbors, whose properties abut the Wilsonville East area.

My family has lived in Wilsonville for 40 years, all three of our homes being on Boeckman Road. My husband was on the first Wilsonville City Council, which approved the Charbonneau development and a Councilman when the first comprehensive plan for the city evolved. From those beginnings of mostly open land and just 800 people living here, our citizens guided our town into the unique and well planned community we are today.

The layout of Wilsonville didn't just randomly happen. Because we started with almost a blank slate, we were able to design our town to avoid many of the problems inherent in other cities. One example is that we had the foresight to plan what type of industry we wanted and where it would be properly located...along rail and mostly in the northwest quadrant of the city. Because of our access to I-5 and rail, we devoted almost 1/3 of the land in the city to industrial development.

Our planners had the foresight not to mix industrial with residential, schools and churches. We had the foresight to properly size roads and infrastructure in those areas planned for industrial.

As of today, we still have more than 200 acres of available industrial land, without adding any of the pieces you are proposing to industrialize.

Many people have or will testify tonight as to the specific reasons Wilsonville East is unsuitable for industrial development. What I am asking you to consider is the magnitude or impact of your decision on our town. Are you willing to undo 40 years of thoughtful and careful planning?

It is not an exaggeration to say that casting an industrial wart on Frogpond is a condition from which this community could never recover. A more reasonable and productive approach would be to reassess the amount of industrial acreage you have not counted, and then add the proposed pieces in our northwest industrial quadrant.

Sincerely,

Doris A. Wehler

Industrial Lands Hearing – May 6, 2004

Testimony of Katherine Kubick, 7251SW Lynnwood Ct., Wilsonville

I would like to remind everyone about the main purpose of **land use planning** – an objective analysis of the land (including soil types, topography, current development, utilities and transportation, and possible extensions of utilities and roads) → to come up with a comprehensive plan that manages growth, prevents conflicting uses, and prevents the expensive expenditure of funds for utility and road improvements.

Oregon did not want its cities to sprawl like LA so **urban growth boundaries** were established. The state land use goals include protection of prime farmland. **The urban growth boundary should not be expanded down the valley past Charbonneau**; prime farmland should not be converted to sprawling development.

The city of Wilsonville has a large amount of industrial land now (some of which is still vacant) and has carefully planned its placement. Much of the industrial land is just west of I-5 and is accessible by the North Wilsonville exit. When the state prison was imposed on the city, the area around the prison was planned for future industrial development. The utility and road improvements done for the prison would also serve this industrial area. The land there also wasn't prime farmland.

However, the **East Wilsonville/Frog Pond area was never planned for industrial development**. The Industrial Land Alternative Analysis Study done by Metro staff planning omitted and understated some concerns about this site. Much of the area is sloping and interspersed with waterways protected by Goal 5. Another Metro report (Goal 5 Fish and Wildlife Habitat Inventory) identifies 27% of the area would be Goal 5 lands. However, the Industrial Analysis concluded that this was a small amount – but it is over ¼ of the land!

The Industrial Analysis looked at agricultural compatibility but didn't adequately address compatibility with the adjacent developed areas. Current residential areas and 2 schools are adjacent to the area. A middle school is planned for part of the area. The analysis does mention that there would be a significant increase in vehicle miles traveled. This would greatly impact the livability of the city.

The public facilities study done by the City of Wilsonville concluded that it would be very difficult and expensive to provide public facilities to this area. The Metro analysis agreed that water and sewer would be "difficult to serve" and that (regarding transportation) there would be a high trip generation. Although the area looks like it is close to I-5, the main roads to get to the I-5 interchanges aren't suited for heavy truck traffic:

- Stafford/65th/Elligsen Road – The intersection of these roads was recently widened and had a moving truck stuck (bottom out) on it because of the slopes at the intersection.
- Boeckman/Canyon Creek or Parkway/Elligsen – Boeckman Rd. goes through a residential area that has a steep dip as it crosses Boeckman Creek.
- Wilsonville Road to the main Wilsonville interchange – This part of Wilsonville Road passes two schools, residential development, the city hall, library, and major shopping centers.

Consider the full analysis of this site. It is difficult to serve, has many Goal 5 areas, and is incompatible with adjacent residential development.

Please remove the East Wilsonville/Frog Pond area from the industrial land inventory.

May 6, 2004

RE: Wilsonville East, potential future industrial site

To: Metro Council Members

From: Mary Furrow, Vice Chair
West Linn-Wilsonville School Board

Thank you for allowing our communities to testify and express their ideas and concerns.

My concerns don't necessarily express all of our school board member views; Chairman Bruggerre will have that opinion. However, I wanted to get on the record about some potential limitations our school district faces especially in Wilsonville.

In the late 1990's the school district required an additional primary school to provide classrooms for our youngest children. As you know, primary children are not always knowledgeable about traffic safety, until they are older. The old primary school had become surrounded by commercial property, and had inadequate playground space. So it was determined to site an almost "double" primary school to provide the additional classrooms and space needed to replace this older school. The rationale was that the older school was no longer located in a "neighborhood", and the land wasn't available to provide the space needed to provide the young children with room for their much needed outdoor activities and learning. The new school is great, and it has worked out very well, with 4 additional classrooms being readied for next school year. The school district worked with the community, city planners, metro and the state to arrive at this solution.

More recently, a rather large residential development was proposed, with 2500 future homes. Our school district is fortunate to have a long range citizen planning committee who look ahead at the impact on the schools from this kind of growth. As you probably know, we do not build or add on to schools until the children arrive. Therefore, it can take several years to complete the purchase of land, go to voters for a bond, and then actually construct the schools. The school board was advised that when the build-out of currently approved development was completed, we would need at least one or two additional primary schools, and one additional middle school. The school district purchased land for one primary school and a middle school in the Wilsonville East area. This would allow some relief for existing schools on the west side by providing new schools that serve the southeastern part of our school district.

When we look for primary and middle schools' sites, it is very important to the school district to allow safe pedestrian access whenever possible. These schools are utilized all through the daytime, and sometimes the most traffic to these schools is during busy morning and afternoon hours.

We have worked closely with the City planners and staff, as well as metro staff to be able to stay on top of these building needs. I urge you to listen to the concerns and issues expressed by Wilsonville's city planners and staff, as our schools must rely on them to provide services for any new school. The positioning of future schools is carefully studied to include new services, zoning, and appropriate land.

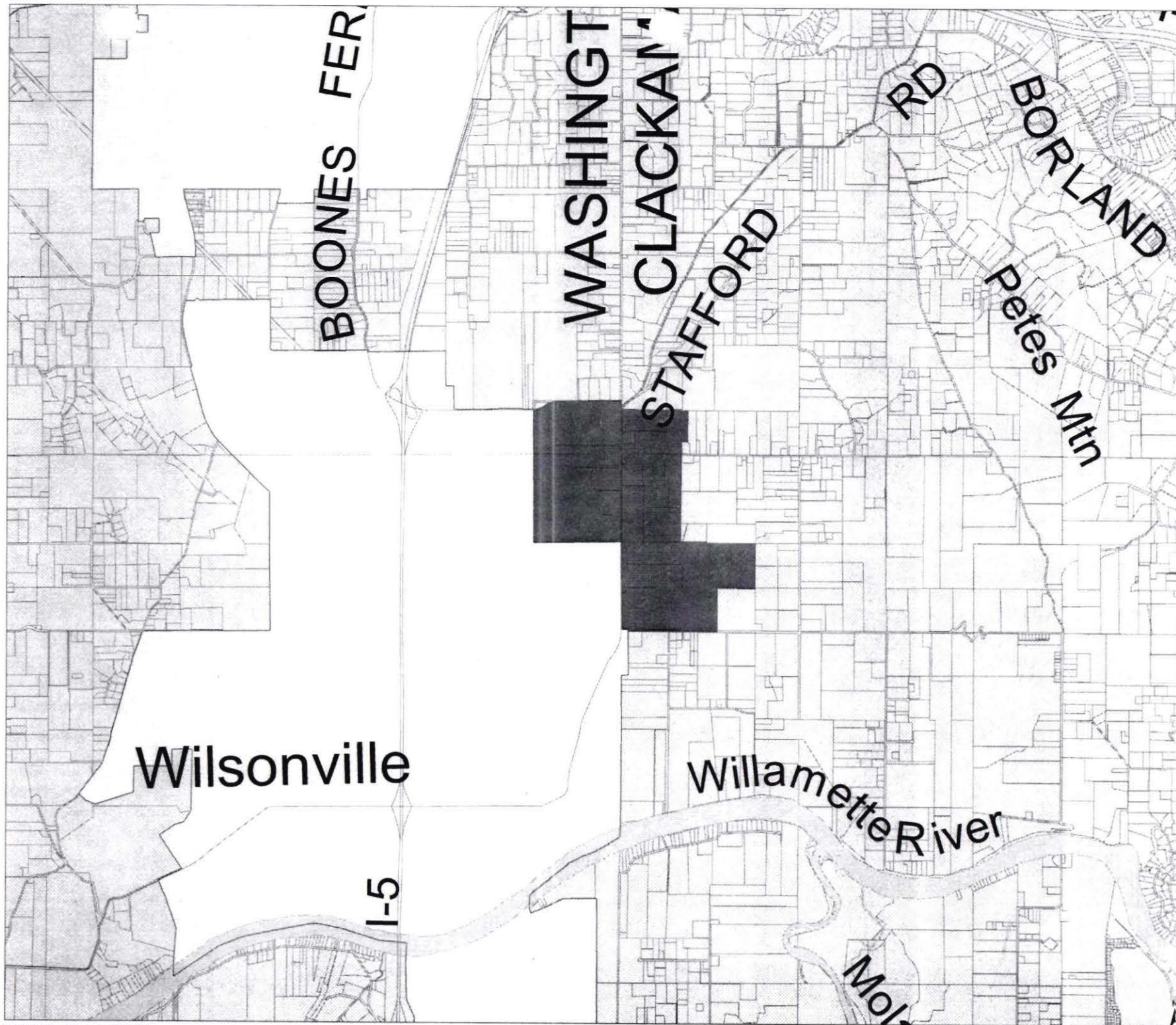
I would hope that there are more suitable sites for industrial land in your study schemes than the Wilsonville East area. The more careful that planning decisions are made, the more likely citizens will be able to support the necessary infrastructure that those changes require. I honestly cannot say whether we would still site schools in the Wilsonville East area if the zoning to the surrounding were to be changed. That decision would be made by the entire board. However, it would make our choice more difficult.

Thank you for your consideration of all the citizens.

Mary Furrow
3120 SW Cascara Ct.
Wilsonville, OR 97070
503-682-7132

My name is Shawn Hussey and I speak for myself and Colin Noble who had to leave and teach. For the record we live on Borland Rd. Due to the time I will be brief. I just want to say we concur with all the comments previously stated on the opposition to industrialization of the Borland area. You have already listened to what I consider good reasons involving family, unsuitability of use of land, traffic, schools, brown land availability, acreage already zoned and/or wanting to be included, etc. I would like to add that we think it a uniquely beautiful area which would be gone forever, if industrialized. Again we want to publicly state our opposition to Borland Road area being considered for industrial use. I would like to give my best 2 minutes to another speaker -

Shawn Hussey
5/6/04

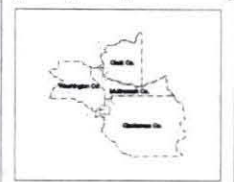


Chief Operating Officer's
Recommended Areas
Ordinance 04-1040
Exhibit E
Wilsonville East

Note: The Metro Council may consider
land for possible inclusion in the UGB
for industrial use even if it is not in the
Chief Operating Officer's recommendation.

- Area to be Removed
from UGB
- Urban Growth Boundary

1 inch equals 0.2 miles
0 0.2 0.4 0.6



Introduction:: Tim Knapp, City Councilor, Wilsonville

*18 year resident

*owner, developer and operator of small business complex containing 14 businesses.

*volunteer on Development Review Board (1 yr.) and Transportation Planning Committee (6 yrs) and West Side Planning Task Force (3 yrs.)

**I support strongly the Hosticka amendment in original version. Policy needs to be set now to not go beyond the Willamette onto the highest value farmlands, into heart of Oregon's premier agricultural area. I support MPAC's overwhelming recommendation for Metro to adopt the Hosticka amendment.

a) Concern: Metro staff recommendation reflects inconsistent application of:

*State requirements of Goals 2 & 14

*Metro Policies

*Industrial Land Alternative Analysis Study, and February 04 addendum.

*the "best available information" which Metro is supposed to use.

b) Staff Report on Ordinance 04-1040:

*describes the processes and methodology used to reach staff recommendations.

*Goals & policies must be applied equitably and consistently.

*Statewide Planning Goals 14 and Priority of Lands Ordinance ORS.197.298 are cited.

c) P.4 describes the standards used to "Reduce lands under consideration" in Dec. 03.

*Lands were "removed if they fell below 300 acres and were not **adjacent** to an existing industrial neighborhood". Frog Pond should be eliminated on these standards as yields 232 net acres, and which are not adjacent to other industrial. They are adjacent to residential and EFU.

*Other sites were eliminated from further consideration due to "difficulty in servicing" (Farmington, Page 17) or "city will not provide services to the area" (Bluff Road, Page 13). Both are true of Frog Pond and of Wilsonville South, and should eliminate both areas from further consideration.

d) Report cites Statewide Planning Goals 2 and 14, which must be met for valid UGB expansion:

*P.3 cites balancing certain factors: Both Frog Pond and Wilsonville South fail to meet the tests:

1) "maximizing the efficiency of land uses ...within the existing urban area"

Available vacant and redevelopable lands in Wilsonville (200 acres) and throughout the region (inc. brownfields) have been excluded & overlooked. Staff insistence that only zoned land, not comprehensively planned lands be included in the regional inventory prevent Councilors from basing their decision on the "best available information".

2) "evaluating the ESEE consequences..."

Metro is supposed to **use** that evaluation after it is done: P. 48 of the 2/04 Industrial Lands Alternatives Study says of Frog Pond "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".

P.54 of the same study analyzes Wilsonville South and concludes: “urbanization of this study area would result in a high energy/social/economic consequence”.

3) “retention of agricultural lands with Class 1 being highest priority and Class 4 being lowest...”

Frog Pond is all Class 1 & 2 soils, yet is included.

Metro Agricultural Lands Technical Workgroup report 4-04 lists Ag lands in highest to lowest priority for conversion to Urban. Frog Pond is 9th lowest of 15 sites, and is in Group 3, to be considered only after Groups 1 & 2. The Group 1 highest priority covers 1553 gross acres, Group 2 covers 1761 gross acres, totaling 3314 acres which should be converted before reaching Frog Pond in Group 3. That would fulfill all of the regional need.

The Ag report on Frog Pond cites “the area is also located within a groundwater limited area, which precludes the development of additional groundwater sources for irrigation”. The “best available information” is that widespread groundwater recovery of 20 to 40 feet has occurred since Wilsonville switched to processing river water for municipal use 2 years ago. Thus the water availability is rapidly improving, and with proper review may soon allow consideration of additional irrigation. Such improvement should move Frog Pond to an even lower priority for urbanization, according to Ag Report criteria.

e) The Staff Report on 04-1040 cites various Metro Policies which this process needs to meet. Several appear to fail on Frog Pond:

1) Policy 1.2 Built Environment--

-Regional “fair share” approach to housing: Wilsonville is has a jobs rich imbalance now, which would be worse with the inclusion of a large amount of additional industrial lands.

- “Provision of infrastructure and critical public services concurrent with the pace of urban growth”. Frog Pond has not been planned, and there is no possibility of concurrent public services being available any time soon when the City engineering analysis shows at least \$74Million in infrastructure improvements is needed to service Frog Pond.

2) Policy 1.3.1 Affordable Housing--

-Cites “an appropriate balance of jobs and housing”.

-Cites “sufficient and affordable housing opportunities available to households of all income levels that live or have a member working in each jurisdiction....”

Wilsonville has a jobs- rich imbalance, of several thousand which will be made worse by inclusion of a large amount of additional job producing lands.

3) Policy 1.6 Growth Management--

- “recognizes the inter-relationship between development of vacant land and redevelopment objectives in all parts of the urban region.”

Inclusion of either Frog Pond or Wilsonville South fails to recognize and prioritize development of vacant lands already in the UGB.

4) Policy 1.7 Urban / Rural Transition and Boundary Features--

- "There should be a clear transition between urban and rural land that makes the best use of natural and built landscape features..." and "the Metro UGB should be located using natural and built features including roads, rivers, creeks, streams, drainage basin boundaries...."

Both Frog Pond and Wilsonville South fail on this policy and should therefore be excluded from consideration for urbanization. The Frog Pond proposal ignores such features and instead relies on tax lot lines in direct violation of policy.

5) Policy 1.8 Developed Urban Land

- "Metro should encourage the redevelopment and reuse of lands used in the past for commercial or industrial purposes..."
- "the potential for redevelopment and infill on existing urban land **will be** included as an element when calculating the buildable land supply in the region".

It appears that the Staff recommendation directly opposes this policy by refusing to include sites needing redevelopment, and sites planned for industrial but in a holding zone at present.

6) Policy 1.12 Protection of Agriculture and Forest Resource Lands--

- "Recognizes the Statewide Goals 10, 14 as well as Goals 3 & 4.
- "rural resource lands outside the UGB ...should actively be protected from urbanization".
- "expansion of the UGB shall occur in urban reserves..." Note that Frog Pond is a rural reserve, not an urban reserve, and therefore should not be exposed to urbanization.

7) Metro Code 3.01.020 (b-e)

- "establishes criteria that are based upon the Goal 14 factors..."

The Goal 14 process has been violated in the Staff recommendation. Attachment #1 in the Staff Report, following page 37, outlines the process. The process recommended has failed on several steps outlined:

--Step 4 "Policy actions to Reduce the Land Need". Staff declined to include comprehensive planned but unzoned industrial lands, brownfield sites, and several other industrial sites available in various jurisdictions when reducing the land need.

--Step 5 Priority 1,2,3 lands were not exhausted before moving onto Priority 4 Resource lands. See discussion under item "d" above relating to the Ag Report.

f) Page 9 of Staff Report discusses “Suitability Factors for Industry”. Frog Pond is stated to be needed for warehouse & distribution. Criteria for warehouse & distribution cited are:

- 1) “.....no intermediate conflicting uses such as residential, schools and high traffic generating commercial uses”. All of these conflicts exist around Frog Pond, at both north Exit #286 (residential and intensive commercial) and south Exit #283 (all three impacts) I-5 intersections.
- 2) “slopes of less than 5%”. Frog Pond area yields only 232 net acres for development, in divided parcels. This is verified by detailed engineering evaluation by the City of Wilsonville, whose documents you now have. Once again, Metro must use the “best available information” on which to base it’s decision. The fact that Metro cannot discern anything finer than a 10% slope does not mean that the Council should be deprived of better information when they can get it. They now have that better information in the form of the Wilsonville City Engineering analysis.

g) Page 34 Completing Periodic Review

*The report’s statement that the Goal 14 requirements are met is contradicted by the several problems discussed under “d” and “e” above. Goal 14 requirements are not met.

h) Page 35 of Staff Report under “Anticipated Effects” states “this ordinance also fulfills the intent of the DLCD remand order #03-WK Task 001524 to ensure that additional savings can be achieved on existing industrial lands prior to expansion of the UGB”.

*This statement appears untrue as the omitted Wilsonville industrially planned and vacant 200 acres have not been considered. Methodology used suggests similar omissions, including brownfields, throughout the region. The remand order can only be met by a more thorough accounting for and inclusion of such omitted industrial areas.

i) The Industrial Land Alternative Analysis Study, (February 04 addendum being the most recent update) is cited as the technical basis for the Staff Report. Several methodology issues suggest that the conclusions in this Study, and the recommendations based on this Study are of questionable validity. Some of those inconsistencies are as follow:

- 1) The “Conclusion” section on page 110 states that the “purpose of assigning an overall urbanization suitability assessment for the study areas is to compare the individual areas relative to each other”. Metro uses the “best available information”.

The “Conclusion” found 5 of the 31 study areas to be “most suitable for urbanization”.
There were 15 study areas found to be “more suitable for urbanization”.
There were 11 study areas found to be “least suitable for urbanization”.

In spite of being one of the 11 “least suitable” areas, Frog Pond received Staff recommendation for inclusion in the UGB.

- 2) Public Services Feasibility Section-Table 1, Page 111, is made up of components of Transportation, Sewer, Water, Stormwater. Each rating of easy, moderate or difficult represents a judgment call by Staff, with little detailed information. You now have the “best available

information" on Frog Pond in the form of a far more detailed engineering analysis from the City of Wilsonville. That information shows:

- * \$27,600,000. needed for water system improvements.
- * \$25,800,000. needed for waste water system improvements.
- * \$17,900,000. needed for surface street transportation improvements.
- * \$ 2,300,000. needed for storm water system improvements.
- \$73,700,000. Total infrastructure improvements EXCLUSIVE of I-5 roadway and interchange.

Council should note that the Stafford Road (north) Wilsonville interchange has been projected to be at capacity before we finish buildout of the existing properties now in the City. The Wilsonville Road (south) interchange has been the subject of a legal Public Facilities Strategy to limit development in that area once already in the past 10 years, and the City is preparing another Public Facilities Strategy (Spring '04) to again limit development near that interchange as all available capacity has been allocated now under our concurrency requirements. Metro Staff analysis of transportation has completely failed to deal with these aspects of the impacts that Frog Pond would have on Wilsonville.

3) ESEE Analysis-Consequences: These ratings according to discussion with Metro Staff are completely judgment based. Slopes, importance of a given stream corridor, amount of wetlands, etc. are all "an eyeball thing using GIS". The amount of various environmental resources in each study area has not been updated since many of those areas were reduced in size in the Staff recommendation. For instance, the Frog Pond area shows as 27% Goal 5 lands, but after the study area was reduced in size, the correct amount now is 34% Goal 5 lands, according to a recalculation done by your Staff at my request. Clearly Council is not in possession of the "best available information" on which to base their decisions.

4) Agricultural Analysis: These ratings are detailed in Table A-4 Agricultural Analysis Consequences. Staff advised me that these ratings are "all judgment calls". This analysis was not updated since the Ag Report became available in April '04. Thus the Ag Report represents "best available information", subject to the additional information Wilsonville City has provided relative to the extraordinary ground water recovery occurring in the Frog Pond area.

5) Conclusion: Review of these findings indicate that Frog Pond was among the **least** desirable areas for urbanization, yet were recommended by Staff for inclusion. Detailed review indicates that the Alternative Analysis Study should have rated Frog Pond even less desirable for urbanization if the now "best available information" had been known at the time.

j) SUMMARY: Numerous assumptions and inconsistencies show that the staff recommendations are **not** well grounded in the purported technical analysis. "Best available information" is being provided now by Wilsonville people. Metro has an obligation to base their decision on this best information. We all hope that Metro Council will consider the information submitted by the City and Citizens of Wilsonville and exclude both Frog Pond and Wilsonville South from the UGB and from urbanization. Thankyou.

Urban Growth Boundary Expansion for Industrial Lands
Testimony for Metro Public Hearing
May 6, 2004

RE: Urban Growth Boundary Expansion for Industrial Land 2004
Recommended expansion area of Tualatin (646 acres)

Dear Presiding Officers and Members of the Council:

I am Stacey Rumgay, my mailing address is P.O. Box 1603, Sherwood, Oregon, 97140, and I am here today in support for including this area in the Industrial Land Urban Growth Boundary.

The majority of the property owners of 36 acres of the Southwest corner of this area are in support of having their properties included into the UGB. I have enclosed a plat map of these six parcels and five property owners for your information.

This area is prime for industrial and commercial development. The properties are level to slightly sloped, excellent drainage and the infrastructure has been put in place by the City of Wilsonville and The Department of Corrections for the Coffee Creek Correctional Facility.

Per Greg Leo, the City of Wilsonville, is in favor of the portion south of Tonquin Road and east to I-5 being included in this inventory. These parcel are in the corner of Day Road and Grahams Ferry Road.

The construction of the I-5 to 99W corridor through this area will enhance this area for industrial development

Breakdown of property owners and tax lot sizes of this 36.04 acre area are as follows:

Keith M. and Linda Rumgay	Tax Lot 3S12B-01100 is 9.95 acres
	Tax Lot 3S12B-01000 is 8.92 acres
Leonard Larson	Tax Lot 3S12B-01800 is 8.18 acres
William and Janice Derfler	Tax Lot 3S12B-01600 is 3.76 acres
Darren and Melanie Pennington	Tax Lot 3S12B-01700 is 3.56 acres
Kayron and Philip Garstka	Tax Lot 3S12B-00800 is 1.77 acres

We are looking forward to working with Metro and the City in developing this area through master planing to insure that adequate industrial lands are developed to provide jobs for the State of Oregon.

Thank you,


Stacey Rumgay

Property Owner Questionnaire

1. Property Owner Name Keith M. & Linda Rumgay
2. Mailing
Address PO Box 1305 Sherwood, OR 97140
3. Phone Number (503) 682-3947
4. Property
Address 24450 SW Grahams Ferry Rd. Sherwood
OR
5. Property Legal
Description 35/2 B Lots 1000 & 1100
6. Property Size (number of acres) 8.92 & 7.85
7. Are you interested in having your property included in the urban growth boundary? yes
8. Do you
9. Are you interested in working with Metro and the City of Wilsonville on a master plan for your area?
yes
10. Does your property include any of the following?
☒ A residence
☒ A business or commercial establishment
☒ Farm or forest
☐ Historic structure or century farm
☐ Steep slopes (25% or greater)
☐ A stream
11. Comments _____

Please return to: Stacey Rumgay Button, P.O. Box
1305, Sherwood, OR 97140; Phone (503) 682-1875

Property Owner Questionnaire

1. Property Owner Name LEONARD LARSEN
2. Mailing
Address P.O. Box 3304 Wilsonville Or. 97070
3. Phone Number 503 - 685-5016
4. Property
Address 10105 S.W. Day Rd.
Sherwood Or 97140
5. Property Legal
Description _____
6. Property Size (number of acres) 8 1/2
7. Are you interested in having your property included
in the urban growth boundary? yes
8. Do you
9. Are you interested in working with Metro and the
City of Wilsonville on a master plan for your area?
yes
10. Does your property include any of the following?
☒ A residence
☐ A business or commercial establishment
☐ Farm or forest
☐ Historic structure or century farm
☐ Steep slopes (25% or greater)
☐ A stream
11. Comments _____

Please return to: Stacey Rungay Button, P.O. Box
1305, Sherwood, OR 97140; Phone (503) 682-1875

Property Owner Questionnaire

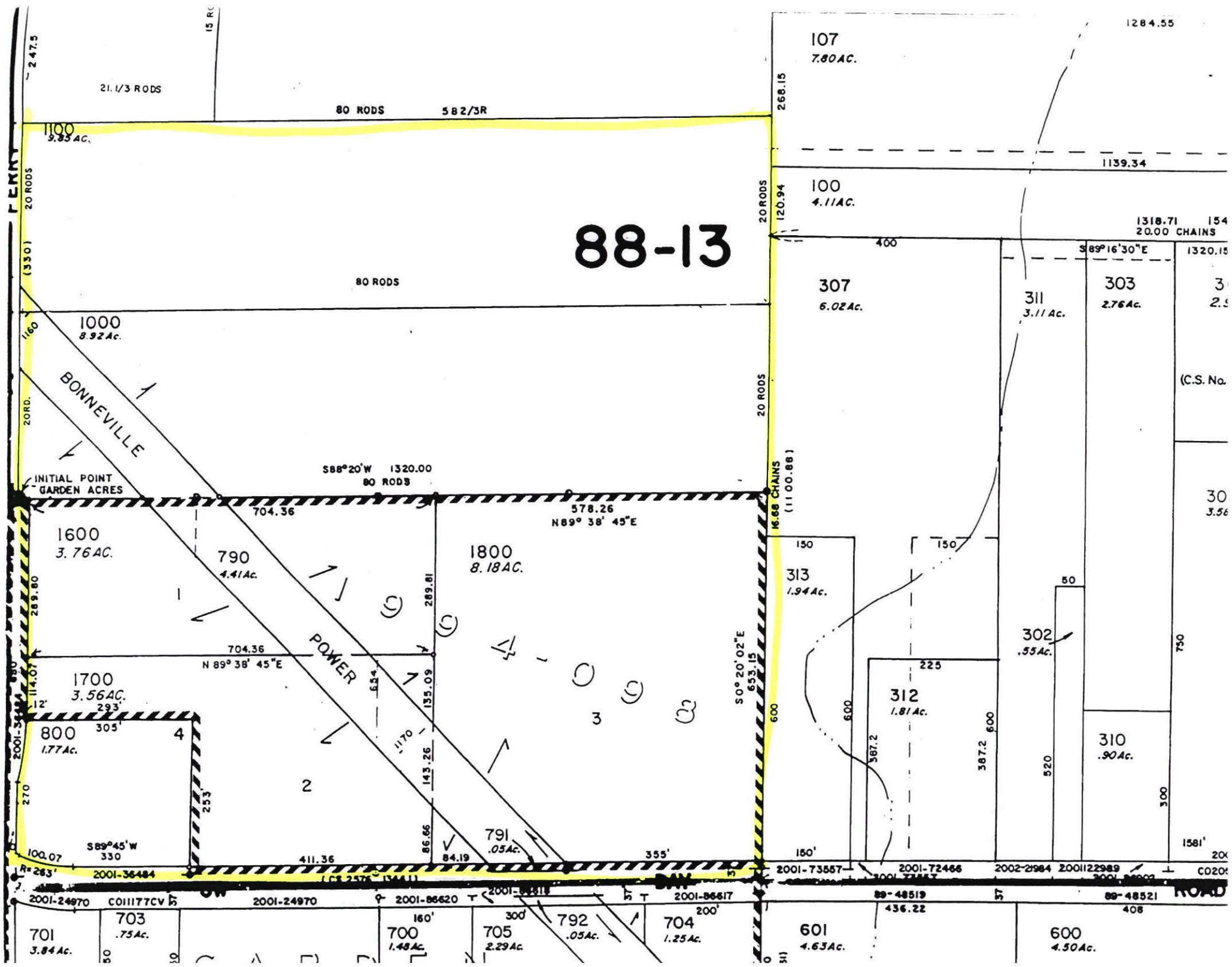
1. Property Owner Name William + Janice Dereflek
2. Mailing
Address 24688 SW Grahams Ferry Rd.
3. Phone Number 503-682-0341
4. Property
Address Same
5. Property Legal
Description _____
6. Property Size (number of acres) 3.76
7. Are you interested in having your property included
in the urban growth boundary? yes
8. Do you
9. Are you interested in working with Metro and the
City of Wilsonville on a master plan for your area?

10. Does your property include any of the following?
☒ A residence
☐ A business or commercial establishment
☒ Farm or forest
☐ Historic structure or century farm
☐ Steep slopes (25% or greater)
☐ A stream
11. Comments _____

Please return to: Stacey Rungay Button, P.O. Box
1305, Sherwood, OR 97140; Phone (503) 682-1875

Property Owner Questionnaire

1. Property Owner Name Kayron & Phil Garstka
 2. Mailing
Address 24801 SW Ladd Hill Rd. Sherwood, OR
 3. Phone Number 503-625-6576
 4. Property
Address Grahams Ferry Rd.
Book 4 of Plats @ p.37 N.
 5. Property Legal
Description Tax Lot #800 Washington County
Book 4 of Plats @ p.37 NW quarter of sect. 2, Township 3 South
 6. Property Size (number of acres) 1.77 acres
 7. Are you interested in having your property included in the urban growth boundary? yes
 8. Do you
 9. Are you interested in working with Metro and the City of Wilsonville on a master plan for your area?
yes
 10. Does your property include any of the following?
☒ A residence mobile home
☐ A business or commercial establishment
☐ Farm or forest
☐ Historic structure or century farm
☐ Steep slopes (25% or greater)
☐ A stream
 11. Comments I feel with the construction of Coffee Creek prison & the large amount of truck & automobile traffic this property is no longer suitable for residential zoning and would be better suited to commercial or industrial zoning
- Please return to: Stacey Rungay Button, P.O. Box 1305, Sherwood, OR 97140; Phone (503) 682-1875



QUICKLINKS

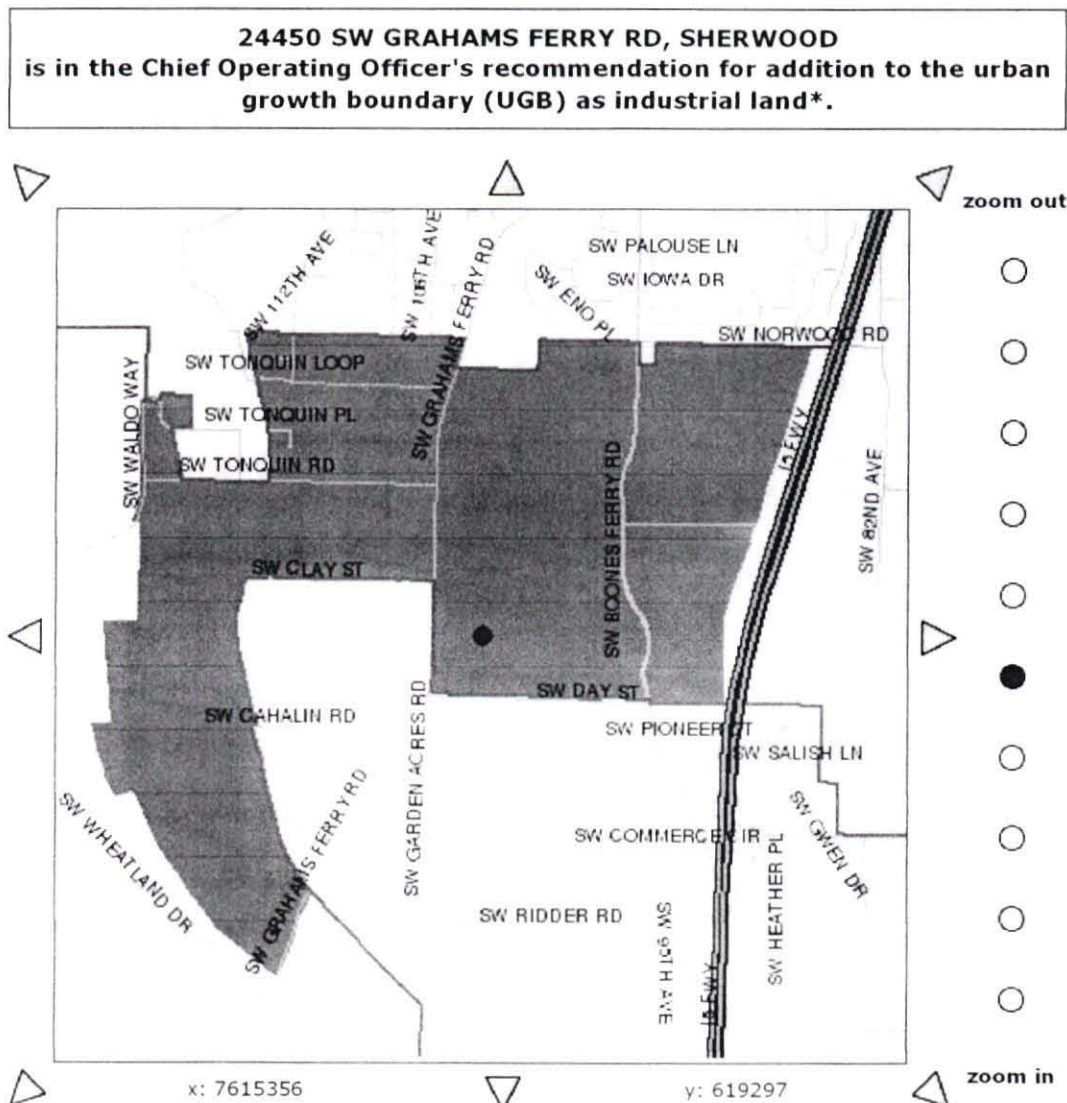
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Interactive map: Chief Operating Officer's recommendation on industrial land




HOME : LAND-USE : INDUSTRIAL LAND : COO RECOMMENDATION

[new search](#)

Related pages

[Urban growth boundary definition and facts](#)[Guidelines for Bringing Land into the UGB](#)[2002 UGB Expansion History](#)[Land-use planning: Library](#)[What Metro Does](#)[Inside Metro](#)

Map legend

-  Inside the Chief Operating Officer's recommendation for addition to the UGB as industrial land
-  Still under consideration for addition to the UGB as industrial land
-  Recommended for removal from the UGB

Testimony For Metro Council Public Hearing:

Expansion Of UGB For Industrial Use

May 6, 2004

Presented By

Kerry Rappold, Natural Resources Program Manager

City Of Wilsonville

Good evening, President Bragdon and Metro Council members. For the record, my name is Kerry Rappold, Natural Resources Program Manager for the City of Wilsonville. I have 15 years of experience in environmental planning and natural resources management. My testimony tonight will address the natural resources, environmental constraints and potential development impacts within the Frog Pond Industrial Study Area. The study area is currently used for agriculture, and has a limited amount of development. The headwater areas for Boeckman Creek and Newland Creek are found within this area, as well as wetlands and upland forests. Boeckman Creek has been designated a locally significant riparian corridor within the City of Wilsonville, and has Chinook salmon, Cutthroat trout, Rainbow trout and Brook lamprey within the creek.

As directed by Metro and the State, the city has completed an acknowledged Goal 5 Program under the revised Goal 5 process. The city's Goal 5 Program should be considered in the Metro Council's decision about adding new industrial lands to the UGB. If the study area is annexed, the city will apply its Goal 5 Program to the area, which is regarded as one of the most restrictive programs in the metro region.

As part of Metro's Goal 5 inventory, fish and wildlife habitat was mapped in the study area. The mapping identified 217 acres of regionally significant riparian corridors and upland wildlife habitat. In developing their Goal 5 inventory and program, Metro has used the best available science to identify the key ecological attributes of healthy watershed function and the impacts associated with urbanization. As stated in Metro's Technical Report for Goal 5, headwater zones, such as the creeks in the study area, play an important role in maintaining healthy hydrological, biological and geological processes. They protect downstream areas from flooding and channel damage, improve water quality, and provide habitat for numerous species. The impacts of urbanization on healthy watershed function are well documented. Metro's Technical Report for Goal 5 lists the impacts associated with development, which include the replacement of the natural landscape with pavement and other water-impervious surfaces, such as roads, parking lots, and rooftops; alterations in the hydrology, which prevents precipitation from infiltrating and increasing stormwater runoff to the receiving drainageways; loss of floodplain and wetland areas; loss of habitat for fish and wildlife; and an increased level of water and air pollution. All of these impacts are likely to occur if the study area is designated for industrial use. As noted, many of the impacts associated with development have a ripple effect on downstream areas. Most of the Boeckman Creek watershed is within the limits of the City of Wilsonville, and the city has significant concerns about impacts to federally listed salmonid species and the health of aquatic and riparian habitat downstream of the study area. In considering the inclusion of the Frog Pond Industrial Study Area, the Metro Council should recognize the importance of their Goal 5 Program

and the fish and wildlife habitat inventoried in determining industrial lands to add to the UGB, and make every effort to conserve, protect and restore the best of the remaining fish and wildlife habitat in the metro region. Thank you.

May 6, 2004

Testimony of Stephan Lashbrook, Lake Oswego Community Development Dir.

RE: Proposed 2004 UGB expansion areas for Industrial Use

President Bragdon and members of the Metro Council:

Thank you for considering this testimony tonight. Main points are:

1. Borland Road and East Wilsonville (Frog Pond) areas should be dropped from UGB consideration. The existing land uses, especially the public schools, cannot be made to be compatible with industrial operations, especially the use of large trucks.
2. The Hosticka Ordinance should be enacted, removing lands south of the Willamette River and west of the Pudding River from further UGB consideration.
3. Other areas should be added in place of the Borland and Frog Pond areas, if the Metro Council ultimately determines that they are needed.
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. There are other, more viable options for industrial development where the local jurisdictions favor industrial development. A coalition of local communities is now forming to put forward a list of alternatives to the Metro staff's recommended sites.
2. 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 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.

3. The Borland Road area already contains two public schools and a large 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 (emphasis added) within Industrial and Employment areas...”

In the case of Borland Road, it appears that compatibility of uses has been overlooked, in spite of clear direction from the Regional Framework Plan.

4. Although there are developers who would love to see the Borland Road area added to the UGB for non-industrial purposes (especially those who are interested in commercial 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.
5. The Evergreen area provides the exact opposite of the Borland Road area in terms of industrial productivity. According to Metro staff, more than 74% of the Evergreen area’s 985 acres could be used for industrial purposes. In other words, Evergreen’s 730 net acres for industry would exceed the combined acreage of the Frog Pond and Borland Road areas by more than 100 acres. It may be necessary to define boundaries of the Evergreen area and add less than the 985 acres identified by Metro’s staff in order to assure that this UGB expansion does not encroach unnecessarily onto agricultural land. It should also be noted that Evergreen has the advantage of meeting Metro’s criteria to be considered a Regionally Significant Industrial Area. The City of Hillsboro supports the inclusion of some or all of the Evergreen site, and has already

suggested boundaries that could create an “edge” to forestall future expansion.

6. The Frog Pond area, if designated for industrial development, will create some unique problems for the City of Wilsonville. Wilsonville is already a regional leader in terms of industrial development, but adding 640 more industrial acres on the east side of Wilsonville will effectively surround the center of the community with industry. Adding such a large area for industry in a community that already has an imbalance of jobs and housing will exacerbate the problem. The Frog Pond area may look like it would provide easy truck access from either I-5 or I-205, but existing peak-hour congestion on Wilsonville’s arterials and collectors is already well documented – partly because so many people commute into Wilsonville to work.

Wilsonville has a unique approach to the land development process involving various stages and leading to a master plan for every development site. Land currently designated in Wilsonville’s “holding zone,” but designated for industrial use, should be part of Metro’s inventory. It is much more likely to be developed with industrial uses in the next 20 years than land now being considered for UGB expansion.

7. Clackamas County has lobbied for the inclusion of Noyer Creek within the UGB in order to facilitate the urbanization of the Boring and Damascus areas. A total area of approximately 400 acres (with a net of roughly 300 acres) could be added for industrial use at this location. Frankly, Clackamas County and the individuals working on the concept plans for Boring and Damascus will need all of the help that they can get to create complete communities in eastern Clackamas County and we wish to support those efforts by including sufficient land for industrial use.
8. 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.

9. Lake Oswego's arguments in support of the Hosticka Ordinance are contained in Resolution 04-21, adopted by the Lake Oswego City Council on April 6, 2004.

Conclusions:

If Metro wishes to bring the Borland Road area into the UGB, it should do so in a future UGB expansion process that addresses the need for a mix of uses. Adding 575 acres, when only 164 of those acres have potential for industrial development, is unnecessary and wasteful – especially given that industrial development would not be compatible with the school and church uses that are already established in that neighborhood.

Similarly, the Frog Pond area should be planned by the City of Wilsonville for a mix of uses that will work within the local infrastructure and community design. If it is needed for UGB expansion, it should happen in a future periodic review process where all of the potential uses could be addressed cooperatively with the City.

Metro has other more viable options for industrial development at other locations, potentially including Noyer Creek and Evergreen. Although it is recognized that such sites will require the conversion of agricultural lands, they do provide legitimate sites for industrial development where the local jurisdictions fully support such development. The importance of that local support cannot be overstated.

Lake Oswego is now working with a coalition of other local governments to prepare a list of locally supported alternative sites.

Thank you.

Stephan A. Lashbrook, AICP
Community Development Director
City of Lake Oswego

9450 SW Commerce Circle, #200
Wilsonville, OR 97070
503-682-3363
800-826-6610
Fax 503-682-1696
www.agc-oregon.org

May 6, 2004



MAY 10 2004

President David Bragdon
Councilor Burkholder
Councilor Hosticka
Councilor McLain
Councilor Monroe
Councilor Newman
Councilor Park
Metro
600 NE Grand Ave
Portland, OR 97232

RE: UGB EXPANSION FOR INDUSTRIAL LANDS

Dear President Bragdon and Councilors:

Please accept these comments in lieu of public testimony at the May 6 hearing on the UGB Expansion.

We believe staff has done an excellent job of developing criteria for this UGB expansion. It has been a pleasure to work with Lydia and Tim because they have done their homework to analyze the needs of the market and balance that with the search for enough land to meet the 1,635 acres. We are aware that Wilsonville, Lake Oswego and Tualatin have differing levels of difficulty with the parcels that have been suggested in the ordinance. We are also aware that the Department of Agriculture's report has a different priority for expansion parcels than what is being recommended. AGC has not taken a position with regard to the acceptability of the recommended parcels or the alternates in the Hillsboro area. If enough compelling evidence is presented during the public input process to persuade the Council that the Evergreen and West Union parcels would be a better choice, we would support that decision. Our concern is that we fulfill the need with land that is as close to market ready as possible.

With regard to other important parts of Ordinance 04-1040, AGC offers the following recommendations:

- Exhibit A – this is the replacement for Ordinance 04-1041 offered for consideration by Councilor Hosticka. AGC can neither support Ordinance

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Past President*

EXECUTIVE DIRECTOR

Craig Honeyman

UGB Expansion
Written Testimony

- ❑ 01-1041 nor Exhibit A. It is our belief that current statute gives agriculture an unreasonable advantage over other urban uses of land and that the suggested modifications to the Regional Framework Plan should not be implemented until: 1) the region has a better understanding of the agricultural industry's priorities; and 2) the soil classification hierarchy is modified.
- ❑ Exhibits B & C – AGC believes that the MPAC recommendation that was developed through an arduous, but collaborative, process has more merit than the version offered in 04-1040 and would ask that you amend the ordinance to reflect MPAC's recommendation.
- ❑ Exhibit F – The conditions outlined in this exhibit seem fair and consistent with the intent of bringing industrial land into the UGB that can be utilized fairly soon to alleviate the shortage we are currently experiencing. AGC suggests that the Metro Council resist any attempts to further burden the parcels that are eventually selected with conditions that may result in them being less desirable for development or more difficult to get to the market sooner rather than later.

Again, AGC wishes to convey its thanks for the thoughtful approach taken by Council and staff to this expansion. We look forward to working with Metro to continue to resolve the tensions between the need for market-ready employment land and Oregon's land use system and statutes.

Sincerely,



Cindy Catto
Public Affairs Director

cc: AGC Board of Directors
Craig Honeyman, Executive Director



WILSONVILLE **SUMMIT**
Apartment Homes

050604c-89

May 6, 2004

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



Dear Mr. Bragdon:

We are the owners of the land right next to (to the West-25800 SW Canyon Creek Rd N) the 'Frog Pond Area' that Metro is considering as Industrial Land.

We sincerely oppose the re-zoning of this land. There are 326 apartments on our land, which houses many residents. We cannot understand how this residential area is compatible with Industrial Development.

This area was never contemplated by the City of Wilsonville for Industrial land. There are churches, schools, residential areas besides ours, parks, etc. that surround/are near the area Metro is considering.

As well, Wilsonville already has the 2nd highest percentage of industrial lands in the region. We have over 542 acres of VACANT industrial land within city limits and another 222 acres targeted for additional industrial lands.

We believe Metro has over-estimated how much land will be needed for industrial growth. This is true especially when you consider that the criteria/needs analysis was developed primarily by commercial realtors who have an economic interest.

Infrastructure for the 'Frog Pond Area' is not adequate for industrial zoning...the roads, water, sewer and storm water was never designed to handle industrial lands.

The study area Metro is considering is an Exclusive Farm Use zone because of its high quality soils. Wilsonville has long planned for industrial expansion northwest of the city where soils are poor and the land is NOT zoned EFU. Maintaining agricultural lands is also important to Oregon's land use planning goals and we ask you to consider this.

We thank you for your consideration.

Sincerely,

JD Shin
Lucia Shin



THE
BOOKIN
GROUP

Land Use &
Institutional
Planning

Policy Analysis

Project
Management

Group
Facilitation

FACSIMILE TRANSMISSION



Date: 5/6/04

To: President Bradgon's

Company: Metro

Fax: 503.797.1793

From: Beverly

of Pages: 3

Notes: See attached testimony for tonight's hearing
on Ordinance 04-1040. Thanks

Beverly Bookin

1020 SW Taylor
Suite 760
Portland, Oregon
97205

Telephone
503 241 2423

Fax
503 241 2721

**Commercial Real Estate Economic Coalition**

1211 SW Fifth Ave. ♦ Suite L-17 ♦ Portland, OR 97204
(503) 228-9214 ♦ Fax (503) 223-1659

May 6, 2004

President David Bragdon
Deputy President Brian Newman
Councilor Rex Burkholder
Councilor Carl Hosicka
Councilor Susan McLain
Councilor Rod Monroe
Councilor Rod Park

Dear President Bragdon and Metro Councilors:

Unfortunately I will not be able to testify this afternoon at the hearing on the Task 3 Industrial Land Expansion Project (Ordinance 04-1040) on behalf of the Commercial Real Estate Economic Coalition (CREEC). Please submit my written testimony to the public record in this matter and be advised that I will continue to monitor this project closely. Thank you.

Sincerely,

Beverly Bookin
Beverly Bookin, ACIP

Associated Builders & Contractors ♦ Associated General Contractors ♦ Certified Commercial Investment Members of
Commercial Investment Real Estate Institute ♦ Columbia Corridor Association ♦ Commercial Association of REALTORS® ♦
International Council of Shopping Centers ♦ National Association of Industrial & Office Properties ♦ Olson Engineering
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(503) 228-9214 ♦ Fax (503) 223-1659

**TESTIMONY OF BEVERLY BOOKIN, AICP
ON BEHALF OF THE COMMERCIAL REAL ESTATE ECONOMIC COALITION (CREEC)
RELATED TO THE TASK 3 UGB INDUSTRIAL LAND EXPANSION (ORDINANCE 04-1040)
MAY 6, 2004**

Good Afternoon. I am Beverly Bookin, here today on behalf of the Commercial Real Estate Economic Coalition (CREEC). As you know, I have followed the Task 3 work closely as a member of MTAC on behalf of the Columbia Corridor Association, which is a CREEC affiliate, and as a member of the Joint MPAC/MTAC Title 4/RSIA Subcommittee.

As you may be aware, CREEC was a founding member of the public/private partnership that undertook the Regional Industrial Lands Study (RILS) and is a convener of Phase 1 of the follow-up study, the Greater Metropolitan Employment Lands Study (GMELS). Composed of 16 trade associations, organizations and companies involved in the development, sale and management of retail, office, industrial and institutional projects, CREEC has been supportive of the Task 3 project since its inception and commends the Metro staff for its excellent work. We have just a few comments and concerns on the program, as contained in the Chief Operating Officer's (COO) Recommendation (Ordinance 04-1040).

1. The proposed expansion sites. CREEC supports the proposed list of nine expansion sites, particularly the four sites (Tualatin, Borland Road, Coffee Creek and Wilsonville East) in the southern portion of the region in the vicinity of I-5. As Metro has projected that warehouse/distribution/logistical support uses will comprise 70% of anticipated industrial demand during the 20-year planning period, it is critical that there be a supply of land near freeway interchanges. If any of these areas are reduced or are eliminated due to practical or political considerations, we would support finding replacement land in one or both of the two "fall-back" sites, Evergreen or West Union. However, as the capacity of Highway 26 is compromised, these are not a perfect replacement for warehouse/distribution/logistical support uses. Moreover, this would push a significant proportion of the region's anticipated industrial jobs into Hillsboro, where there is already a serious housing/jobs imbalance. This should be a consideration before removing any of the southern sites, unless these can be shifted to Clackamas County where there is a shortage of jobs.
2. Modification of Policy 1.12. With regard to the proposed modification of Policy 1.12, Protection of Agriculture and Forest Resource Land:
 - CREEC supports the COO's recommendation to remove the language in proposed Policy 1.12.2 that would prohibit permanently any urban development south of the Willamette and west of the Pudding Rivers, as contained in the original ordinance, 04-1041, proposed by Councilor Hosticka. CREEC has opposed this provision in the Hosticka ordinance vigorously from the beginning because Task 3 is not the appropriate vehicle for establishing "hard boundaries" for the regional UGB. This is more appropriate to be undertaken in the next periodic review when the ultimate urban form of the Portland metropolitan region can be studied in a comprehensive manner.

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Testimony of Beverly Bookin, AICP
Related to Ordinance 04-1040
May 6, 2004
Page 2

- CREEC also opposes the adoption of additional policies, contained Policies 1.12.2, -.3, and -.4, further governing the criteria by which land for urbanization is selected from sites of the same soil classification. These provisions are identical both in the COO's and Hosticka versions. Although we agree that the State hierarchy of land does not provide adequate guidance in this matter, the three policies proposed for inclusion set the sole standard for selecting sites within the same soil type as the comparative commercial agricultural value. The existing policy, 1.12.1, reiterates the State standard that urbanization and resource goals must be "balanced". By adopting several more policies favoring agricultural preservation, this balance is thrown off. This does not mean that Metro cannot work with agricultural interests to develop selection criteria from the agricultural perspective, but it must be clear that these still must be balanced against urbanization criteria, with the potential of conflict. Moreover, it is premature to institutionalize the concept of "rural reserves" (Policy 1.12.3) as this is a part of the decision about the region's ultimate form, which should be part of a comprehensive study/policy-making effort, possibly during the next periodic review. Given these concerns, CREEC recommends eliminating Exhibit A, leaving the existing test in Policy 1.12.1 intact.
- 3. Title 4 Regulations. CREEC is concerned that the COO recommended a version of the Title 4 text that differs from that negotiated by the Joint MPAC/MTAC Subcommittee and recommended by a wide margin by MPAC. In the recommended version (Exhibit B), there is virtually no difference between RSIA's and Industrial Areas, except for a minor difference in the maximum size of non-industrial uses (3,000 sf versus 5,000 sf). CREEC urges the replacement of the COO's version with the MPAC-recommended version, with the understanding we had at the end of the negotiating process that the "freight movement" test would not apply in Industrial Areas. If this incorrect, then we would ask that this test be removed, as RSIA's by their definition are those that have a strong reliance on one or more major freight modes, whereas Industrial Areas do not.
- 4. Title 4 Map. We concur with modifications made to the COO-proposed Title 4 map limiting the RSIA designations to those with dependence on major freight corridors/facilities. Within the UGB, this almost exclusively includes sites that local jurisdictions "volunteered" to have on the map. With regard to the automatic designation of recently-included industrial areas, e.g., Shute Road, Damascus, Rock Creek, the inclusion of these on the map was never open for discussion. For the most if not all of these areas, the RSIA designation is inappropriate, as they are too far away from the regional transportation system to support heavy industrial and/or warehouse/distribution/logistical service uses. This being the case, the development of these could be hampered by too-restrictive and non-responsive conditions of development. CREEC hopes that local jurisdictions have the option to petition for the removal of inappropriate RSIA designations on these newly-expanded areas as part of their mandated Title 11 planning.

Again, let me reiterate that CREEC supports the proposed Task 3 Industrial Land Expansion, and that our comments offered today are only to improve the proposal. On behalf of CREEC, I wish to thank you for the opportunity to testify today. CREEC reaffirms its commitment to continue working with Metro and other regional stakeholders on this important issue.

MAY - 6 2004

Oregon City Golf Club at Lone Oak
Established 1922

050604/c-91

**Testimony for Metro Industrial Lands Hearing
Regarding Inclusion of Oregon City Golf Club North Parcel in the Metro UGB**

May 6, 2004

By Rose Holden
Herberger Family Trust

My name is Rose Holden and I live at 20000 S. Ferguson in Oregon City. My family owns the Oregon City Golf Club, which sits on three tax lots at 20124 S. Beaver Creek Road. The 50-acre southern tax lot has been inside the Metro Urban Growth Boundary since before the December 2002 expansion. I am testifying to support the inclusion of our property's northern tax lot in the UGB expansion to take place this June. This 66-acre parcel is tax lot 32E 10D 03500 on the Clackamas County assessor's map. The third parcel at the Golf Club site is a small 7-acre tax lot that we understand is not eligible for inclusion in the UGB due to its steep slopes.

The parcel in question is evaluated in the 2004 Alternatives Analysis Study and the Measure 26-29 Technical Report as part of the Beaver Creek Road study area. It is the only non-contiguous parcel in the study area, as the majority of the study area lies approximately 1/2 mile south of the golf club. At the time of the December, 2002 expansion it was considered part of Study Area 26.

This "north parcel" is part of Chief Operating Officer Michael Jordan's recommendations, released last month, for properties to include in the upcoming UGB expansion intended to add more industrial land in the region. COO Jordan and the Metro planning staff were right to include this property in the recommendation, for the following reasons:

- The UGB line currently crosses through the middle of our property, which is illogical and limits our ability to plan and develop the entire property as a unit.
- The parcel has the support of the City of Oregon City for inclusion in the Urban Growth Boundary, as evidenced by the letter signed by Mayor Alice Norris and submitted to Metro Councilor Brian Newman on March 4, 2004.
- The majority of the parcel, including the portions immediately adjacent to land already targeted for urbanization, is relatively flat and easily developable. Only the easternmost portion of the parcel has greater than 10% slopes.
- The north parcel is bounded to the north, west, and south by properties that are within the UGB and targeted for industrial development. The Thimble Creek canyon cuts it off from nearby rural areas to the east. Therefore, if the parcel is not brought into the UGB, then it will eventually become an island of rural land that is surrounded on three sides

- The parcel's classification as a Tier IV property is misleading, and should not be used as a criterion in the UGB decision. While Clackamas County has zoned the property as a Timber District, the reality is that the majority of the property is in use as a golf course and cannot be considered potential timber land. The relatively small portion of the property that does have significant forest cover is on a steep slope leading down to Thimble Creek, and is not viable timber land due to environmental constraints.
- There is little to no agricultural activity on the properties surrounding the parcel or downstream of it, and urbanization of the parcel would therefore have no substantive impact on agriculture whatsoever.
- Bringing the north parcel into the UGB will make it easier and more efficient to plan for and provide urban services to the properties surrounding it that are already targeted for urbanization. This is supported by the findings on pages 32 -33 of the 2004 Alternatives Analysis, which state that water and sewer service to our north parcel should be planned in conjunction with service to the adjacent lands along Beavercreek Road that were added during the December, 2002 expansion. This also means that bringing the north parcel into the UGB is consistent with the "hierarchy of lands statute," in that Metro would be bringing lower-priority land into the UGB in order to more efficiently provide services to higher priority lands adjacent to it.
- The north parcel is less than a mile from Clackamas Community College, and including this property in the Urban Growth Boundary would provide additional industrial land in a manner consistent with the goals and policies of Oregon City's proposed Comprehensive Plan. This plan calls for future development in the Beavercreek Road area to be integrated with job skills training offered at the Community College.

In conclusion, we ask that the Metro Council include the north parcel of the Beavercreek Road study area, tax lot 32E 10D 03500 in the final UGB expansion decision this June. This will allow us to plan our property as one contiguous piece, allow for more appropriate future development of the Beavercreek Road area, and help Oregon City meet its share of Metro's regional employment needs. Please consult the packet of information submitted to the Metro Council and staff on April 7 by Cogan Owens Cogan, which provides further detail and analysis of the reasons why it is appropriate to include this property in the UGB. If you have any further questions about this property, please contact me at 503-518-2846

Thank you very much for your time.

Sparkle Fuller Anderson
 27480 S.W. Stafford Road
 Wilsonville, Ore. 97070 - 503-682-1132

Oral test. - Metro meeting May 7

R.E. ordinance 04-1040, inclusion of Wilsonville
 east into the U.G.B.

None of Wilsonville East is in Wilsonville!
 This land is not Wilsonville's to trade away.
 This study area is in Clackamas Co. and
 Clackamas County wants more industrial
 land. Clackamas Co. is perfectly capable of
 planning and including the east study area
 into the County Industrial Lands Inventory.

Tonight many people will complain about
 incompatibility.

Incompatibility is ?

- 1- houses, apts. and churches next to farms
- 2- taking water away from farms for
 city development
- 3- city traffic that push liability insurance
 beyond the value of livestock
- 4- 7000 more people in the Ingot Pond Neighborhood
- 5- school systems that buy "prime farmland"
 outside the UGB in EFU zones

This incompatibility has changed our commercial farms into residential hobby farms.

I thank the Metro Planners. They have offered this area a valuable opportunity. No one on either side of this issue objects to Mentor Graphics or Xerox, and campus industrial is exactly what the east study area should become.

Ordinance - 04-1040 sets a minimum lot size of 50 ac.

There is no such ^{limit} on the west side area. The west side has smaller parcels and is free to accommodate the market demand. Industries, trucks and warehouses will go to where their 1 acre to 25 acre needs are met.

The market for 50+ acres and up is small and limited to Campus type industry.

The East study area can easily provide a 200+ acre parcel to the south, a 100 acre parcel to the North and 2 or 3 50 ac. parcels in between.

This is about preparing for the future. This is about expansion, and recruitment of new industries, the information age industry and the new economy.

We don't know what the next "Big Thing" will be but preserving large parcels and being prepared for the

future economic growth is smarter than losing out again or trying to play catch-up.

Wilsonville will nearly double its population from 15,000 to almost 30,000 after Villa Bois and Frog Pond are finished.

The next 20 yrs. will need the good jobs this new economy may provide.

The East Side Study Area is in the right place, its the right size and this is the right time to plan for the future.

I ask that you include this property in the RISA inventory.

Thank you

Sparkle Fuller Anderson

050604c - 94

253

*Anthony Penca*

May 6, 2004

To: Metro Councilors 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.

Chris Barhyte

050604c-95

850

RESOLUTION NO. 4224-04

RESOLUTION AFFIRMING THE CITY COUNCIL'S POSITION ON THE
APRIL 15, 2004 METRO URBAN GROWTH BOUNDARY (UGB)
RECOMMENDATION, TO ADVOCATE WITH CONDITIONS INCLUSION
OF THE QUARRY AREA INTO THE UGB FOR INDUSTRIAL PURPOSES

WHEREAS the City of Tualatin has strived to be a balanced community, offering a mix of residential, industrial and business opportunities; and

WHEREAS the City of Tualatin has maintained a high quality of life over the years; and

WHEREAS the City of Tualatin is engaged in the concept planning of 362 acres of industrial lands that Metro brought into the Urban Growth Boundary (UGB) in 2002; and

WHEREAS in November 2002 the Council adopted a goal to "Develop a resolution affirming the City's position on Urban Growth Boundary (UGB) expansion"; and

WHEREAS City Staff presented materials to the Tualatin Council over the past year on issues surrounding UGB expansion; and

WHEREAS City Staff collected citizen input on the Long-Term Community Vision for Tualatin's Future and forwarded it to the City Council and the Council held a Community Forum on April 6, 2004; and

WHEREAS the Metro Chief Operating Officer (COO) released his recommendation for UGB expansion on April 15, 2004, which recommended over half of the 3,100 total gross acres of industrial land need be located adjacent to Tualatin in three distinct areas; and

WHEREAS the Tualatin City Council held a special work session on April 27, 2004 to further discuss the COO recommendation and discuss possible positions on the recommendation as it applies to Tualatin; and

WHEREAS the Tualatin City Council received input from City staff and citizens prior to formulating this resolution.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. The Tualatin City Council advocates with conditions the inclusion of the land southwest of Tualatin, referred to as the Quarry Area, into the Urban Growth Boundary (UGB) (Exhibit 1) for industrial purposes with conditions listed below:

- a. The alignment and funding for SW 124th Avenue south to the future I-5/Highway 99W Connector shall be identified and allocated by Metro through the MTIP or other available regional funding programs prior to the urbanization of this area.
- b. No new land development will occur in the Quarry Area without an adequate transportation system being in place.
- c. The Quarry Area meets some of Metro's unadopted factors in that it is relatively flat and in close proximity to other industrial areas.
- d. Bringing the Quarry Area into the UGB facilitates needed transportation connections in the southwest part of Tualatin.

Section 2. The Council directs staff to defend this position, make findings to support this position, and to coordinate with other agencies, as needed.

INTRODUCED AND ADOPTED this 10TH day of May 2004.

CITY OF TUALATIN, OREGON

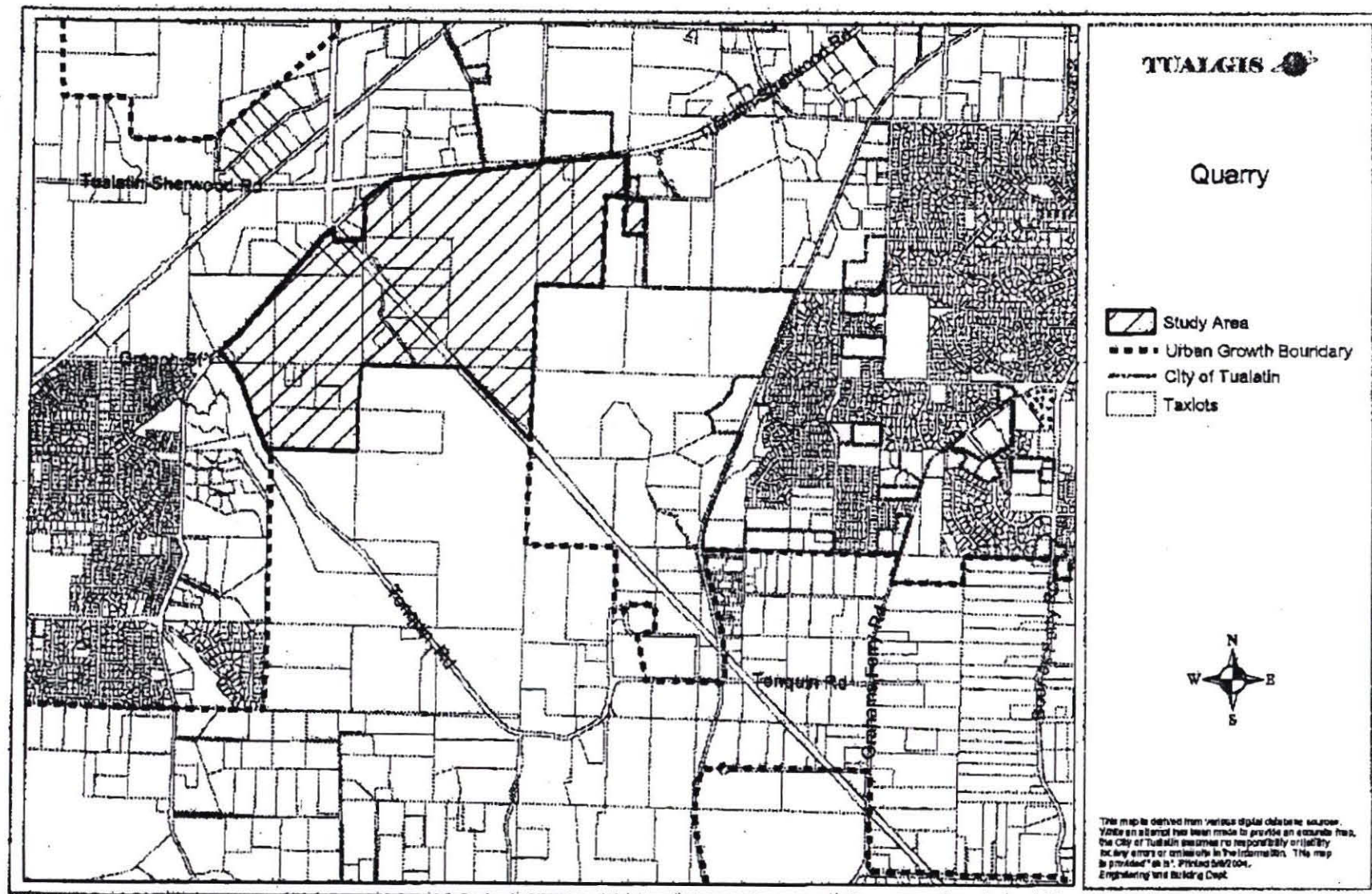
BY 

Mayor

ATTEST:

BY 

City Recorder



RESOLUTION NO. 4226-04**RESOLUTION AFFIRMING THE CITY COUNCIL'S POSITION ON THE
APRIL 15, 2004 METRO URBAN GROWTH BOUNDARY (UGB)
RECOMMENDATION, TO OPPOSE THE POSSIBLE INCLUSION OF THE
NORWOOD/STAFFORD AREA INTO THE UGB FOR INDUSTRIAL
PURPOSES**

WHEREAS the City of Tualatin has strived to be a balanced community, offering a mix of residential, industrial and business opportunities; and

WHEREAS the City of Tualatin has maintained a high quality of life over the years; and

WHEREAS the City of Tualatin is engaged in the concept planning of 362 acres of industrial lands that Metro brought into the Urban Growth Boundary (UGB) in 2002; and

WHEREAS in November 2002 the Council adopted a goal to "Develop a resolution affirming the City's position on Urban Growth Boundary (UGB) expansion"; and

WHEREAS City Staff presented materials to the Tualatin Council over the past year on issues surrounding UGB expansion; and

WHEREAS City Staff collected citizen input on the Long-Term Community Vision for Tualatin's Future and forwarded it to the City Council and the Council held a Community Forum on April 6, 2004; and

WHEREAS the Metro Chief Operating Officer (COO) released his recommendation for UGB expansion on April 15, 2004, which recommended over half of the 3,100 total gross acres of industrial land need be located adjacent to Tualatin in three distinct areas; and

WHEREAS the Tualatin City Council held a special work session on April 27, 2004 to further discuss the COO recommendation and discuss possible positions on the recommendation as it applies to Tualatin; and

WHEREAS the Tualatin City Council received input from City staff and citizens prior to formulating this resolution.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. The Tualatin City Council opposes adding the land southeast of Tualatin, the Norwood/Stafford Area (see Exhibit 1), into the UGB for industrial purposes for the following reasons:

- a. The Council has determined that if the Norwood/Stafford Area is included in the Metro UGB recommendation, transportation and other infrastructure connections are inadequate to serve the area.
- b. Industrial uses are incompatible with the existing land uses in the study area.
- c. The City of Tualatin has concerns about provision of water to the City in the future.
- d. Adding this area for industrial purposes will have a negative impact on the environmental resources in the area.
- e. The area is parcelized, has rolling topography and is not in close proximity to other industrial areas, and therefore does not meet Metro's factors for industrial lands.
- f. Metro would exceed the scope of its authority by attempting to usurp the City's zoning powers by imposing specific uses on specific properties.
- g. Metro has improperly applied the soils hierarchy set out in ORS 197.298 for housing in urban growth areas, not industrial uses. The future of Tualatin should be determined by good planning.
- h. The City Council needs time to create a comprehensive vision, encompassing lands outside its immediate jurisdiction, to have a greater understanding of what type of UGB expansion in the future the City could support.

Section 2. The Council directs staff to defend its position, make findings to support this position, and to coordinate with other agencies, as needed.

INTRODUCED AND ADOPTED this 10th day of May 2004.

CITY OF TUALATIN, OREGON

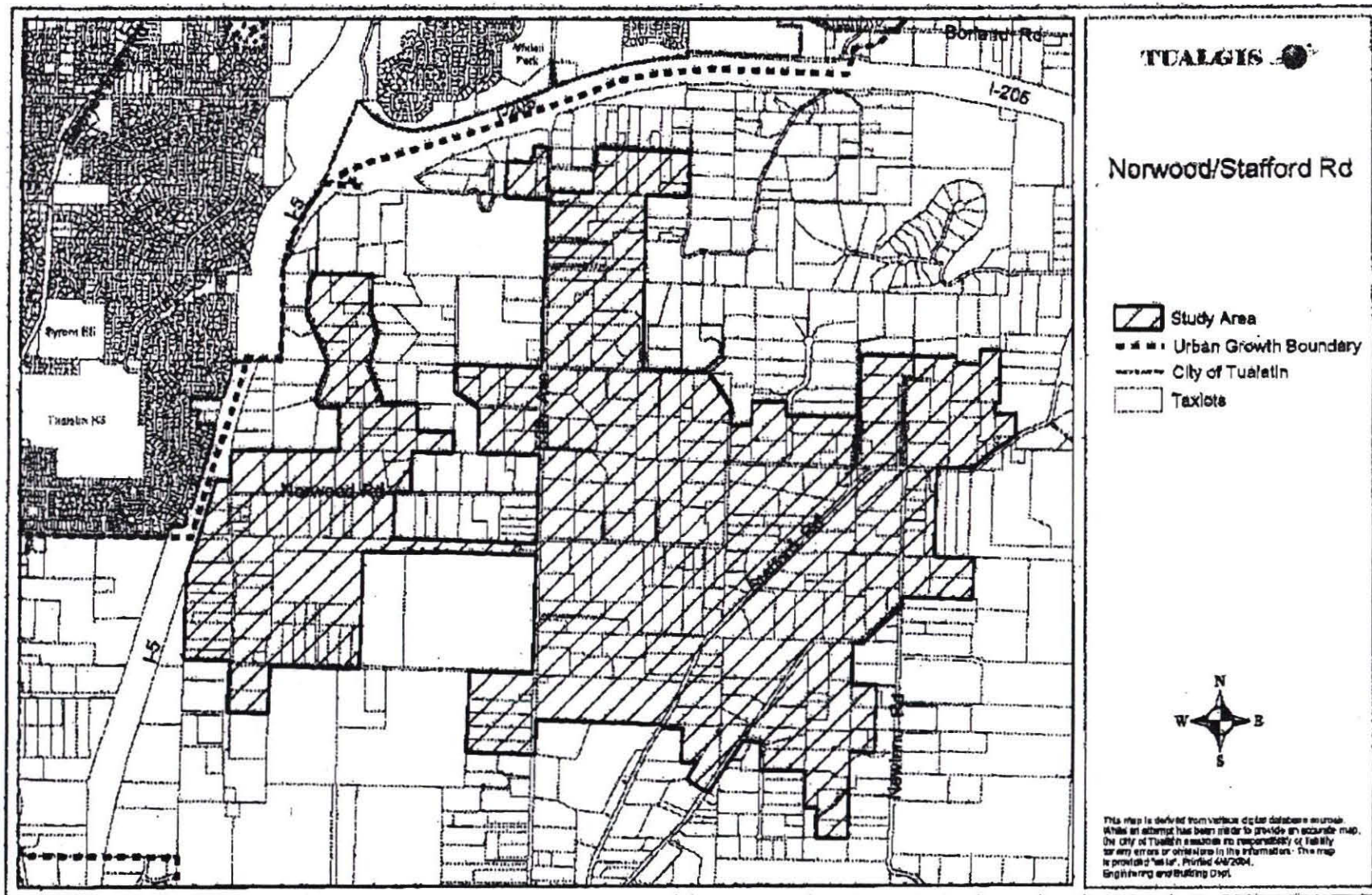
BY 

Mayor

ATTEST:

BY 

City Recorder



RESOLUTION NO. 4225-04**RESOLUTION AFFIRMING THE CITY COUNCIL'S POSITION ON THE
APRIL 15, 2004 METRO URBAN GROWTH BOUNDARY (UGB)
RECOMMENDATION, TO OPPOSE INCLUSION OF THE TUALATIN
AREA INTO THE UGB FOR INDUSTRIAL PURPOSES**

WHEREAS the City of Tualatin has strived to be a balanced community, offering a mix of residential, industrial and business opportunities; and

WHEREAS the City of Tualatin has maintained a high quality of life over the years; and

WHEREAS the City of Tualatin is engaged in the concept planning of 362 acres of industrial lands that Metro brought into the Urban Growth Boundary (UGB) in 2002; and

WHEREAS in November 2002 the Council adopted a goal to "Develop a resolution affirming the City's position on Urban Growth Boundary (UGB) expansion"; and

WHEREAS City Staff presented materials to the Tualatin Council over the past year on issues surrounding UGB expansion; and

WHEREAS City Staff collected citizen input on the Long-Term Community Vision for Tualatin's Future and forwarded it to the City Council and the Council held a Community Forum on April 6, 2004; and

WHEREAS the Metro Chief Operating Officer (COO) released his recommendation for UGB expansion on April 15, 2004, which recommended over half of the 3,100 total gross acres of industrial land need be located adjacent to Tualatin in three distinct areas; and

WHEREAS the Tualatin City Council held a special work session on April 27, 2004 to further discuss the COO recommendation and discuss possible positions on the recommendation as it applies to Tualatin; and

WHEREAS the Tualatin City Council received input from City staff and citizens prior to formulating this resolution.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. The Tualatin City Council opposes the current Metro COO's recommendation to add the land south of Tualatin, the Tualatin Area (Exhibit 1), into the UGB for industrial purposes for the following reasons:

- a. It will have a detrimental impact on the quality of life for Tualatin's citizens and contradict the Metro Charter, Chapter 2, Regional Function #4, Protection of Livability of Existing Neighborhoods and the Purpose and Intent of Metro Title 12 of the Urban Growth Management Functional Plan to Protect Residential Neighborhoods.
- b. Industrial uses are incompatible with the existing land uses in the study area, which includes churches.
- c. Adding this area for industrial purposes, along with other proposed areas surrounding Tualatin, places an undue burden on Tualatin by burdening it with the entire region's needs for industrial lands, and shifting Tualatin's industrial land areas from 36 to 50 percent, far higher than the regional average of 12 percent.
- d. The transportation system in the area is inadequate to handle the proposed industrial traffic without impinging upon the existing neighborhoods adjacent to the proposed area.
- e. The City of Tualatin has concerns about provision of water to the City in the future.
- f. There are inadequate measures established to guarantee that the I-5/Highway 99W Connector will be planned for and constructed.
- g. Adding this area for industrial purposes will have a negative impact on the environmental resources in the area.
- h. The area is parcelized and has rolling topography, and therefore does not meet Metro's factors for industrial lands.
- i. Metro would exceed the scope of its authority by attempting to usurp the City's zoning powers by imposing specific uses on specific properties.
- j. Metro has improperly applied the soils hierarchy set out in ORS 197.298 for housing in urban growth areas, not industrial uses. The future of Tualatin should be determined by good planning.
- k. The City Council needs time to create a comprehensive vision, encompassing lands outside its immediate jurisdiction, to have a

greater understanding of what type of UGB expansion in the future the City could support.

Section 2. The Council directs staff to defend its position, make findings to support this position, and to coordinate with other agencies, as needed.

INTRODUCED AND ADOPTED this 10TH day of May, 2004.

CITY OF TUALATIN, OREGON

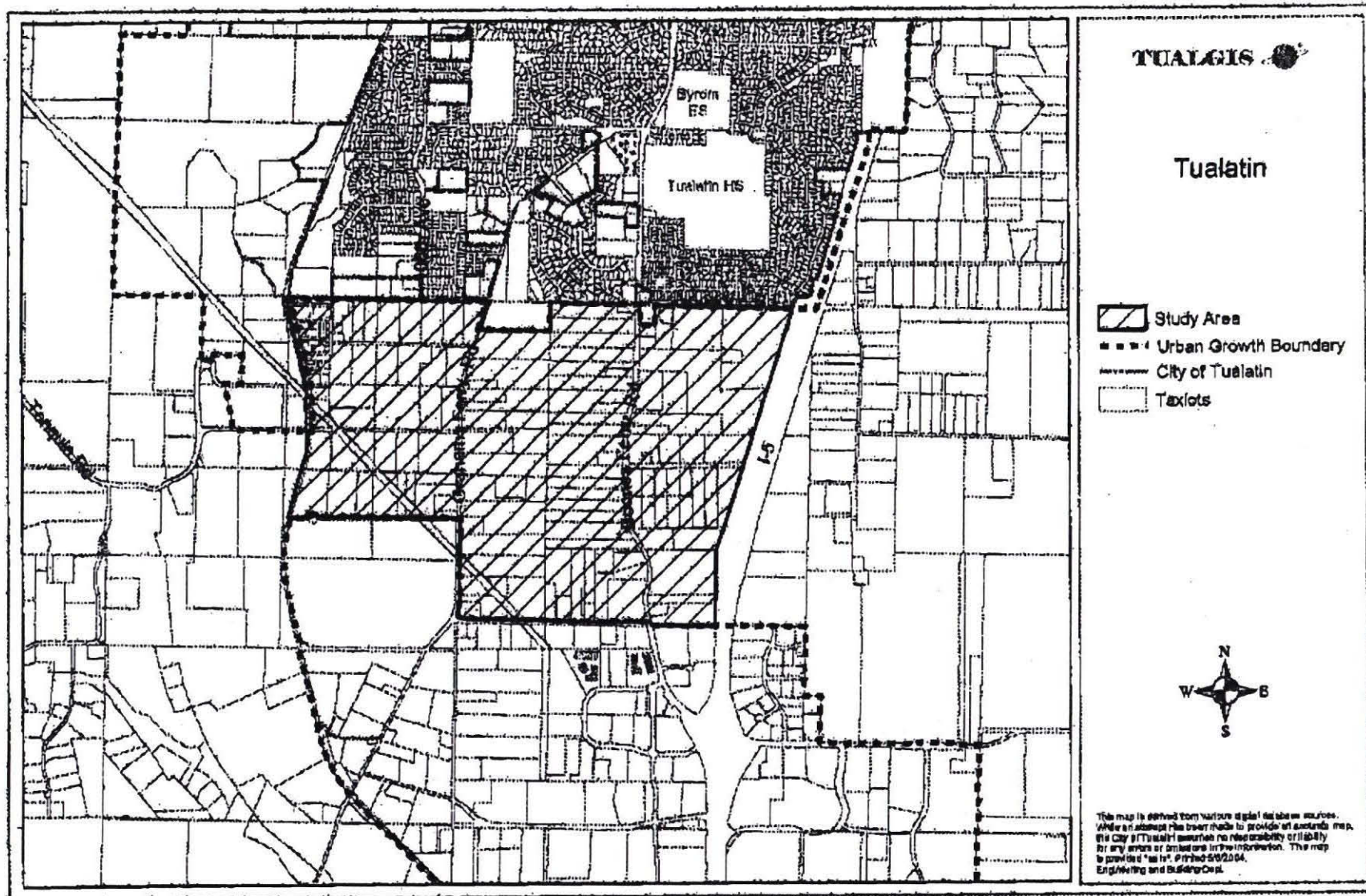
BY 

Mayor

ATTEST:

BY 

City Recorder



RESOLUTION NO. 4227-04**RESOLUTION AFFIRMING THE CITY COUNCIL'S POSITION ON THE
APRIL 15, 2004 METRO URBAN GROWTH BOUNDARY (UGB)
RECOMMENDATION, TO OPPOSE INCLUSION OF THE BORLAND ROAD
NORTH AREA INTO THE UGB FOR INDUSTRIAL PURPOSES**

WHEREAS the City of Tualatin has strived to be a balanced community, offering a mix of residential, industrial and business opportunities; and

WHEREAS the City of Tualatin has maintained a high quality of life over the years; and

WHEREAS the City of Tualatin is engaged in the concept planning of 362 acres of industrial lands that Metro brought into the Urban Growth Boundary (UGB) in 2002; and

WHEREAS in November 2002 the Council adopted a goal to "Develop a resolution affirming the City's position on Urban Growth Boundary (UGB) expansion"; and

WHEREAS City Staff presented materials to the Tualatin Council over the past year on issues surrounding UGB expansion; and

WHEREAS City Staff collected citizen input on the Long-Term Community Vision for Tualatin's Future and forwarded it to the City Council and the Council held a Community Forum on April 6, 2004; and

WHEREAS the Metro Chief Operating Officer (COO) released his recommendation for UGB expansion on April 15, 2004, which recommended over half of the 3,100 total gross acres of industrial land need be located adjacent to Tualatin in three distinct areas; and

WHEREAS the Tualatin City Council held a special work session on April 27, 2004 to further discuss the COO recommendation and discuss possible positions on the recommendation as it applies to Tualatin; and

WHEREAS the Tualatin City Council received input from City staff and citizens prior to formulating this resolution.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. The Tualatin City Council opposes the current Metro COO's recommendation to add the land east of Tualatin, the Borland Road North Area (Exhibit 1), into the UGB for industrial purposes for the following reasons:

- a. It will have a detrimental impact on the quality of life for Tualatin's citizens and contradict the Metro Charter, Chapter 2, Regional Function #4, Protection of Livability of Existing Neighborhoods and the Purpose and Intent of Metro Title 12 of the Urban Growth Management Functional Plan to Protect Residential Neighborhoods.
- b. Industrial uses are incompatible with the existing land uses in the study area which includes churches and schools.
- c. Adding this area for industrial purposes, along with other proposed areas surrounding Tualatin, places an undue burden on Tualatin by burdening it with the entire region's needs for industrial lands, and shifting Tualatin's industrial land areas from 36 to 50 percent, far higher than the regional average of 12 percent.
- d. The transportation system in the area is inadequate to handle the proposed industrial traffic without impinging upon the existing neighborhoods adjacent to the proposed area.
- e. The City of Tualatin has concerns about provision of water to the City in the future.
- f. Adding this area for industrial purposes will have a negative impact on the environmental resources in the area.
- g. The area is parcelized, has rolling topography and is not in close proximity to other industrial areas, and therefore does not meet Metro's factors for industrial lands.
- h. Metro would exceed the scope of its authority by attempting to usurp the City's zoning powers by imposing specific uses on specific properties.
- i. Metro has improperly applied the soils hierarchy set out in ORS 197.298 for housing in urban growth areas, not industrial uses. The future of Tualatin should be determined by good planning.

- j. The City Council needs time to create a comprehensive vision, encompassing lands outside its immediate jurisdiction, to have a greater understanding of what type of UGB expansion in the future the City could support.

Section 2. The Council directs staff to defend its position, make findings to support this position, and to coordinate with other agencies, as needed.

INTRODUCED AND ADOPTED this 10TH day of May, 2004.

OREGON

CITY OF TUALATIN,

BY 

Mayor

ATTEST:

BY 

City Recorder

