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JUNE 2004

Public Comment Report

Addendum A

Urban growth boundary expansion for industrial jobs

Comments received May 15 to June 11, 2004 including testimony received at May 27 and June 10, 2004 Metro Council hearings

METRO

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Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 24 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

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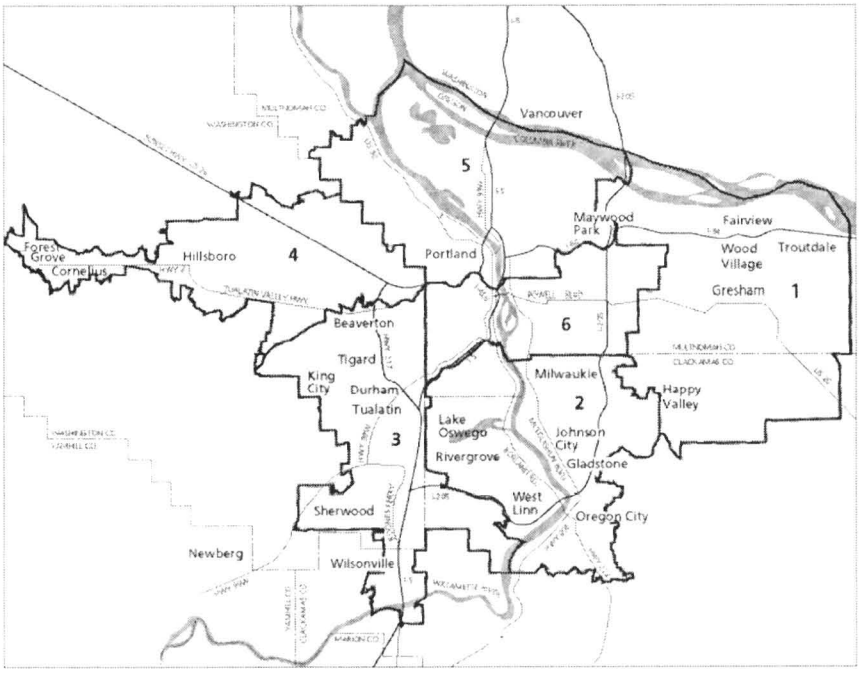

Council districts

Industrial Lands Expansion

Public Comment Report
Addendum A

June 2004

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Introduction

This Industrial Lands compendium was produced from public comments received from May 15, 2004 through June 11, 2004. It is a companion document to the April and May 2004 public comment reports summarizing issues and concerns related to the state-mandated effort to ensure a 20-year supply of industrial land in the Portland metropolitan area.

During this time period, the Metro Policy Advisory Committee (MPAC) issued their recommendations and public hearings were held on May 27 and June 10, 2004. This Addendum "A" report includes comments and testimony received during these two hearings as well as from letters, comment cards, faxes, e-mails, and phone calls. On June 3, 2004 five amendments were approved by a Metro Council ordinance that will add industrial acres to the urban growth boundary. The amendments modified the recommendation made by Metro Chief Operating Officer Michael Jordan earlier this spring. The Metro Council is scheduled to vote on the industrial lands expansion at a June 24, 2004 council meeting and hearing. A final Addendum "B" record of public comments will be published following this decision.

Background

In December 2002, the Metro Council expanded the region's urban growth boundary (UGB) to include an additional 18,638 acres – about 2,000 acres were found to be suitable for employment and another 16,000 acres suitable for residential development. That decision, however, did not fully meet the state-mandated requirement for a 20-year supply of industrial land. Industrial lands are more suitable for manufacturing, warehousing or fabrication uses that require flat land and convenient locations to freeways and highways.

On July 10, 2003, the Metro Council directed staff to begin a study of land outside the UGB to determine its suitability for industrial use. The study included approximately 68,000 acres, which included the remaining 59,000 acres from the 2002 Alternative Analysis study plus an additional 9,000 acres.

In December 2003, the council voted to reduce the number of acres being studied to 28,331. Lands were evaluated using factors such as slope, proximity to the UGB and to other industrial uses, and access to a road or to a freeway interchange.

In March 2004, more than 1,300 people participated in six open houses throughout the region. More than 61,000 brochures were mailed to property owners who potentially might be affected and to interested persons to update them on the study. Brochures provided notification about the open houses, subsequent hearings and the availability of a detailed technical report with

information about potential impacts on traffic, parks and costs for providing public services such as sewer, water and transit.

Following release of the chief operating officer's (COO) recommendation, three additional mailings were sent to property owners. These included 4,500 notices to property owners outside the current UGB and included in the COO recommendation, 5,000 notices to those not included in the recommendation but possibly subject to further Metro Council consideration and to those whose property potentially is being considered as regionally significant industrial areas inside the current boundary. Additional advertisements, fact sheets, electronic newsletters and community meetings were also held to ensure citizens were notified of opportunities to participate in the industrial lands decision.

More than 230 people testified (or submitted written testimony) in public hearings centering on the industrial lands recommendation that were held on April 22 (Gresham), April 29 (Hillsboro), May 6 (Wilsonville) and May 27 and June 10 (Portland). A final hearing is scheduled for June 24 at Metro, 600 NE Grand Avenue, in Portland.

The Metro Council is scheduled to make a decision on the industrial lands expansion at their meeting at 2 p.m. on Thursday, June 24. The state-mandated deadline to amend the UGB is June 30, 2004.

All comment reports, as well as the COO's April 15 recommendation, MPAC's recommendation and other supporting documents, are available on Metro's web site at www.metro-region.org or call (503) 797-1839. The hearing impaired can call TDD 503) 797-1804.

Executive Summary

The June 2004 Addendum "A" public comment summary includes more than 240 comments from property owners, residents, community groups, schools, government agencies, businesses and others interested in the proposed expansion of the urban growth boundary (UGB) for industrial uses. In addition, one petition with 112 signatures was received specifically in opposition to industrial land expansion in the Wilsonville East (Frog Pond) area. Another petition with 11 signatures was received supporting the proposal to remove an area in Cornelius north of Council Creek from industrial expansion. All comments were received from May 15 through June 11, 2004.

Most comments came from the southwest areas of the region, with the majority from Boring, Helvetia, Tualatin and Wilsonville. Fewer comments were received regarding areas south of the Willamette River and from the proposed industrial areas east of I-205.

Comments by area

Helvetia – The greatest number of comments for this period (46) were about the Helvetia area. Most expressed opposition to using farmland in Helvetia for industrial use. They cited the historical nature of the area, the third-generation farming community, the food that is provided, as well as the rural quality of life. They asked for a buffer against industrial uses, if industry is necessary. One letter asked that Metro not "join the race to the bottom to attract industrial jobs" and that Metro should develop Regionally Significant Rural Areas (RSRAs) to protect farmlands. Another wrote: "Industry will ruin productive lands and spoil the character of a beautiful area."

West Union – Two (2) comments about West Union, located next to Helvetia, were against industrialization of land that supports wildlife habitat and productive farms.

Tualatin – A large number of comments (37) were received about the proposed industrial area south of Tualatin. Most were from residents who felt that there was already too much traffic in their new neighborhoods. They believe that industry would bring truck traffic, noise and pollution and cause property values to drop. A few letters asked that a buffer zone be created between industry and housing. Some letters said that the roads could not support expansion. City officials said that more industry would mean an increase from 36 percent to 50 percent industrial land, which is not their community's vision.

Wilsonville East – A considerable number of comments (44) expressed opinions about Wilsonville East, called the Frog Pond area. A few comments expressed the desire for industry, as the soils are heavy clay and new irrigation water rights are limited for farming. Most other comments were from residents against

industry in the area of farms, homes, schools and churches. One petition with 112 signatures was against industry in Wilsonville East.

Wilsonville South - Eleven (11) comments were received about using land south of the Willamette River for industry. Most were against it, but one developer requested 100-acre industrial sites with restrictions to prevent strip-mall development along I-5.

Boring – A large number of comments (24) were received about the Boring study area. However, they were all from property owners who do not want to be annexed to Happy Valley but to the City of Damascus when it is formed. They felt the proposed annexation to Happy Valley would divide the neighborhood down 177th Avenue and they asked Metro to intervene.

Borland Road North – Many (16) comments were received about Borland Road North study area. Most spoke to the schools, wildlife habitat, rural roads, infrastructure, scenic views, farms and nurseries that would be affected by industry. However, one of the comments wanted land used for business/offices that excluded heavy trucks.

Four comments were concerned about industry in the Stafford Basin because of the radical change it would bring to a rural/residential area. One letter wanted development in the form of commercial business parks or residential, not warehouses or truck depots.

Cornelius – Many (16) comments were received regarding the Cornelius study area. Most were in favor of land in Cornelius developed for industrial use to bring in more jobs and benefit the community. One petition with 11 signatures was received supporting the removal of the farming area north of Council Creek from industrial expansion.

Evergreen – Seven (7) comments about the Evergreen study area were received. The City of Hillsboro said this land is their top priority. Two believed it should be industrial land with a nearby airport. One said it was not near a freeway and is in use as farmland. One letter with attachments stated that this proposed UGB amendment was unlawful and has not been coordinated with surrounding cities and counties. The letter requested a delay in decision-making.

General comments

Environment and farming – Several comments were received asking that floodplains be avoided and wildlife habitat be protected from development. Some said that farmland and the food provided by farmers was precious and should not be developed. Many people called for buffer zones between land uses, especially buffers around residential areas to protect them from truck

traffic, pollution, noise and unsafe streets. Several comments called for careful planning in rural/residential areas such as the Stafford Basin.

Business and industry – Several pro-business comments stated that there was a clear need for more industrial land in the region with existing infrastructure and services. One said that the marketplace was very competitive and industrial land should be located close to major highways.

Title 4 regulations – Five (5) comments were received about Title 4 regulations concerning the location of medical and dental facilities. Some letters urged the MPAC recommendation that allows medical offices in industrial areas, excluding Regionally Significant Industrial Areas. Owners of medical facilities want locations accessible to patients and workers, and mentioned that health care spending is a stable contributor to growth in the community.

Transportation – The Oregon Department of Transportation asked for assurance that areas brought into the UGB receive needed transportation improvements for a healthy economy and safe transportation system. Many residents were concerned about additional truck traffic on rural or residential roads.

Process – A few letters asked Metro to do the right thing for communities, which might mean a delay in the decision-making process. Metro was asked to listen to local governments and connect with the involved communities. "Be reasonable in your decision making," was mentioned.

Urban growth boundary – Several comments addressed the boundary. One said keep the boundary the way it is now and expand no further. One comment said UGB expansion in Evergreen and Cornelius was premature. One was displeased with the increased densities in the 2040 Plan and said it was a detriment to future generations. One comment said the technical report of UGB impacts was unsatisfactory and the deadline was premature.

Economic development – A few comments stated that Oregon could not afford to lose opportunities to expand development for jobs, especially high-paying jobs. Others mentioned the economic benefits of agriculture and the loss of valuable food and nursery products that are sold widely.

Section 1: Public Comments Summary Table

Type	First name	Last name	City	Area of concern	Comments about Industrial Land Expansion
E-mail	Keith	Aden	Lake Oswego	Wilsonville	Concerned that City of Wilsonville would not work well with property owners or buyers of industrial lands, and would like Clackamas County to retain and manage property outside city limits.
Testimony	Keith	Aden	Wilsonville	Wilsonville East	Family has owned 50 acres since 1875. Favors including their property in industrial use. It is not prime farmland, too small. Unable to build on, but next door neighbor built 200-home development.
Testimony	Nancy	Alexander	Tualatin	Wilsonville East	Farming on grade 2 soil and must have access to roads to deliver fertilizer and other products. More trucks would prohibit this activity. There is wildlife in the area. Opposes this area for industrial.
Letter	Perry	Allard	Boring	Boring	Property owners in Boring do not want to be annexed to Happy Valley, but to Damascus. Sets up tangle of jurisdictions. Please intervene, help.
Testimony	Sparkle Fuller	Anderson		Evergreen area	Evergreen is farmland with services and has a higher value than Wilsonville East. It is not on I-5 and not near I-205. If not Wilsonville East, go south to Charbonneau land that meets the criteria.
Letter	Marcelle	Anderson	Hillsboro	Helvetia area	Opposed to inclusion of Helvetia acres into industrial expansion. Historical area is used as farmland and needs a buffer to keep farming. Protect rural quality of life in our community.
Testimony	Sparkle Fuller	Anderson	Wilsonville	Wilsonville East	This area is in Clackamas County, which wants more industrial land. Metro planners have offered this area a valuable opportunity. I ask that you include this property in RSIA inventory.
Testimony	Sparkle Fuller	Anderson	Wilsonville	Wilsonville East	Take the land that is ruined first and leave farms. Wilsonville East meets criteria, not Evergreen, for truck access to I-5 and I-205.
Testimony	Sparkle Fuller	Anderson	Wilsonville	Wilsonville East	Frog Pond area right place for industry. Farming is no longer viable. Use southern portion as buffer to be developed campus industrial to avoid trucks. No one listens to farmers problems. Need buffers.

Type	First name	Last name	City	Area of concern	Comments about Industrial Land Expansion
Card	Gloria	Awbrey	Wilsonville	Stafford Road	Commuters take this road and other streets because of the peace and beauty. Open lands are healthy for people and neighborhoods. Keep out any more noise and air pollution.
Letter	Robert & Patricia	Bailey	Hillsboro	Helvetia area	Property owners and CPO #8 were not included during pre-planning phase. Requests information on all planning meetings regarding this proposal. Awaits response from Metro prior to decision.
Testimony	Bob	Baker	Hillsboro	Helvetia area	They saluted Council's decision on Helvetia. The area needs land planned.
Testimony	Chris & Kathleen	Barhyte	Tualatin	Tualatin/Borland Road North	Tualatin City Councilor opposes these areas for industrial expansion. It means unprecedented increase in Tualatin industry from 36% to 50%. Please coordinate with local governments.
Testimony	Bill	Bash	Cornelius	Cornelius	Spoke to the issue of hard boundaries in Cornelius area and that industry would help city.
Testimony	Jeffrey	Bauman	Wilsonville	Wilsonville East	Groundwater-limited designation applies to new water users. Existing users are entitled to full use of the water rights they now hold. Aquifer has rebounded and will meet needs of current users.
Testimony	Jeff	Bauman	Wilsonville	Wilsonville East	Public Works Director presented information about groundwater, which has reversed a 10-year decline. They are not using wells. All water is from a new source. Current water rights upheld.
Letter	Marty	Beaudet	Damascus	Boring	Proposed annexation to Happy Valley disputed. Will divide neighborhood if split down 177th Ave. and 35 neighbors have signed our request.
Testimony	Mayor Charles	Becker	Gresham	Gresham	Supports retention of 90 acres west of Telford Rd. in UGB as industrial property. Has road access and future utility extensions for development.
Letter	Brian	Beinlich	Hillsboro	Helvetia area	Opposed to Helvetia acres as industrial land. This is historical area, primarily farmland and should continue as buffer zone. Protect rural community.
Letter	Sharon	Beinlich	Hillsboro	Helvetia area	Opposed to Helvetia acres as industrial land. This is historical area, primarily farmland and should continue as buffer zone. Protect rural community.

Type	First name	Last name	City	Area of concern	Comments about Industrial Land Expansion
Letter	Steven	Belknap	Boring	Boring	Property owners in Boring do not want to be annexed to Happy Valley, but to Damascus. Sets up tangle of jurisdictions. Please intervene, help.
Letter	Andrew & Sylvia	Beyer	Boring	Boring	Proposed annexation to Happy Valley disputed. Will divide neighborhood. Wish to be annexed to Damascus. Please intervene for good of majority
Letter	Henry	Bishop	Hillsboro	Helvetia area	Opposed to inclusion of Helvetia acres into industrial expansion. Historical area is used as farmland and needs buffer to keep farming. Protect rural quality of life in our community.
E-mail	Mark	Boehmer	Portland	West Union	This area a natural habitat for wildlife. To bring farmland and natural areas into boundary is very detrimental, would add large volume of traffic. Use Evergreen site instead.
Letter	Charles	Bolsingen	Boring	Boring	Proposed annexation to Happy Valley disputed. Will divide neighborhood. Wish to be annexed to Damascus. Please intervene for good of majority
Column	Jerry	Boone		Hillsboro	Land north of Hillsboro near Hillsboro Airport needs to be industrial so residents can sell and get away from noise of helicopters and airplanes.
Letter	Teresa Grossen	Brandt	Hillsboro	Helvetia area	Opposed to Helvetia acres as industrial land. This is historical area, primarily farmland and should continue as buffer zone. Protect rural community.
E-mail	Lorry	Brown	Boring	Boring/Damascus	Rural area of nurseries and farms now employing people. Shortsighted to pave over land for new industries when rural jobs are destroyed. Wait until need is dire. Doesn't get to vote for Council.
E-mail	Lorry	Brown	Boring	Boring/Damascus	Farmland, nurseries and greenspaces are valuable assets to community. Don't trash this area for business and job creation. Process is unfair.
Letter	Bruce & Karla	Callaghan	Hillsboro	Helvetia area	Opposed to inclusion of Helvetia acres into industrial expansion. Historical area is used as farmland and needs a buffer to keep farming. Protect rural quality of life in our community.
Card	Lee & Valinn	Chum	Gresham	East Multnomah County	Oregon can't afford to lose opportunities to expand development for high paying jobs. Farm and service workers produce low incomes.

Type	First name	Last name	City	Area of concern	Comments about Industrial Land Expansion
Letter	U.	Claloe	Hillsboro	Helvetia area	Opposed to Helvetia acres as industrial land. This is historical area, primarily farmland and should continue as buffer zone. Protect rural community.
Testimony	Steve	Clark	Portland	Regionwide	Urged doing the right thing for communities, which might mean a delay in making a decision. Be clear on expected outcomes. Connect with the communities involved.
Testimony	Arnold	Cogan	Portland	Helvetia area	Supports Helvetia sites north of US 26 and west of Helvetia Road. Fulfills criteria for jobs, near urban services, corrects zoning error, acceptable to farm interests, completes urban pattern of growth.
Letter	Jeffrey	Condit	Portland	Tualatin	Presented legal analysis of lands that Tualatin opposes to be added to Tualatin and Borland Road North study areas. Evidence of need is not supported and negative impacts not considered.
Testimony	Jeff	Condit		Tualatin	Felt analysis was done backwards. Spoke to Goal 2 and need for partnership. Couldn't accept all three sites proposed for Tualatin area.
Letter	Jeffrey	Condit	Portland	Tualatin/Borland Road North	Represents city of Tualatin. Does not believe addition of Tualatin and Borland Road North complies with Goal 14 or other criteria. If included, city will resist efforts as long as it takes.
Testimony	William	Connerly, PhD		Title 4 regulations	Health care is a growing, high paying, stable industry. Health care spending is a contributor to growth, with local community impacts. Local need for health care best made by the community.
Letter	Dave	Corey	Lake Oswego	Borland Road North	Arbor School offers rare quality education. If Borland Road North is converted to industry, he envisions a truck route between I-205 and I-5 that would endanger the community and school.
E-mail	Jay	Cosnett	West Linn	Borland Road North	He listed 11 reasons why Metro's own policies show that this area should not be included in industrial expansion, including conflicts with Regional Framework Plan, habitat protection, analysis in Technical Report.

Type	First name	Last name	City	Area of concern	Comments about Industrial Land Expansion
E-mail	Jay	Cosnett	West Linn	Helvetia area	Urge removal of Helvetia area from consideration. Don't join race to the bottom to attract industrial jobs. Need good quality of life. Develop Regionally Significant Rural Areas to protect farmlands.
E-mail	Jay	Cosnett	West Linn	Helvetia area	Urge council to consider removing Helvetia study area due to impacts on communities, farms, history, and need for buffers. Metro did not take into account currently vacant industrial parcels. Look at multiple transportation methods.
Testimony	Jay	Cosnett	West Linn	North Borland Road	Opposed to North Borland Road area as industrial land use. Provided written testimony.
Testimony	Jay	Cosnett	West Linn	Wilsonville East	Opposed to Frog Pond area as industrial land. Need to protect existing neighborhoods, create balanced transportation system, balance jobs with housing and enhance the role of centers. Listen to City of Wilsonville and exclude Frog Pond site.
Letter	Mark	Cottle	Sherwood	Quarry	If the Quarry site comes into the UGB, he wants it to come in under Sherwood's jurisdiction because of impacts on the city and its infrastructure, including water rights and traffic generated.
E-mail	Julian	Cranford	Hillsboro	Helvetia area	Agree with proposal to bring Helvetia area into UGB. Traffic on West Union Road unsafe to move farm machinery so may need to quit farming.
E-mail	Julian	Cranford	Hillsboro	Helvetia area	Agree that area should be industrial. Area has changed from rural to urban with traffic on West Union Road. No longer safe for farm machinery.
E-mail	Lisa	Day	West Linn	Borland Road North	Support removal of Borland Road North area. Traffic congestion has increased, diverting cars onto neighborhood streets. Traffic backed up on Stafford Road at rush hour. Small rural community
E-mail	Anita	Derry	West Linn	Stafford Road	Concerned about industry in Stafford Basin. Water stores would be impacted. Would bring radical change to a farming/residential area and would impact air quality and traffic congestion.

Type	First name	Last name	City	Area of concern	Comments about Industrial Land Expansion
E-mail	Bob & Susan	Dietrich	Tualatin	Tualatin	Opposed to adding Tualatin to UGB as industrial. Puts noise within yards of our house. Traffic would increase and be noisy and deadly. Destroys rural balance. Based on old data, topography not flat.
E-mail	Bob	Dietrich		Tualatin South	Opposed to adding Tualatin South for industrial use. It would destroy residents' quality of life, add noise, traffic and trucks in area of rural homes.
Testimony	David	Dodds	West Linn	Borland Road North	Spoke to infrastructure difficulties, cut up parcels, conflicting uses and transportation issues.
Testimony	Mayor Rob	Drake	Beaverton	Tualatin	Bringing in southern portion of proposed Tualatin addition will not negatively impact residents.
Petition	Commissioner Andy	Duyck	Hillsboro	Cornelius/Tualatin	Reasons to remove parcels north of Cornelius are sound. In Tualatin, place road alignment before designation of industrial land for good planning.
E-mail	Derek	Ebel	Portland	2040 Plan	Displeased with current UGB 2040 Plan. Metro has increased densities, which is a detriment to lifestyle for future generations. A disgrace.
Testimony	Fred	Edmunds	Wilsonville	Wilsonville East	Frog Pond area poorly drained, has power lines, groundwater shortage, North Wilsonville inter-change built for truck traffic, close to I-5. A good location for industrial use and meets all criteria.
Testimony	Philip	Edmunds	Wilsonville	Wilsonville East	Rose nursery in Wilsonville East had to be sold due to well water problems. Moved production to California and lives on property. Right decision to include this land as industrial use.
E-mail	Carla	Fennell	Tualatin	Tualatin	Already too much industrial traffic passing our schools. Don't overpower the neighborhood serenity with noise and traffic flow of industry.
Letter	Art & Pat	Fiala	West Linn	Stafford Road	Strongly urge Stafford Triangle be included in UGB expansion. It is no longer productive farm land. Support use of land for commercial business parks or residential, not warehouses/truck depots.
Testimony	Keith	Fishback	Banks	Cornelius/Evergreen	Washington County Farm Bureau opposes any expansion of Cornelius north of Council Creek, or the Evergreen Road site in Hillsboro. Stop these UGB expansions for long term farming security.

Type	First name	Last name	City	Area of concern	Comments about Industrial Land Expansion
Letter	James	Flath	Boring	Boring	Proposed annexation to Happy Valley disputed. Will divide neighborhood. Wish to be annexed to Damascus. Please intervene for good of majority.
Hotline	Jeanine	Foster	Cornelius	Cornelius	Does not want urban growth boundary expanded north of Council Creek, which includes her little farm in Cornelius
E-mail	John	Foster	Wilsonville	Wilsonville	Thoughtful planning by City of Wilsonville has created industrial areas with buffers. I will continue to fight to maintain quality of life Wilsonville has created. Metro's actions are unfair to opposition.
Letter	Mather	Furrow	Hillsboro	Helvetia area	Has been farming for three generations to provide hazelnuts for food. Leave our land alone and build on rocks and cliffs. Leave the good dirt alone.
Letter	Irene	Furrow	Hillsboro	Helvetia area	Our farm is farmed full time and we are third generation farmers. This is how we make our living and all we know. Its also how city people get food. Leave our country alone.
Letter	Matthew	Garrett	Portland	Transportation system	Oregon Department of Transportation wants Metro to assure that areas brought into the UGB receive needed transportation improvements for a healthy economy and safe transportation system.
Testimony	Gary	Gentemann	Tigard	Evergreen area	Spoke to 11 property owners who support the Evergreen parcel for industrial use. Reasonable alternative to Tualatin and Helvetia.
E-mail	Mike	Gillespie	Tualatin	Tualatin South	Disappointed in Metro's decision to keep Tualatin in consideration for industrial land as MPAC has recommended otherwise. Pompous behavior and very disturbing. Please re-consider decision.
E-mail	Tom	Gillihan		Tualatin	Agrees with MPAC vote to oppose Tualatin south study area for industry. Too close to high-end residential area, Victoria Woods.
E-mail	Tom	Gillihan		Tualatin area	Opposed to South Tualatin as industrial property. MPAC voted in opposition and I am in agreement.
Testimony	Lise	Glancy	Portland	Terminal 6 map error	Requested clarification of a Terminal 6 boundary error on map.

Type	First name	Last name	City	Area of concern	Comments about Industrial Land Expansion
Testimony	Lise	Glancy	Portland	West Hayden Island	UGB runs along shoreline of Terminal 6 and West Hayden Island. Port planning for dock extension and would like to resolve UGB line placement.
Letter	Leroy	Goodwin	Hillsboro	Helvetia area	Opposed to Helvetia acres as industrial land. This is historical area, primarily farmland and should continue as buffer zone. Protect rural community.
Letter	Katherine	Goodwin	Hillsboro	Helvetia area	Opposed to Helvetia acres as industrial land. This is historical area, primarily farmland and should continue as buffer zone. Protect rural community.
Letter	Elizabeth	Graser-Lindsey	Beavercreek	Oregon City area	Beavercreek CPO objects to inclusion of Oregon City area for industry. A ravine could isolate adjacent land, impact rural character and diminish the separation between communities.
Testimony	Kristina	Greene	Portland	Helvetia area	From Cogan, Owens, Cogan, working with Bob Baker and adjacent property owners. They support inclusion of Helvetia area in UGB expansion.
Testimony	Mark	Greenfield	Portland	Hillsboro	Property on Shute Road meets the need for industrial land and has willing sellers. Better use of infrastructure. Included in Industrial Land Task Force created by the governor.
Letter	Elmer	Grossen	Hillsboro	Helvetia area	Resident of Helvetia in opposition to inclusion as industrial land. Historical area primarily farmland that needs a buffer zone to enable farmers to continue farming. Protect our rural quality of life.
Letter	Glen	Grossen	Hillsboro	Helvetia area	Opposed to inclusion of Helvetia acres into industrial expansion. Historical area is used as farmland and needs a buffer to keep farming. Protect rural quality of life in our community.
Letter	Robert	Gsell	Boring	Boring	Property owners in Boring do not want to be annexed to Happy Valley, but to Damascus. Sets up tangle of jurisdictions. Please intervene, help.
Letter	Donald & Gladys	Guerber	Hillsboro	Helvetia area	Opposed to inclusion of Helvetia acres into industrial expansion. Historical area is used as farmland and needs a buffer to keep farming. Protect rural quality of life in our community.
Letter	John	Hammond	Portland	Regionwide	Roads, homebuilding and industrial development in floodplains should be prohibited except for imperative public purposes. Protect wildlife habitat.

Type	First name	Last name	City	Area of concern	Comments about Industrial Land Expansion
Testimony	John	Hammond, Jr.	Portland	Sandy	Asks that 87 acres in Sandy's Green Corridor Rural Reserve be excluded from UGB. Sandy wants distinct identity separate from urban areas.
E-mail	Susan	Hanson	Tualatin	Tualatin	Concerned about industry near new home having negative impact, such as noise and pollution. Look at Tonquin Road option for industrial area.
E-mail	Susan	Hanson	Tualatin	Tualatin	Has new home 100 yards from Helenius Road. Concerned that Metro will use this area for industrial land. Start at Tonquin Road to provide buffer for new housing. Negative impact on our life.
E-mail	Susan	Hanson	Tualatin	Tualatin	Concerned that the expansion will butt up against new residential area of expensive homes. Metro should create a buffer and start at Tonquin Road.
E-mail	Susan	Hanson	Tualatin	Tualatin	Greatly concerned about traffic increase that this industrial area will bring, including noise and pollution. It will create a drop in property values.
Testimony	John	Hartsock	Boring	Damascus	Spoke for Committee for Future of Damascus. Supported MPAC recommendations.
Testimony	Michelle	Hascall	Hillsboro	Helvetia area	Feels that Helvetia serves a better purpose as farmland than industrial use.
Letter	Kit Abel	Hawkins	Tualatin	Borland Road North	Director of Arbor School hopes to continue to advance their mission on the land they worked so hard to acquire. Industrial expansion means non-conforming use and disastrous to their growth.
Letter	Jill	Heavey		Tualatin/Sherwood Road	Objects to locating proposed I-5/99W southern bypass on rural farmland. Contrary to Oregon land use laws and goals. Improve existing road to preserve farmland that UGB supports.
Letter	Steve	Heinrich	Cornelius	Cornelius	The mayor of Cornelius requests 170 acres of land on Hobbs and Susbauer roads be included in industrial area for more cost effective extension of utilities and road safety considerations.
Letter	Mayor Dick	Heinrich	Cornelius	Cornelius	Mayor wants to recommend more suitable land near Cornelius as alternative to Tualatin and Wilsonville sites. Land is 78 buildable acres with willing sellers, easier to extend services here.

Type	First name	Last name	City	Area of concern	Comments about Industrial Land Expansion
Testimony	Mayor Steve	Heinrich	Cornelius	Cornelius	Metro decision based on inaccurate information. Reconsider 91 acre UGB addition recommended by staff and MPAC which would provide healthier balance between housing and jobs, livability.
Testimony	Steve	Heinrich	Cornelius	Cornelius	Grew up in Washington County from farming background. Wants to expand UGB for industry in Cornelius.
Letter	David	Helgesson	Wilsonville	Wilsonville East	Appreciates foresight to provide land for future industrial use. Ideally situated. Soils are heavy clay loam and there are no more irrigation water rights. Its time to make these lands industrial.
Card	Pat	Helgesson	Wilsonville	Wilsonville East	Lives in Northeast Wilsonville and opposes proposed industrial designation. Follow natural boundaries and stop at city boundary. Would gain financially from change, but it is wrong for area.
Testimony	J. Clayton	Hering	Portland	Regionwide	Biggest problem with sites was the ability to service them with roads, utilities, etc. Marketplace very competitive, locate close to major highways.
E-mail	Scott	Hicks	Wilsonville	Wilsonville East	Residential use sandwiched between industrial land is not compatible land use; destroys privacy, sense of place and personal safety.
Letter	Martin & Elizabeth	Hietpas, Jr.	Boring	Boring	Proposed annexation to Happy Valley disputed. Will divide neighborhood. Wish to be annexed to Damascus. Please intervene for good of majority
Letter	Beth Zetter & Virgil	Hockett	Cornelius	Cornelius	Requests their land be excluded from industrial expansion. It is next to Council Creek east of Susbauer Road, mostly in a floodplain and not suitable for building. Take a second look at it.
Letter	Ray	Hoffer	Hillsboro	Helvetia area	Resident of Helvetia in opposition to inclusion as industrial land. Historical area primarily farmland that needs a buffer zone to enable farmers to continue farming. Protect our rural quality of life.
Testimony	Jack	Hoffman	Lake Oswego	Borland/Stafford area	Appropriate that Borland not be included in UGB expansion. Stafford area needed coordination with partners; people have a sense of place and may resist changes. Commented on MPAC's recent compromise and asked Council to accept.

Type	First name	Last name	City	Area of concern	Comments about Industrial Land Expansion
Letter	Klara	Holbrook	Boring	Boring	Proposed annexation to Happy Valley disputed. Will divide neighborhood. Wish to be annexed to Damascus. Please intervene for good of majority.
Letter	Robert & Marie	Holt	Clackamas	Damascus	Do not include 82 acres west of Damascus as industrial land. It would alter their quality of life, property value and access roads. Noyer Creek area more accessible, flatter, less polluting.
Letter	Mayor Tom	Hughes	Hillsboro	Evergreen area	Exception lands next to Evergreen site suggests they be brought into UGB with hard agriculture boundary, airport compatibility to meet land needs
Testimony	Mayor Tom	Hughes	Hillsboro	Evergreen area	Evergreen site is Hillsboro's priority, rather than the Helvetia Road site because of jobs, services, airport land use, citizen and government support.
Testimony	Mayor Tom	Hughes	Hillsboro	Hillsboro	Supports Evergreen inclusion for industrial land use. Not opposed to Helvetia site but prefers Evergreen. West Union area unsuitable. Title 4 need to be flexible; not regulate medical buildings.
Letter	Joe & June Fuegy	Huserik	Hillsboro	Helvetia area	My family came here to farm and we are still in nursery and Christmas tree business. Do not ruin our community with big money-grabbing industry.
Letter	Chris & Kathleen	Huserik	Hillsboro	Helvetia area	Opposed to inclusion of Helvetia acres into industrial expansion. Historical area is used as farmland and needs a buffer to keep farming. Protect rural quality of life in our community.
Letter	Brian	Huserik	Hillsboro	Helvetia area	Owner of Huserik Brothers Nursery Inc. opposed to inclusion of Helvetia acres into industrial expansion. Protect rural quality of life in our community. Farmland should continue as farms.
Testimony	Holly	Iburg		Hillsboro South	Supports this area as industrial. Next to Roseway Industrial Park, Tualatin-Valley Hwy., railroad tracks, utilities present, concept planning done, shovel ready, in high-tech industry cluster area.
Letter	Anahit	Isikbay	Hillsboro	Helvetia area	Opposed to industry in Helvetia. It is historical area, mostly farmland with rural environment. At least provide a buffer between farms and industry.
Testimony	Judith	Jindrich	Wilsonville	Wilsonville East	You need to coordinate plans with local govern-ments. Reconsider compromise plan from MPAC.

Type	First name	Last name	City	Area of concern	Comments about Industrial Land Expansion
Letter	Lisa	Johnson	Boring	Boring	Proposed annexation to Happy Valley disputed. Will divide neighborhood. Wish to be annexed to Damascus. Please intervene for good of majority

Type	First name	Last name	City	Area of concern	Comments about Industrial Land Expansion
Testimony	Jim	Johnson	Salem	Wilsonville South and East	From Oregon Department of Agriculture in Salem. Recommended not going south of Willamette River. Under state law there are no "hard edges" to separate land uses. Supported Wilsonville East as industrial land. Water a key issue in farming.
Testimony	Delna	Jones	Tigard	Title 4 regulations	The issue for Providence Health Care is to find clinic locations accessible to patients and find job accessibility. They do need to look at costs.
Testimony	Heidi	Juza	Tualatin	Wilsonville East	Opposed to Frog Pond industrial use. School buses use five roads in area, making added trucks dangerous for children. Kids and trucks don't mix.
Testimony	Heidi	Juza	Tualatin	Wilsonville East	Against Frog Pond area used as industrial land. Truck traffic doesn't belong in neighborhood with children.
Letter	Mayor Vera	Katz	Portland	Title 4 regulations	City of Portland's position concerning medical and dental offices: should be located in 2040 centers, main streets and corridors due to high auto traffic and large amounts of land used. Inappropriate in RSIAs and regional employment areas.
Letter	Vera	Katz	Portland	Title 4 regulations	City of Portland's position concerning medical and dental offices: should be located in 2040 centers, main streets and corridors due to high auto traffic and large amounts of land used. Inappropriate in RSIAs and regional employment areas.
Testimony	Hal	Keever	Portland	Eight sites	Asked to do a cost analysis on eight specific sites. Any disparity dependent on assumptions.
Testimony	Bill	Kenny	Wilsonville	Wilsonville South	Issue of not taking land south of Willamette River was vetted in public record. Urged council to follow city of Wilsonville's recommendation.
Letter	Dick	Kline	Cornelius	Cornelius	Additional industrial land would benefit community as it creates area of 170 contiguous acres and makes site eligible for state assistance. Allows for east/west collector street and services. Provides healthier land use balance and meets state goals.

Type	First name	Last name	City	Area of concern	Comments about Industrial Land Expansion
Testimony	Dick	Kline	Cornelius	Cornelius	Urged working cooperatively with City of Cornelius and concerned about recent request to add 78 acres to the original 91 acres in response to street improvements. Honest and well-planned approach, not a land grab.
Testimony	Michael	Kohlhoff	Wilsonville	Wilsonville	Requested Council consider the MPAC recommendation and provided bound document for record. Spoke to truck traffic congestion issues.
Testimony	Michael	Kohlhoff	Wilsonville	Wilsonville East & South	City of Wilsonville's planning preserves East and South areas from urbanization. Metro's need for industrial land overstated, cost estimates too low, concern over truck routes, water has recharged.
Letter	Michael	Kohlhoff	Wilsonville	Wilsonville South	City attorney sent legal memorandum in support of Hosticka Ordinance against including land south of Willamette River for industrial expansion.
Petition	Kristina	Kolberg	Cornelius	Cornelius	Petition with 11 signatures supports proposal to remove area north of Council Creek from UGB industrial expansion. Parcels too small, active small-scale farming and nurseries exist here.
E-mail	Emilie	Kroen	Tualatin	Tualatin	Fully supports Tualatin City Council position on opposing additional industrial land to the south or east. Roads and neighborhoods not compatible. Use Quarry area near other industrial property.
Letter	Roger	Kuchinka	Boring	Boring	Proposed annexation to Happy Valley disputed. Will divide neighborhood. Wish to be annexed to Damascus. Please intervene for good of majority
E-mail	Linda	Lane	Wilsonville	Wilsonville East	Incomprehensible that Metro Council ignored MPAC and citizens regarding Frog Pond, which seems to be our Omaha Beach. Reconsider and be visionaries, not the enemy of the people.
E-mail	Richard	Langsen	Aurora	Wilsonville South	Do not expand the urban growth boundary, especially for industrial use, south of Wilsonville. Traffic problems, complaints of farm noise and smells, more air traffic at Aurora Airport.

Type	First name	Last name	City	Area of concern	Comments about Industrial Land Expansion
Letter	Maureen	Larsen	Wilsonville	Wilsonville East	Owns Larsen Farm Nursery in Hillsboro with unlimited Hagg Lake water. This makes it possible to have an agricultural business in Wilsonville, a city with no water for irrigation.
Testimony	Maureen	Larsen		Wilsonville East	Wilsonville East land is not productive farmland and should be used to create high tech jobs for Clackamas County that needs more jobs.
Testimony	Maureen	Larsen	Wilsonville	Wilsonville East	Owner of a retail nursery. Grows stock in Hillsboro, not in Wilsonville, because of lack of water. Urged land be linked to high tech jobs.
Testimony	Maureen	Larsen	Wilsonville	Wilsonville East	Lives in Wilsonville on Stafford Road and own a retail nursery there with irrigation problems. The land could provide future jobs and the trucks would not disturb Wilsonville residents.
Testimony	Maureen	Larsen	Wilsonville	Wilsonville North	Owns nurseries in Wilsonville and Hillsboro. Believes north Wilsonville area would make a positive addition to industrial lands.
Testimony	Pauline	Lee	Wilsonville	Wilsonville	City supports a hard edge. Provided written copy of testimony.
Letter	Mayor Charolotte	Lehan	Wilsonville	Wilsonville	City of Wilsonville urges adoption of MPAC recommendation. All hosting jurisdictions are in favor of it. Wilsonville has a large percent of industrial land and wants a balance of uses.
Testimony	Mayor Charlotte	Lehan	Wilsonville	Wilsonville East	Broaden scope of criteria and adjust the need. Conversion rates too low. City has inability to provide urban services to this area. Work with local partners to promote livability and vitality.
Testimony	Mayor Charlotte	Lehan	Wilsonville	Wilsonville South	Supports MPAC recommendation and said she did not think Donald or Aurora wants to be annexed. Burns Brothers truck site has been commercial, not industrial.
Testimony	Charlotte	Lehan	Wilsonville	Wilsonville/Tualatin	Supports MPAC recommendation. Addressed shortage of land in I-5 Corridor. These two cities have the highest percent of land designated as industrial of any cities in metro region.

Type	First name	Last name	City	Area of concern	Comments about Industrial Land Expansion
Letter	Barbie McCuen	Lincoln	Hillsboro	Helvetia area	Lives in the country to avoid traffic, buildings, people. Pays higher real estate rates for farm atmosphere. Please keep West Union a rural community, not to be overtaken by industry.
Letter	John & Barbara	Loffink	Boring	Boring	Proposed annexation to Happy Valley disputed. Will divide neighborhood. Wish to be annexed to Damascus. Please intervene for good of majority.
Letter	Larry	Logsdon	Clackamas	Boring	Proposed annexation to Happy Valley disputed. Will divide neighborhood. Wish to be annexed to Damascus. Please intervene for good of majority
E-mail	Shirley	Longfellow	Wilsonville	Wilsonville East	Pleased with level of regional cooperation shown at MPAC and support of their recommendation.
Letter	Rick & Gail Jacoby	Low	Portland	Borland Road North	Supports Arbor School on Borland Road for his daughter's education. If industrialized, school would not be able to expand in the future. Don't pave paradise, but help schools and communities.
Testimony	Greg	MacLean	Hillsboro	Helvetia area	Owns livestock breeding farm in Helvetia. Oregon is not the state he grew up in.
Letter	Shirley	Malcolm, PhD	Hillsboro	Helvetia area	Watched relentless march of developers and saw acres lost to sprawl. Owns dream home on Bishop Road. Industry will ruin productive lands and despoil the character of a beautiful area.
E-mail	Karl	Malo	Lake Oswego	Borland Road North	Do not include this area for industrial land. It would have profound impacts on neighborhoods, such as noise, lighting, diesel odor, traffic congestion. Sustain livability per Metro Charter.
Testimony	Tom	McConnell	Portland	Helvetia area	Shute Road Interchange at Helvetia Road proposed alternatives presented by DKS Assoc.
Letter	Henry	McCuen	Hillsboro	Helvetia area	Opposed to Helvetia acres as industrial land. This is historical area, primarily farmland and should continue as buffer zone. Protect rural community.
Testimony	Mary Kyle	McCurdy	Portland	Westside sites	Don't expand UGB south of Willamette River. Bring in Tualatin to industrial lands. Re-examine Wilsonville East for agriculture only. Evergreen and Cornelius expansion premature. Keep Helvetia's viable agriculture. Plan Stafford Basin.

Type	First name	Last name	City	Area of concern	Comments about Industrial Land Expansion
Letter	Andrew & Sylvia	McDonald	Boring	Boring	Proposed annexation to Happy Valley disputed. Will divide neighborhood. Wish to be annexed to Damascus. Please intervene for good of majority
Letter	Pauline	McGill	Damascus	Boring	Proposed annexation to Happy Valley disputed. Will divide neighborhood. Wish to be annexed to Damascus. Please intervene for good of majority
Letter	Michael	McLaughlin	Hillsboro	Helvetia area	Opposed to inclusion of Helvetia acres into industrial expansion. Historical area is used as farmland and needs buffer to keep farming. Protect rural quality of life in our community.
Letter	Karen	McLaughlin	Hillsboro	Helvetia area	Opposed to inclusion of Helvetia acres into industrial expansion. Historical area is used as farmland and needs buffer to keep farming. Protect rural quality of life in our community
Letter	Ronald	McMurry	Boring	Boring	Proposed annexation to Happy Valley disputed. Will divide neighborhood. Wish to be annexed to Damascus. Please intervene for good of majority.
Letter	Greg	Mecklem	Hillsboro	Helvetia area	Owner of livestock business in Helvetia. Idyllic rural setting and original homesteading families farm ancestor's land. Short-sighted to pave it over. Overburdened roads and underfunded schools, crime, reduced air and water quality will result.
Testimony	John	Michael	Wilsonville	Wilsonville East	Submitted engineering analysis of Frog Pond area with cost, slope and other information. City does not have infrastructure in this area. There are well water issues and water treatment capacity.
Testimony	Patricia	Miller	Portland	Helvetia area	Representing FARM Horticultural Park Place. Urged property in Helvetia be included in UGB for industrial use and noted neighbor's support letter
Testimony	Patricia	Miller		Hillsboro	F.A.R.M. horticultural business park seeking land use and improvement permits near UGB. Owner would set aside 3 to 4 acres for nature preserve.
Hotline	Ron	Mink		Urban Growth Boundary	Wants to keep urban growth boundary the way it is, no further, and keep it strict.
Letter	Kerry	Montgomery	Boring	Boring	Proposed annexation to Happy Valley disputed. Will divide neighborhood. Wish to be annexed to Damascus. Please intervene for good of majority.

Type	First name	Last name	City	Area of concern	Comments about Industrial Land Expansion
E-mail	Jane	Morrill	Tualatin	Tualatin	Opposed to adding industrial land adjacent to our homes at south end of Tualatin. Please listen.
E-mail	Fred	Netter	Aurora	Wilsonville South	The Aurora Rural Fire Protection District considers area south of Willamette River not suitable for industrial use. The river is the dividing line for Aurora and Tualatin Valley fire districts.
Testimony	Kathleen	Newcomb	Tualatin	Borland Road North	Spoke to livability of Borland Road and Tualatin South areas and need for buffers, traffic problems and water issues. Who would pay for streets?
Letter	Henry	Oberhelman	Hillsboro	Helvetia area	Chair of CPO #8 writes that they voted against Helvetia acres as industrial land. They have high quality soils and unsuitable floodplains. This would bring lights, noise, traffic and pollution to farms and forests of this rural area
Letter	James	Oberholtzer	Portland	Borland Road North	Arbor school best in the US and in area of nice schools, churches, nurseries and homes. Industry would be incompatible use and could stop Arbor's capacity to expand. It would create a truck route.
Testimony	Mayor Lou	Ogden	Tualatin	Norwood Stafford (Tualatin)	Opposed to North Borland Road and Norwood Stafford (Tualatin South) area as industrial. Would support Quarry with conditions. Urged support of Tualatin's community vision.
Letter	Lou	Ogden	Tualatin	Tualatin/Borland Road North	The Mayor of Tualatin said COO recommendation is not the vision Tualatin has for itself. Many opponents to the Borland Road North and Tualatin proposal. Need balance in region. Use Quarry area instead, with transportation improvements.
Letter	John & Margit	Pedisich	Hillsboro	Helvetia area	Opposed to inclusion of Helvetia acres into industrial expansion. Historical area is used as farmland and needs a buffer to keep farming. Protect rural quality of life in our community.
Letter	Clarence	Pieren	Hillsboro	Helvetia area	Opposed to inclusion of Helvetia acres into industrial expansion. Historical area is used as farmland and needs buffer to keep farming. Protect rural quality of life in our community

Type	First name	Last name	City	Area of concern	Comments about Industrial Land Expansion
E-mail	Mike & Christine	Reynolds	Wilsonville	Wilsonville East	Scrap the costly, complicated, destructive and poorly conceived proposal for new industrial site in Frog Pond area.. You need to be response to the residential community. Need balanced planning.
Letter	Mike & Christine	Reynolds	Wilsonville	Wilsonville East	Frog Pond not suitable for industry due to current residential uses. Has no buffer zone and would use farmland. Don't place industry next to houses.
Hotline	Mike	Reynolds	Wilsonville	Wilsonville East	Urges Metro not to authorize new industrial site in Wilsonville East and Frog Pond area.
Letter	Michael	Robinson	Portland	Title 4 regulations	He urged Metro to adopt MPAC version that allows medical offices in industrial areas (excluding RSIAs). Leaves in place local land use regulations and reduces impacts on transportation system. Included letters from Richard Cagen of Providence Health System and Beaverton Mayor Rob Drake.
Testimony	Michael	Robinson	Portland	Title 4 regulations	Urged MPAC recommendation on Title 4. Spoke to medical office issues and planning process.
Card	Gerald & Sherry	Robinson	Wilsonville	Wilsonville South	UGB must stop at Willamette River. Save fertile valley for food and nursery farms. A truck center at Langdon Farms would blow diesel fumes/noise into Charbonneau. City can't provide infrastructure.
E-mail	Nicole	Rubel	Aurora	Wilsonville South	Thank you for not expanding UGB south of Wilsonville. Resents reference to "hobby farms." They keep land productive and sometimes they grow. Preserve our Willamette Valley treasures.
Letter	Robert	Ruedy	Tigard	Wilsonville	Suggested ways to find suitable industrial lands with willing sellers. Asked how Metro is coordinating with other governments for services and making a decision with no conflicts of interest
Testimony	Robert	Ruedy	Tigard	Wilsonville	Requests comprehensive verification of land under consideration for industrial use. No reply received to previous questions and would like a response.
Testimony	Com. Dev. Dir. Doug	Rux	Tualatin	Tualatin	Spoke to traffic, funding and ability to serve issues. Infrastructure inadequate, fair share questions. Supports Quarry site with conditions.

Type	First name	Last name	City	Area of concern	Comments about Industrial Land Expansion
Testimony	Doug	Rux	Tualatin	Tualatin	Spoke to balance of goals and complete, livable communities. Primary issue is the connector road, which first needed to be planned. Addition of industrial land would put city out of balance.
Testimony	Douglas	Rux, Chair	Portland	Regionwide	Regional Economic Development Partners sees a clear need for more industrial land, especially market-ready sites within UGB with existing infrastructure and services.
Letter	Leonard	Schaber	Leavenworth, WA	Borland Road North	In favor of family-owned acres brought into UGB for business/office use, excluding heavy trucks that would pass schools, churches, homes.
Testimony	Amy	Scheckla-Cox	Cornelius	Cornelius	Reconsider decision on 91 acres in Cornelius. Bring it in as industrial land to help maintain a more balanced community. UGB expansion would be helpful to their area.
E-mail	Kathy	Scherer	Tualatin	Tualatin	If you bring in more industry in Tualatin, the quality of life will decline, bringing semi-trucks to our residential area. I have lost faith in democratic process where our words fell on deaf ears.
Letter	Greg	Scherer	Tualatin	Tualatin	Moved to south Tualatin for homes, schools and farmlands. Traffic can be a nightmare. Land is farmed, has steep slopes and is near the prison. Prohibit trucks in residential Tualatin at least.
Letter	Kathy	Scherer	Tualatin	Tualatin	Can't believe you are asking Tualatin to take more industry. We are at breaking point with truck traffic that is dangerous to our children. Show them you care about well-being of the citizens.
E-mail	C. Gregory	Scherer	Tualatin	Tualatin	Disappointed that you are expanding UGB at south end of Tualatin, an area of homes, farms, schools and parks. This is short-sighted and adds more truck traffic in residential area. Add buffer.
Testimony	Jonathan	Schlueter	Portland	Cornelius	Council needs to provide enough acres to meet the need. Cornelius lends itself to nurseries, food processing, timber products and some shipping.

Type	First name	Last name	City	Area of concern	Comments about Industrial Land Expansion
Testimony	Jonathan	Schlueter	Portland	Westside sites	Westside Economic Alliance believes five sites offer best opportunities for industrial expansion: Evergreen, Quarry, Coffee Creek, Cornelius and Helvetia. Requested removal of restrictions on medical facilities and elimination of cap on sales and service areas.
E-mail	Cindy	Schultz	Tualatin	Tualatin	Opposes inclusion of south Tualatin, Borland Road North and Norwood/Stafford areas for industry. Roads can't support expansion. There needs to be a buffer. The Quarry area should be industrial.
E-mail	William	Senders	Wilsonville	Tualatin	Neighbors in Tualatin do not want industry south on Boones Ferry Road. Have plenty on Tualatin Sherwood Road, creating traffic jams.
Testimony	Timothy	Sercombe	Portland	Evergreen area	Proposed UGB amendments unlawful. Have not been coordinated with cities and counties to accommodate their needs assessments. Was submitted on behalf of cities of Hillsboro, Tualatin, Cornelius and Beaverton asking for a delay.
E-mail	Dan	Seymour		Wilsonville East	Need scarce farmland for growing food, especially in Oregon City, because it is much too valuable. Doesn't want to waste resources.
Letter	Robert	Shannon	Boring	Boring	Against Happy Valley's intended annexation of his property. Large number (100) of residents want to be annexed to Damascus. Urge intervention in the annexation process for the good of neighborhood.
Letter	Charlie	Shinn	Wilsonville	Wilsonville East	Please do not industrialize Frog Pond. Many people are opposed to it, I have to walk to school and don't want trucks racing by me and taking the risk of getting run over.
Letter	Robb & Stacey	Simons	Boring	Boring	Proposed annexation to Happy Valley disputed. Will divide neighborhood. Wish to be annexed to Damascus. Please intervene for good of majority.
Hotline	Michael	Skidmaker	Tualatin	Norwood Road	Opposes expansion of boundary for industrial land. Enough industry in this area. Lots of children here. Look elsewhere and not along this road.

Type	First name	Last name	City	Area of concern	Comments about Industrial Land Expansion
Letter	Ella	Smith	Boring	Boring	Proposed annexation to Happy Valley disputed. Will divide neighborhood. Wish to be annexed to Damascus. Please intervene for good of majority
Letter	Robert	Smith	Sherwood	Tualatin/Sherwood Road	Supports the rebuilding of this road as best option for the I-5/99W connector. Huge growth north and south of this road makes it very efficient. Strongly opposes any option that goes outside the UGB.
E-mail	Reid & Lisa	Smith	Wilsonville	Wilsonville East	Family moving into this area for livability. They are opposed to industrial area around Frog Pond due to truck traffic problems and conflicting uses around schools and churches. Destroys buffer.
Testimony	Greg	Specht	Beaverton	Wilsonville South	Asked Council to consider sites south of river, especially 100-acre plus sites attractive to the national site selectors. Restrictions could be put on the land in perpetuity to prevent strip-malls.
Testimony	Jim	Standring	Tigard	Hillsboro	Owns two pieces of property on northwest corner of Shute Road. Would work with homeowners to make hard line between agriculture and industry.
Testimony	Sandra Scott	Tabb	Wilsonville	Wilsonville East	As a Wilsonville City Councilor, sees powerful material interests shaping the land use issues. Asks for a "no" vote to preserve rich farm lands and livability values of community.
Petition	Rachel	Tallmadge	Lake Oswego	Wilsonville East	Submitted 112 more signatures regarding "no more industrial land in Wilsonville East."
Letter	Mike	Tingey	Beaverton	Regionwide	Farmland is precious, please consider timberland before low grade farmland near freeway exits. You are on a slow and destructive path. Farms will be lost forever. Timber more resilient in Northwest.
Letter	Peter	Tobey	Boring	Boring	Proposed annexation to Happy Valley disputed. Will divide neighborhood. Wish to be annexed to Damascus. Please intervene for good of majority
Letter	Brad	Toman	Hillsboro	Hillsboro	Goal 5 restrictions prevent him from realizing full value of his property. However, premium valley farmland is consumed for residential and industrial use. Be reasonable in your decisionmaking.

Type	First name	Last name	City	Area of concern	Comments about Industrial Land Expansion
E-mail	Kristina	Traffas	Wilsonville	Wilsonville East	Requests Metro Council really listen to citizens and elected officials. Speech by NY Times author Thomas Friedman about listening was attached.
Testimony	Kristina	Traffas	Wilsonville	Wilsonville East	Represented Save Frog Pond Community Coalition to keep Wilsonville East from becoming industrial land so close to residential uses.
Testimony	Kristina	Traffas	Wilsonville	Wilsonville East	Frog Pond unsuitable for industrial use and less acreage doesn't change it. High quality soils; incompatible with homes, schools, churches; no services or suitable roads; use better suited areas
Petition	Kristina	Traffas	Wilsonville	Wilsonville East	Frog Pond not qualified to be industrial and not serviceable as industrial. Submitted petition with 240 signatures from Save Frog Pond Community Coalition in Wilsonville.
E-mail	DeeAnn	Troutman	West Linn	Borland Road South/North	Any new industries will need services and will lower home values. Not near airport, bus service or light rail; will need more roads. West Linn and Lake Oswego do not want to annex areas, so where will new infrastructure come from?
Testimony	Council Pres. Ed	Truax	Tualatin	Tualatin	Spoke to traffic and water issues, Goal 14 soil factors, quality of life and livability as well as coordination efforts with Metro on Tualatin's vision
Testimony	Ed	Truax	Tualatin	Tualatin/Borland Road	Tualatin City Councilor said Metro must consider livability, services, efficiency, environment, energy, economic and social consequences of industrial expansion. Tualatin does not want to be a city with 50% industrial and unbearable traffic.
Letter	Georgeta	Ture	Boring	Boring	Against Happy Valley's intended annexation of his property. Large number (100) of residents want to be annexed to Damascus. Urge intervention in the annexation process for the good of neighborhood.
Hotline	Fred	Van Dyke	Cornelius	Cornelius	Disagrees with industrial use in Cornelius. It would be better if used for residential.
Testimony	Ted	VanderZanden	Hillsboro	Evergreen area	Opposed to expansion onto productive farmland. Urged saving this land for agriculture.
Testimony	Curtis	Vice	Hillsboro	Helvetia area	On behalf of Julian and Sharon Cranford, supports decision in West Union area of Helvetia.

Type	First name	Last name	City	Area of concern	Comments about Industrial Land Expansion
Letter	Sally	Visher		Borland/Stafford area	Concerned about plans for industry in this area of schools, farmers and scenic biking roads. Warehouses do not bring in many jobs. Truck traffic hazardous and water is a problem.
Testimony	Dave	Volz	Tualatin	Tualatin	Supports MPAC recommendation to remove the South Tualatlin study area from industrial sites. Remember petitions signed by 1,000 residents who do not want nearby land used as industrial.
Testimony	Dave	Volz	Tualatin	Tualatin	Spoke to grass roots effort to keep Tualatin area out of industrial use. Many who do not agree.
Testimony	Dave	Volz	Tualatin	Tualatin	Obligation to look at and balance all the goals and felt ignored by Metro. Believed connector road should be planned first before industrial decision.
E-mail	Dave	Volz		Tualatin South	Urge adoption of MPAC's amendment to exclude the South Tualatin study area as industrial land.
E-mail	Pat	Volz		Tualatin South	Please adopt MPAC recommendation which excludes South Tualatin from UGB expansion.
E-mail	Mira	Vowles	Tualatin	Quarry area	In favor of Quarry area as industrial, with conditions. Opposed to inclusion of Tualatin, Borland Road North, Norwood/Stafford areas.
E-mail	Anne	Wagner	Beaverton	Tualatin	Supports Tualatin City Council opposing inclusion of Tualatin South, Borland Road North, Norwood-Stafford area and advocates the Quarry inclusion.
Testimony	Nancy	Waller	Wilsonville	Technical Report	Metro's report of UGB impacts unsatisfactory, such as costs for public services, infrastructure; effects on environment and traffic patterns. June 24th premature deadline for good decision.
Testimony	Nancy	Waller	Wilsonville	Wilsonville East	Industry would compete with local traffic and railroad is across freeway. Road has curves and steep grades. Now a safe quiet place for families. Elderly needs shuttle services. Preserve livability.
Letter	Edward & Alta	Walters	Oregon City	Oregon City area	Owns property on Molalla Avenue in Oregon City. Would like this property included in industrial expansion because jobs are needed. Other neighbors agree it would be good idea.
Testimony	Doris	Wehler	Wilsonville	Wilsonville East, Tualatin	MPAC compromise supports jurisdictions. Urged removal of North Borland, Tualatin and Frog Pond.

Type	First name	Last name	City	Area of concern	Comments about Industrial Land Expansion
Letter	Timothy	Weldon	Hillsboro	Helvetia area	Opposed to inclusion of Helvetia acres into industrial expansion. Historical area is used as farmland and needs a buffer to keep farming. Protect rural quality of life in our community.
Letter	Nancy	Westbrook	Hillsboro	Helvetia area	Opposed to inclusion of Helvetia acres into industrial expansion. Historical area is used as farmland and needs buffer to keep farming. There is a dangerous traffic problem on Helvetia Road.
E-mail	Chris	Wiley	Sherwood	Sherwood	Please take into account historic desires of the affected jurisdictions as well as industrial or residential needs, transportation corridors, buffer zones between industrial and residential uses.
E-mail	Meredith	Willcox	Portland	West Union	Owns new home off West Union Road with view. Mistake to take productive farmland for industry, and roads cannot support increase in traffic. I see empty commercial buildings in area. Reconsider.
Letter	Diana	Yates	Hillsboro	Helvetia area	Urban sprawl is damaging livability in rural areas and destroying farming, foundation of economy. Century farms at risk of vanishing. Don't destroy farmlands, rural ambiance, recreation, landscape.
Testimony	Diane	Yates	Hillsboro	Helvetia area	Does not support including Helvetia area as industrial use.
E-mail	Steve	Zandhuisen	Wilsonville	Wilsonville East	He and his wife are in favor of industry in Frog Pond area of Wilsonville and wants to be part of business friendly Clackamas County.
Testimony	Steve	Zandhuisen		Wilsonville East	Thank you for including Frog Pond for industrial use. Farmers can't depend on water rights. History will show your decision was correct.
E-mail	Rick	Zinda	Wilsonville	Wilsonville East	I strongly oppose the current recommendation and ask that Metro look to other areas earmarked for this type of zoning. Partner with local leaders.
E-mail	L.B. & Beverly	Zurcher		Jackson School Road	Current study should include their land, suitable for industrial development. Not ideal or irrigated for farmland. Seems appropriate to include their land.

Section 2: Written Comments (Letters and Submitted Testimony)

[illegible] - 93

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 incompatability.

Incompatability is:

1- houses, apts. and churches next to farms
2- taking water away from farmers for city development
3- city traffic that push liability insurance beyond the value of livestock
4- 7,000 more people in the Frog Pond Neighborhood
5- school systems that buy "prime farm land" outside the UGB in EFU zones

This incompatability has changed our comercial farms into residential hobby farms.

I thank the Metro Planners. They have offerd 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 accomadate the market demand. Industrys, 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 ac+ 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 industrys, 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 smater than loosing 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

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

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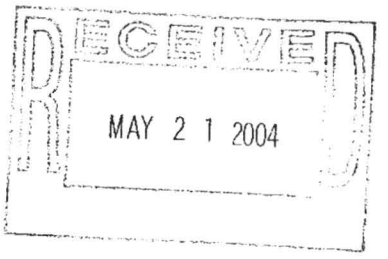
May 20, 2004





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

Attention: David Bragdon, President

Re: Proposed Adoption of Metro Ordinance 04-1040

Dear President Bragdon:

Enclosed is Wilsonville's Supplemental Legal Memorandum in Support of the Hosticka Amendment and in Opposition to Including in the UGB Lands South of the Willamette River for the record in the above captioned matter, together with seven copies for you and each of the six Metro Councilors.

I have provided a separate copy to Metro Attorney, Dan Cooper.

Thank you for your professional courtesies.

Very truly yours,

Michael E. Kohlhoff

Michael E. Kohlhoff
City Attorney

mek:dp
enclosures

cc: Mayor and City Councilors
Arlene Loble, City Manager
Sandi Young, City Planning Director
Dan Cooper

BEFORE THE METRO COUNCIL

IN THE MATTER OF PROPOSED ADOPTION OF METRO ORDINANCE 04-1040 AMENDING THE URBAN GROWTH BOUNDARY TO ACCOMMODATE INDUSTRIAL EMPLOYMENT	))))))	CITY OF WILSONVILLE SUPPLEMENTAL LEGAL MEMORANDUM IN SUPPORT OF THE HOSTICKA AMENDMENT AND IN OPPOSITION TO INCLUDING IN THE UGB LANDS SOUTH OF THE WILLAMETTE RIVER

I. Introduction.

This memoranda serves to 1) respond to the May 5, 2004, letter from Bill Wyatt, Executive Director of the Port of Portland, to David Bragdon, Metro Council President, entered into the record of these proceedings on May 6, 2004; and 2) supplement City testimony and exhibits in support of the original proposed Hosticka Amendment to the Regional Framework Plan – Ordinance 04-0141.

II. The Port Proposal.

The Wyatt letter outlines the problems with four areas Metro staff has recommended for UGB expansion, supports amendment to the Regional Framework Plan Policy 1.12 and Title 4, and makes three recommendations, one of which urges reconsideration of a portion of "Wilsonville South." With respect to this land meeting distribution site needs, the Port recommends as follows:

> "[W]e believe that the land south of Wilsonville, west of Airport Road and east of I-5 should be reconsidered as potentially more viable to serve this need. This land, which is only a small portion of the Wilsonville South study area, has all of the necessary attributes of good distribution land. It has excellent, unimpeded access to I-5, and is flat and potentially serviceable at reasonable cost. Our preliminary look at this area suggests that the high infrastructure costs imputed to the original study area were largely associated with the property east of Airport Road and west of the freeway. The property on either side of Hubbard Cutoff road (State Highway 51), on the other hand, should be relatively easy to serve, especially for distribution facilities that have a very light load on sewer and water lines. No significant street improvements should be necessary. We recommend that this area be kept on the table for future UGB expansion."

In making this proposal, the Port is misguided. The recommendation is factually without basis and legally indefensible.

III. Response to Port Proposal

A. The Realities of Serviceability – Transportation.

Flat land near a major transportation facility is a dream to an industrial land developer wielding a hazy lens. The Port notes that the subject site has "excellent, unimpeded access to I-5." " No significant street improvements should be necessary."

This is a dangerously simplistic perception. Proximity to a transportation facility is no measure of accessibility, as the current record amply demonstrates. As ODOT advised, the 2025 forecasted v/c ratio for the South Wilsonville interchange is 1.27, well beyond capacity, and that service to the area would require 1) rebuilding the Charbonneau Interchange, 2) adding a northbound off-ramp, widening the Boone Bridge to add an additional southbound land, 3) extending the northbound lane to the Wilsonville Interchange, and 4) construction of the South Wilsonville Interchange improvement project. Of the above-mentioned projects, only one is in the Regional Transportation plan, and the cost for that project ($20.9 million for the South Wilsonville Interchange) is in the constrained RTP, and reflects only engineering and acquisition costs, *not* the cost of construction. The Port's "preliminary look," and conclusion that the area is "potentially serviceable at reasonable cost" is not supported by any technical analysis or data. On the other hand, the Industrial Land Alternatives Analysis Study (Exhibit 3 of the City's hearing submittal), prepared by MacKay & Sposito and relied on by Metro and ODOT staff, attached cost estimates to the necessary improvements as follows:

- Wilsonville Rd Interchange improvements – $31.3 million.
- I-5/Boones Ferry Bridge upgrade (5-lanes either direction) – $75.1 million.
- Charbonneau Interchange improvements – $16.4 million.
- Hubbard Cut-off Ramps improvements – $4.3 million.

In evaluating the costs of needed improvements to I-5 to serve the south Wilsonville area, ODOT staff totaled these costs at $128.2 million, noting again that only $20.9 million of which was contained in the RTP.

The Port's proposal to reduce the area south of the Willamette to the area between I-5 and Airport Road does not indicate how, if any, marginal cost reduction attends the recommendation. The memo from the Wilsonville Civil Engineer Associate entitled South of the Willamette River Infrastructure Study, Exhibit 17, City submittal, discusses minimally necessary infrastructure associated with the proposal. In particular, it details the significant costs and impediments for another of the facile, "cost-saving" suggestions by Wilsonville South proponents – that there will be no traffic impacts if access is limited to the Hubbard Cut-off only. With respect to this and "other options to provide service," Metro staff concludes that "these may also require extensive upgrades to the existing system." There is nothing to commend the addition of a portion of Wilsonville South if service to the part is as involved as service to the whole. It simply would not be economically feasible to extend services for such a small amount of land.

The Port's position should be viewed for what it is – an unsupported assertion regarding transportation that is plainly superficial and contrary to the considered analysis of state and local technical staff. The City's evidence aside, transportation service assessments of ODOT and Metro staff both rate service feasibility "difficult." Given the costs identified by the traffic engineers, and the realities of transportation facility planning and funding, service to an area south of the Willamette River should fall into a further category of "Extremely Unlikely."

B. The Realities of Serviceability – Sewer and Water.

The Port's preliminary look at the area suggests that distribution facility use of a portion of the study area would place a "very light" load on sewer and water lines.

The Wilsonville Civil Engineering Associate's memo, referenced above, analyzes and responds to the assumptions implicit in this statement, as follows:

1. With respect to the Langdon Farms sub-area utilizing the 12" and 10" waterlines north and west of the area – these lines are sized to provide domestic water and fire protection needs to existing development only, and cannot support *any* industrial expansion without new delivery, capacity and storage facilities, including a new line under the Boone Bridge supporting 330,000 gallon-per-day, a 1.5 million-gallon reservoir and associated pumps.

2. As to the sub-area's use of a 1,000 gpm irrigation well – long-term continuous use and the threatened nature of the aquifer make such use difficult at best, and even then, the irrigation water does not cover fire protection needs.

3. As for the sub-area's connection to an 8" sanitary line at the interstate rest stop – use of that size line would surcharge the line, for the existing wastewater infrastructure cannot support any expansion – a 12" line would be minimally necessary for industrial use. As with the water service, a new lift station and wastewater line under the bridge would be needed.

4. With respect to the proposition that a wastewater package plant could be utilized - the unanswered question is the disposition of the byproducts flow. Given that the existing wastewater system is at or near capacity, discharge of the wastewater would be into the Willamette, through a new line and in-river discharge manifold, the permits for which are unrealistic.

The foregoing demonstrates that even with a reduction in the size of the Wilsonville South expansion, infrastructure requirements would minimally involve "extensive upgrades" to the existing system. Metro staff cited "urban service difficulties" as a primary reason for rejecting the site.

The Port's serviceability evaluation is uninformed and, as we have seen, erroneous. No further consideration of the proposal is justified. This conclusion is underscored by

application of the legal standards that must be met by a UGB amendment in the area. These will be treated below, in the context of an evaluation of the Hosticka Amendment.

IV. The Hosticka Amendment to the RFP

A. A Legal Analysis.

While the "lawfulness" of proposed law does not always drive legislative decision-making, it informs it in a practical sense. Indeed, there are occasions where matters of law should be decisive. Consideration of the original Hosticka Amendment is such an occasion. It is supported by law to the point that it is compelling as a matter of policy.

The City's initial submittal supported the Hosticka Amendment and opposed addition of the Wilsonville South area. Highlights of these legal points follow.

1. Application of Goal 14 Factors and other applicable law.

   a. Goal 14, Factor 3. To justify a UGB amendment under Goal 14, Factor 3, Metro must show that required public facilities would be "feasible" and "likely," and have adequate capacity to serve the uses contemplated with the expansion area over the local government's planning period. *Hummel v. LCDC*, 152 Or App 404 (1998), *1000 Friends of Oregon v. City of North Plains*, 27 Or LUBA 372 (1994). The record, as we have illustrated above, demonstrates that urban services to the area cannot reasonably be made adequate by any planning (let alone funding) existing or envisioned in City, Metro and/or State public facility plans within the planning period. Local street, sewer and water improvements aside, there are over $107 million dollars of state highway improvements that don't appear anywhere in the RTP. The extent and cost of improvements necessary to serve the area are so unfeasible and so unlikely as to preclude a valid Factor 3 finding under any practical circumstance. Add to this the requirement under Goal 12 and the TPR that land use be limited to meet capacity (unlikely) or that the affected jurisdictions plan and pay for the capacity (even more unlikely), and you face UGB amendment findings that, if made, are indefensible.

   b. Factors 4 and 5. As indicated in prior submittals, "maximum efficiency of land uses within and on the fringe of the existing urban area" and consideration of environmental, energy economic and social consequences militate against inclusion of Tier 5 lands when industrially designated and redevelopable land readily exists within the UGB. As detailed in the City's first submittal, the areas currently within the UGB and available for development and redevelopment preclude a showing that the UGB amendment to include Tier 5 lands will maximize efficiency of land uses.

The overstatement of the amount of acreage of industrial land that will be converted to commercial uses (January 26 memo from Dick Benner, Senior Metro Attorney), and the use of a 44% conversion rate across all industrial land in the region is without a rational, justifiable basis. Indeed, Metroscope estimates of commercial /industrial cross-development are based upon "simulations or a set of 'what-if' results." Urban Growth Report: An Employment Land Need Analysis, p. 11. A more reasonable basis, and one that would be supported by substantial evidence in the record, would be historical data. "On historical standards, about 15-20 % is consumed by commercial enterprises operating in industrial zones." UGR p. 31. Application of a real world figure from Metro's own technical data would enable a meaningful and proper application of factor 4. As it is, use of conversion figure that is not only conjectural, but palpably wrong, insures an erroneous finding.

In the context of "inefficient" land uses, if there was ever a case for urban sprawl, this is it. Including this land in the UGB tips the first domino in the consumption of ever more farmland southward. It is therefore not a bald statement to say that the EESEE consequences of including *any* land south of the Willamette River are *significantly* more adverse than would typically result from the choice of any alternative lands. Clearly, these factors would not be correctly applied in following the Port's recommendation. On the other hand, proper consideration of these factors form a bedrock for the Hosticka Amendment.

c. Factors 6 and 7, State Planning Goal 2 and ORS 197.298. The Goal 14 factors encourage the retention of agricultural land based upon soil type, and discourage incompatible urban and agricultural uses. Not only is the bulk[1] of the area subject to the Hosticka Amendment (Areas 1 and 2) Tier 5 resource land, it is of such a quality and such an importance to agricultural activity in the area as not to be even studied by Oregon Department of Agriculture technical workgroup. Metro staff notes that "[b]oth of these areas are extensively involved in agricultural activities and urbanization of these areas would have a high impact on adjacent agricultural activities to the south." Had the ODA workgroup analyzed the site, the soils and water would have warranted a high agricultural capability and suitability. If developed, Wilsonville South would constitute a "protrusion" out into high value farmland, and would therefore be the worst kind of "edge" between agricultural and urban land. Given that the integrity of the larger block of agricultural land to the south would be lost, industrial development in the area or any portion of the area, such as the Port recommended site, would have the most negative impact on nearby agricultural lands of any area studied.

[1] The minority balance of the area, according to Metro staff, is comprised of committed uses on small parcels in exception land areas and are therefore not recommended for consideration as industrial land.

For the very reasons that the land south of the Willamette could not be urbanized without considerable violence to the proper application of Goal 14 factors, compliance with ORS 197.298 and Goal 2 would, for all intents and purposes, be impossible. The area is such a high priority for protection under the statute, and given the availability of land that could accommodate urban land needs within and without the UGB north of the Willamette River, the iterative process of satisfying need with lesser-tiered land under the statute and Goal would *never* see this area validly included in the UGB.

These assertions are admittedly sweeping. However if, as a practical and legal matter, inclusion of all or a portion of the area south of the Willamette is indefensible, now and in the reasonable future, the case for passage of the proposed legislation becomes compelling.

B. Policy Analysis.

Legal niceties aside, it is in the area of policy that the Hosticka Amendment commends itself fully. Attached for the record is a newspaper opinion and memos to Metro Council and MPAC from Wilsonville Mayor Charlotte Lehan.

The following points bear repeating:

- If we allow ourselves to be driven by criteria that tells us to first look at large parcel, flat land near freeways, preferably I-5, then that criteria will continue to push us down the valley along Interstate-5 if we have no clear policy or criteria that precludes it.

- Expanding industrial lands south of the Willamette not only threatens the agricultural industry of the region, but would also have harmful effects on the planned industrial expansions of existing communities. Without jobs coming to existing sites or redeveloped sites, communities will not grow the jobs they need to stay healthy. Expanding south of the Willamette fails to recognize the need for redevelopment of abandoned or under-utilized industrial land within the Cities and Metro region as a whole.

- Oregon has managed to grow steadily and still maintain much of its scenic beauty and its agricultural and forest lands. Once sprawl is allowed to jump the Willamette River – the recognized natural barrier between urban and agricultural – it is fairly easy to foresee the spread of strip development down the length of the valley, not unlike what we see in many metropolitan areas across the country. This is not the vision Oregon has of its future.

- It is very costly to bring services to lands south of the river. Too much has already been invested to make the existing and potential industrial lands north of the river work. Still more needs to be done to make previously developed land ready for redevelopment. That is where communities and taxpayers are focusing their

investments – in their own communities. Diverting limited fiscal resources to totally new and questionable areas for industrial expansion and in the process displacing an existing growth industry is not in the best interests of the region or the state.

A boundary at the Willamette River is justifiable now for three primary reasons: 1) the size and scale of the resource at risk, 2) the resource's vulnerability due to I-5, and 3) the existence of a natural barrier the likes of which exists nowhere else down the length of the Willamette Valley.

The policy decision not to expand the urban growth boundary south of the Willamette River must be resolved for the long term so that the agricultural industry has the stability to make long range plans and so that surrounding communities do not have to spend their limited resources challenging this decision every few years in order to protect the viability of their own industrial lands.

V. Conclusion

For the legal and policy reasons stated above, the Metro Council should reject the Port of Portland recommendation and adopt the original Hosticka Amendment.

DATED: May 20, 2004

Respectfully submitted,

Michael E. Kohlhoff
City Attorney

Paul A. Lee
Assistant City Attorney

City of Wilsonville
30000 SW Town Center Loop E.
Wilsonville, OR 97070
Telephone: 503-682-1011

DATE: June 25, 2003

TO: MPAC

FROM: Charlotte Lehan
Mayor of Wilsonville

RE: Industrial Lands Study

The City of Wilsonville would like to be clearly on record that our City Council is unanimously opposed to both of the currently proposed study areas near Wilsonville for expansion of industrial lands onto Exclusive Farm Use lands. Those areas include the 892 acres east of Wilsonville and especially the 1058 acres that are south of the Willamette River. While these lands may well fall out of consideration in the study process due to tecchnical reasons related to infrastructure provision, land use compatibility, and EFU protection, it is more important that the region look at the larger policy issues that are at stake.

If we allow ourselves to be driven by criteria that tells us to first look at large parcel, flat land near freeways, preferrably I-5, then that criteria will continue to push us down the valley along Interstate-5 if we have no clear policy or criteria that precludes it. As most planners know, much of the impetus for Senate Bill 100 and land use planning in Oregon came about as a response to the development of Charbonneau south of the Willamette River. The sudden appearance of a large housing development on prime agricultural land south of the Willamette River raised the spectre of subdivisions and strip malls lining Interstate-5 from Portland to Eugene. The current industrial lands study offers the vision of large trucking and distribution centers replacing the existing nursery industry along I-5.

There is much more than Wilsonville's future at stake. Very few existing and potential industrial lands will be able to compete with large flat undeveloped parcels next to Interstate-5. That means seriously disadvantaging not only industrial lands Wilsonville has long planned to develop, but also industrial lands in Canby, Oregon City, Tualatin, Milwaukie, and other parts of the metropolitan region.

Over one third of Wilsonville's land area is currently zoned industrial. Wilsonville supports further industrial expansion in appropriate non-EFU areas. We are willing to do our share to shoulder a significant part of the region's trucking and distribution industries, but always while maintaining livability for our residential communities and trying to limit encroachment on our agricultural neighbors. MPAC and Metro need to reconsider the policy and criteria that currently do not support those concerns but instead have us considering industrial expansion south of the Willamette as a reasonable alternative.

Date: December 11, 2003

To: Metro Councilors

From: Charlotte Lehan, Mayor of Wilsonville

Subject: Policy Issues Regarding Industrial Expansion South of the Willamette River

There has been much discussion over the past six months about whether or not to develop land immediately south of the Willamette River near Wilsonville into industrial uses. Metro's consideration of this has certainly captured the attention of not only the local jurisdictions, but also that of regional and statewide partners. While this expansion is currently being evaluated on technical merit, it warrants a policy decision that looks beyond immediate local circumstances and capacities. In order to protect the Portland metro region and the Valley from the consequences of strip development down I-5, we need to establish a clear policy direction for a time horizon much greater than the five year infrastructure horizon currently being used to determine technical merit. Some of the broader policy issues include:

Encroachment on Agricultural Lands
Traditionally the lands that lie south of the Willamette River are the introduction to the Valley and the rich farmland that extends south to Salem and beyond Salem to Eugene. Clackamas and Marion Counties in the northern Willamette Valley are the location of the most productive lands of the rapidly growing nursery industry. Agriculture is a viable and vibrant industry in Oregon and it is prudent to preserve this prime land for current and future agricultural needs. Industrial uses and the accompanying development that follows are not compatible with the agricultural industries that exist there now, creating more conflicts and more pressure to urbanize. Eventually, agriculture will be pushed further and further off prime lands and away from the markets and critical transportation infrastructure it needs to be successful.

Threatens the economic vitality of many local communities
Expanding industrial lands south of the Willamette not only threatens the agricultural industry of the region, but would also have harmful effects on the planned industrial expansions of existing communities. Most communities in the region and throughout the state have been working to enhance their inventories of industrial lands in order to attract family wage jobs. These jobs are important to the health of the community and are crucial to enabling people to live and work in their communities and not stress the transportation network throughout the region. If cheap, flat, land along I-5 becomes readily available, then the efforts of established communities to attract jobs will be compromised. Without jobs coming to existing sites or redeveloped sites, communities will not grow the jobs they need to stay healthy. Expanding South of the Willamette fails to recognize the need for redevelopment of abandoned or under-utilized industrial land within the Cities and Metro region as a whole.

Promotes sprawl
The whole concept behind Senate Bill 100 and growth management was based on the idea that sprawl was a loser and that the state would need to plan for its growth in such a way as to accommodate it in a controlled way. Although the system isn't perfect, Oregon has managed to

grow steadily and still maintain much of its scenic beauty and its agricultural and forest lands. Once sprawl is allowed to jump the Willamette River – the recognized natural barrier between urban and agricultural – it is fairly easy to foresee the spread of strip development down the length of the valley, not unlike what we see in many metropolitan areas across the country. This is not the vision Oregon has of its future. Unless there are no other suitable lands available for development, then the Portland Metro area should restrict its development to lands north of the Willamette River.

Hurts tourism and Oregon's niche

Oregon is known for its scenic qualities and good urban planning. What happens to our market niche if the state begins to look like any other – strips of development without the connection to the land and the values that make Oregon the "land of dreamers"? This aspect of Oregon should not be undervalued or overlooked. Our land and natural resources are our market niche.

High cost to expand services

Finally, it is very costly to bring services to lands south of the river. The cost for public roads alone is staggering. Without an additional river crossing, adding thousands of daily local trips to the Boone Bridge would be foolhardy for the whole region. It is one of the most vulnerable choke points in the state's entire I-5 system and it is already nearing capacity. Water, sewer and other necessary public infrastructure likewise require large investments that the state and certainly the local communities cannot provide. Too much has already been invested to make the existing and potential industrial lands north of the river work. Still more needs to be done to make previously developed lands ready for redevelopment. That is where communities and taxpayers are focusing their investments – in their own communities. Diverting limited fiscal resources to totally new and questionable areas for industrial expansion and in the process displacing an existing growth industry, is not in the best interests of the region or the state.

For these reasons and many more, it is appropriate for the regional leaders of the Portland Metropolitan area, to ask that the Metro Council make the policy decision now to not expand the urban growth boundary south of the Willamette River, and to make that recommendation on the basis of the 2040 planning horizon, not five-year increments based on technical merit. We ask that the council avoid encouraging sprawl down the Valley and hurting Oregon's agricultural industry or threatening the vitality of existing communities. The policy implications of this decision for the Portland Metro region and for the Willamette Valley are too large and too important to be left to the desires of any one local jurisdiction. The issue needs to be resolved for the long term so that the agricultural industry has the stability to make long range plans and so that surrounding communities do not have to spend their limited resources challenging this decision every few years in order protect the viability of their own industrial lands.

Is the Willamette Valley Worth Saving?
In My Opinion to the Editor of the Oregonian
Charlotte Lehan, Mayor of Wilsonville
February 20, 2004

What is the Willamette Valley worth? To Oregon's agricultural industry? To the cities and towns that depend on it? To our history? To Oregon's image for tourists? To our image of ourselves as Oregonians?

Protecting the Willamette Valley from creeping sprawl down Interstate-5 demands the partnership of strong leaders on both the Metro Council and at the local level. As Metro's southernmost city, Wilsonville plays a pivotal role in keeping the Portland metro urban area from crossing the Willamette River and spilling into the Valley. And as the primary decision making board for where Metro's 24 cities will expand, the Metro Council's position is critical.

These facts have caused me to make a rather difficult decision—that I will no longer seek election to the Metro Council for District 3, but instead will seek a third term as mayor of Wilsonville. Carl Hosticka, the current Metro Councilor, and I have found that working as a team on this issue best serves the needs of our constituents right now, rather than being locked in a campaign battle with each other.

Since last fall, we have learned that there are powerful interests promoting industrial development down I-5. The siren call of big, flat land next to the freeway is hard for some to resist -- especially those who stand to profit handsomely. But look at what is at stake here:

Agriculture as an Industry – Is agriculture, currently the largest industry in both Clackamas and Marion Counties, worthy of nurturing in Oregon as we would any other industry? If so, doesn't agriculture deserve the stability that allows farmers and nursery growers to make long-term investments and decisions?

Economic Growth in Existing Cities – The proposal to develop south of the Willamette has received no support from the region's cities because many of them have made their own substantial investments in infrastructure to promote industrial development within their cities. Even Wilsonville, which might have the most to gain from expanding south, has more than 700 acres of vacant industrial land inside our current Urban Growth Boundary.

High Cost of Infrastructure – The cost of providing the necessary infrastructure improvements for sewer, water and roads south of the Willamette, is estimated at more than $127 million even before considering improvements to Interstate-5 or upgrading the vulnerable Boone Bridge.

Willamette as a Natural Boundary – Once urban growth crosses the Willamette River with all the public investment in infrastructure that would require, the desire to get the most return on that investment will create pressure to develop more land along I-5. There is no other logical geographic barrier.

If Oregonians choose to follow the linear development pattern of Dallas, Atlanta, and countless other cities, we can have big box warehouses and commercial development strung along I-5 from Portland to Salem and beyond. But if Oregonians prefer the productive agricultural lands, the vital and distinct cities, the scenic beauty, and the rich history of the Willamette Valley, then we need to draw the line now at the Willamette River.

March 16, 2004

TO: Metro Council; MPAC Members

FROM: Charlotte Lehan, Mayor
City of Wilsonville

SUBJECT: Hosticka Amendment to the Regional Framework Plan—Ordinance No. 04-1041

Before you is a very important issue that will greatly impact the entire region for generations. This is not an overstatement. It requires your careful consideration and thoughtful debate. The decision is not about a particular piece of property or whether it is any better than another for industrial expansion. The decision is about what our region will look like for all of the generations that follow us. It is about how we nurture our rich agricultural lands that are the leading industry for Clackamas and Marion Counties and the second leading industry in Washington County. Do we support sound land use planning or don't we?

Some say the timing for a policy discussion on industrial land expansion is not yet ripe. Clearly, the time has come for this discussion, as Metro indicated it would nearly a year ago. The Metro Council and staff have now applied the relevant criteria and technical analysis to the original 60,000 acres of land under consideration. From that, the total has been reduced to about 29,000 acres in search ultimately of about 2,000 acres. Even if Metro were to apply more technical criteria, the likelihood that that would get them to the amount of land sought would be highly doubtful. As we experienced with the "Newman map" applying more technical criteria doesn't necessarily get us to the most desirable lands.

For these reasons, the Metro Council directed its legal counsel to determine policy areas that could be applied to the decision making process to further reduce the acres of land under consideration. The Council has spent several work sessions discussing this with staff over the past few months as has MPAC. It is the next logical step. Since this is a decision that must be made by the end of June 2004, the timing of considering policy as a filter seems appropriate.

The policy framework MPAC and the Metro Council are using to apply to the next level of decision-making is based on the Regional Framework Plan. There are some very important points in the RFP that speak to this issue:

- Goal 14 of the State Land Use Planning Goals directs that agricultural land must be protected. Land south of the Willamette is primarily Class I and II soils and of high agricultural value—among the finest in the world.

- Goal 14 also stresses the efficient use of land in a compact urban form and targeting public investments to reinforce that compact urban form. Jumping the Willamette River where there is not adequate infrastructure nor a compact urban form violates the RFP.

- The RFP directs that there is continued growth of regional economic opportunity, balanced to provide an equitable distribution of jobs, income, investments and taxing capacity throughout the region. Again, cheap green farmland next to I-5 on the south side of the Willamette will not allow for the equitable distribution of jobs or taxpayer investment. It will harm economic opportunities in other parts of the region.

- State and regional land use policy supports the 2040 Growth Concept that provides that public investment coordinate with local comprehensive and regional functional plans. All

of the cities of the region and the unincorporated county areas have planned and invested in their infrastructure to help meet their plan goals. Not only would development south of the Willamette divert investment away from other jurisdictions, but it would also put into jeopardy the investments the region and the individual communities have made to be economically competitive.

- The RFP stresses that there should be a clear distinction between urban and rural lands that makes the best use of natural landscape features. Clearly, the Willamette River is the only distinguishing natural feature between Portland and Salem.

- According to the RFP, the success of the 2040 Growth Concept depends on the maintenance and enhancement of Regional and Town Centers as the principal centers of urban life in the region and should be pedestrian and transit friendly and reduce auto dependence. Allowing industrial development south of the Willamette where basic urban services are only available by freeway would promote sprawl and would violate this basic principle of the RFP.

- The Regional Framework Plan denounces sprawl. Expanding the Urban Growth Boundary south of the Willamette River promotes linear sprawl along I-5 and increases pressure to maximize infrastructure investments by adding yet more land.

One also should question the need for another 2,000+ acres of industrial land outside the UGB. At a recent presentation at Metro, Joe Cortright and Mary Jo Waits stressed that freight movement industries are declining and should not be our focus. According to these economists, the clustering of people and ideas together is far more important than freight movement. When asked by a member of the audience why then are the Port of Portland and the state focused on freight movement as the economic panacea, they replied: "Because they are operating based on the old economy, not on where the new economy is headed."

I would also point out that Area F, or the South of the Willamette piece under study is 1059 acres, not just the Langdon Farm property of 174 acres. We are not making individual parcel decisions in this process, we are determining which large tracks of land in which general areas can and should be reserved for industrialization in the future

In an irony that many have noted, Charbonneau, among the most significant planning mistakes in the state's history, is also largely respnsible for the last 30 years of sound land use policy in Oregon. Charbonneau happened before the state's land use planning goals were in place, just as Wilsonville was first incorporating. It provided much of the initial impetus for Senate Bill 100 and the emphasis on protection of farm and forest lands. While Charbonneau is a beautiful community, its residents are cut off from basic urban services, schools, churches, parks, stores – with their only access by way of Interstate-5. Access has been an ongoing issue for residents, businesses, and employees within the Charbonneau district. For the last 30 years, in an effort to not compound the error, Wilsonville has planned no further expansion or infrastructure provision outside the Charbonneau area.

For these and many other reasons, I believe that the time is indeed ripe to develop broad policy directives about how the Portland Metro region should relate to the Willamette Valley over the long term. It is not enough to look at technical criteria alone. And without a clear policy we will find ourselves in the midst of this controversy every 3-5 years, fueling land speculation and price swings that are themselves damaging to the stability of agriculture in the Willamette Valley. I encourage MPAC and the entire Metro Council to support Carl Hosticka's amendment to draw the southern regional urban growth boundary at the only natural geographic boundary we will ever have there: the Willamette River.

Maureen D. Larsen

25935 S.W. Stafford Road
Wilsonville, Oregon 97070
larsenfarm@aol.com

Phone (503) 638-9609
Cell (503) 734-6362
Fax (503) 638-9138

May 18, 2004

Rod Monroe
METRO
600 N. E. Grand Ave.
Portland, Oregon 97232

Dear Mr. Monroe,

Thank you for the opportunity to speak with you about the Frog Pond East land and the study for addition to the UGB as an industrial site for development.

The property owners feel this should happen as this land is no longer valuable farmland. We own and operate Larsen Farm Nursery. It is one of the last agricultural businesses in this area. If we did not own Larsen Farm Nursery in Hillsboro with unlimited Hagg Lake water for $255.00 a year, we would not be an existing agricultural business in Wilsonville. There is NO WATER for irrigation in this area.

Please know the mayor of Wilsonville has lead the 3 neighborhood developments at the intersection of Advance Road, Wilsonville Road, Boeckman Road and Stafford Road to believe the whole Frog Pond development will be covered with 18 wheel trucks and the trucks will wind up in their culdesacs. The mayor knows better. A lot of the people in these neighborhoods are first time home owners, Yuppies, and strong believers in NIMBY. This is their first land use issue and they have been worked into a frenzy by the mayor. In her one hour presentation to Wilsonville Meadows, she talked about Mentor Graphics and what a wonderful neighbor they were but this feeling does not move over to the Frog Pond ground.

City staff testified in mass at the hearing. Greg Leo was paid $2000 a month to teach all the neighbors to testify and write letters to METRO. What great use of our TAX DOLLARS!!!!

Thank you for your consideration of the above information.

Sincerely,

Maureen D Larsen

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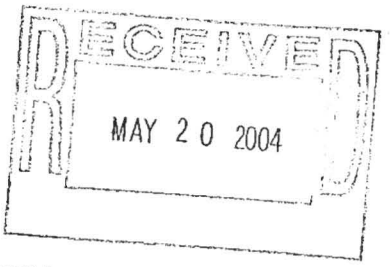

6

Sandra Scott Tabb
3000 SW Town Center Loop E
Wilsonville, OR 97070

May 7, 2004

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

First, I'll introduce myself, I am Sandra Scott Tabb; one of Wilsonville's City Councilors. Second, I would like to say that I have spent a considerable amount of time thinking. Both about principals and material interests Metro weighs while it continues its' evaluation of industrial lands.

Over the past months I have observed, listened and read all the arguments for and against industrial lands being sited in Wilsonville. Beginning with a significant amount of focus given to lands south of the Willamette and more recently the Frog Pond area.

On both issues, I could choose to point out all the reasons already expressed or ones that have not yet been expressed to promote Wilsonville's exemption from the industrial lands scrutiny. However, reasonable arguments, compelling facts or siting formula inconsistences have not significantly changed recommendations to date, so, I conclude powerful material interest is heavily in the mix.

What do I mean by material interests? I mean that which was brought in by the industrial revolution, with its gargantuan focus on material power leaving behind the creative ideas formed to create cohesive communities, ideas that long ago could have developed strategies, plans and codes that promoted and united us into "liveable" communities. It was then that America made material progress an American god.

Therefore, today we now have two lovers, one principles the other money. Each of us needs to consciously ask--which lover do I court? President Kennedy once said, "We enjoy the comfort of opinion without the discomfort of thought." I say that to few of us are doing our very best thinking!

Wilsonville has brilliantly created a master plan using the principles of harmony and balance between industry, core community residential and commercial values. Yet, material interest would have us believe that it knows better than citizens who visioned and created a community reflected in the process of collaboration over time.

And so I wonder, who is the material monster that brings with it trucks threatening to breath more pollution into our residential core and buildings that suck up our rich agricultural lands? Only Metro knows the name, but Wilsonville and Oregon, as a whole, already feel its lust.

Oregon ranks mediocre in "livability" rankings according to a "Looking Forward" article. The March/April 2004 issue stated that Oregon ranked 27th in 2002 and 24th in 2004 for the most livable of the 50 states. My question is do we really need more industry anywhere in our State? Will more industry bring a better "livability" rating to Oregon?

Metro, meaning each one of you have the power to turn the material monster around. Along with every principled citizen, city and community. I sincerely ask you to say NO when pressured to make a decision that compromises your values. "Think", then make principled decisions. It is our individual and united well being that hangs in the balance.

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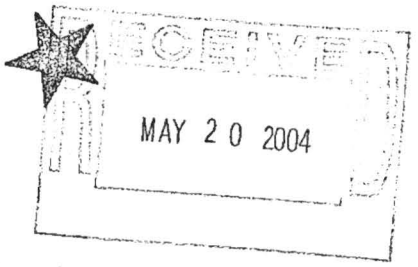

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David Helgesson **Phone** **503-638-1435**
26191 S. W. Stafford Road
Wilsonville, OR 97070

7

May 5, 2004

Mr. David Bragdon, Council President
METRO
600 N. E. Grand Ave
Portland, OR 97232

RE: Proposed Frog Pond/Wilsonville North East Industrial UGB Expansion

Dear Mr. Bragdon,

I appreciate the Metro Council for having the foresight to provide land for future industrial use. Wilsonville is ideally suituated to contribute to the region's future industrial land requirements.

Industrial development not only provides jobs, it provides the necessary tax base for schools and government. Without industrial property taxes, residential property taxes would be much higher. Residential property taxes without industrial property taxes are insufficient to provide for schools and government.

The City of Wilsonville/Mayor and some residents believe:

1. The City has all the industrial land the City will ever require in the Coffee Creek Prison area.
   Incorrect. No high tech campus company will locate near a prison or the United Disposal Recycling facility to endure the noise and smells/stench of such a facility.

2. The traffic generated by industrial develpment will impact the daily lives of residential residents.
   Incorrect. Our family with 3 young children lived at the corner of Boeckman Road and 95th in Wilsonville, and throughly enjoyed it. Today, our grown children often comment how nice it was living there.

3. Wilsonville never planned for any connecting streets between Stafford Road to Wiedemann Road and Parkway.
   Incorrect. Years ago such a street was included in a Wilsonville Plan that was within the BPA rightaways from Parkway to Stafford Road.

4. Our farmland is described as fertile, high quality land.
   Incorrect. The soils are heavy, clay loam. See USDA "Soil Survey of Clackamas County Area, Oregon" November 1985.

   The State of Oregon will no longer issue Irrigation Water Rights for commercial irrigation. We are unable to irrigate since the State has designated this area a Critical Water Area (CWA) for "development only".

5. Our 40 acre horse boarding stable ajoins the UGB with apartments on our western property line. We have had tresspassers in our fields, dogs, and late night parties.

Bottom line, this is the time to redesignate these properties Industrial. Please give me a call should you need additional information or comments.

Sincerely,

David Helgesson

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MAY 19 2004

10

May 9, 2004

Steve Kelley, Senior Planner
Washington County
Department of Land Use and Transportation
155 N First Ave, Suite 350-14
Hillsboro, OR 97124

Dear Mr. Kelley,

I am writing to voice my objection to locating the proposed I5/99W southern bypass on rural farmland. Locating the bypass on farmland is contrary to Oregon Land use planning laws and goals.

Oregon law requires that existing roads within the urban growth boundary should be used whenever possible. WE ALREADY HAVE A CONNNECTOR ROAD! Poor planning and lack of a vision have created the current congestion along Tualatin-Sherwood Road.. I strongly urge you to take another look at improving the road that exists, preserving the vision of protecting the farmland that the urban growth boundary law supports. Even the Project Advisory Committee (PAC) believes that the alternatives that cross farmland (Brookman and Boeckman) will not alleviate the traffic congestion on Tualatin-Sherwood Road.

The State of Oregon goals, guidelines and laws support my position. Additional work needs to be done to find a solution that is within the urban growth boundary. Siting a southern bypass on farmland will lead to additional project delays and cost because the approval of the project will be subject to many legal challenges. In the end, the concern about the cost of correcting the current Tualatin-Sherwood Road is less important than doing the right thing.

Please include this letter in the public record

Sincerely,

Jill Heavey

Cc: David Bragdon, President Metro
Carl Hosticka, District 3 Metro Representative
Roy Rogders, Washington County Commissioner
Mayor Lou Ogden, Tualatin
Mayor Mark Cottle, Sherwood
Mayor Charlotte Lehan, Wilsonville
Governor Ted Kulongoski
Charles Starr, State Senator
Jerry Krummel, State Representative

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MAY 12 2004

11

5-11-04

To:
Metro Councilors
600 N.E. Grand Ave
Portland, Or. 97232

RE: I-5 to 99W Connector Options

I would like to state my voice in supporting the redesigning, rebuilding and re-engineering of Tualatin Sherwood Rd. as the number one option for the I-5 to 99W Connector. The huge growth explosion of residential and industrial areas north and south of Tualatin Sherwood Rd. has made this road very efficient. With the demand for more industrial land becoming greater in the Tualatin area its become imperative that this road be overhauled to handle present and future traffic efficiently.

I strongly oppose any option that goes outside the Urban Growth Boundary. Trucks, cars and buses need to go where people live and where deliveries need to be made such as: shopping centers, business centers, warehouses and residential areas.

Please include this letter in the public record.

Sincerely,

Robert K. Smith
25152 SW McConnell Rd.
Sherwood, Or. 97140

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MAY 12 2004

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MAY 19 2004

12

City of Sherwood Oregon

Home of the Tualatin River National Wildlife Refuge

May 14, 2004

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

The Honorable Carl Hosticka
Metro Councilor District 3
Metro Regional Center
600 NE Grand Avenue
Portland OR 97232-2736

Dear David and Carl:

I have now had a chance to meet with the City Council and discuss Metro's proposed increase in the UGB to include the quarry site adjacent to the City of Sherwood.

As you know, historically this area has been tied to Sherwood. It is in our School District so the majority of the families in that area have ties to Sherwood. When there is a police problem our police often respond and most of the businesses that exist in the area are members of our Chamber. The site fronts Oregon Street which is a primary entrance to our city.

Currently, we have utilities that travel in front of the property on both Oregon Street and Tualatin-Sherwood Road. There may be a very small portion that may end-up in Tualatin, as Tualatin has master-planned the 124th street extension on the eastern side of the property.

Sherwood has conducted itself in a cooperative manner in working with Metro to ensure the appropriate property is identified and brought into the UGB; property that can and will service the industrial needs of the region. We have even gone so far as suggest that the cities which accept the industrial land in this area, explore the possibility of sharing the revenue generated from the taxes. Wilsonville is open to exploring that possibility. What we were attempting to get away from is any City making a land grab at the expense of the others. Apparently, Tualatin has chosen to respectfully fight the inclusion that has been proposed to come in as industrial land in the Tonquin area between it and Wilsonville.

Sherwood is in the process of master planning its water needs with the target of bringing water from the Willamette River up the Tonquin area (under the power lines) to serve industrial needs. (The City Charter requires a citizen vote if the water is to be used for residential, **but not** commercial or industrial use.)

City Hall • (503) 625-5522 • Fax (503) 625-5524
20 N.W. Washington Street • Sherwood, OR 97140
www.cityofsherwood.org

Should the quarry site come into the UGB, it must come in under Sherwood's jurisdiction, because of its heightened impact to Sherwood and its infrastructure, including the fact that the traffic generated will significantly impact our livability.

If I can be further assistance, please call. If you would like a City Resolution, please let me know.

Sincerely,

Mark O. Cottle

15

Metro Staff:

Ed and Alta Walters own the property at 20373 S. Molalla Avenue, Oregon City, Oregon. This 2.85 Acre is only 1 mile from a shopping center and Clackamas Community College.

Due to health reasons we are unable to attend the hearing on the proposed recommendations.

We would like this piece of property to be included in the urban growth boundary Clackamas County and the State of Oregon are in need jobs. There are other neighbors who think this area would be good to be annexed into the urban growth boundary

May 12, 2004

Sincerely,

Edward Walters

Alta F. Walters

15

Beavercreek Community Planning Organization
P.O. Box 587
Beavercreek, OR 97004

28 April 2004

Metro Council and Staff
600 NE Grand Ave.
Portland, OR 97232

RE: Land Use Decision Z0045-04-I

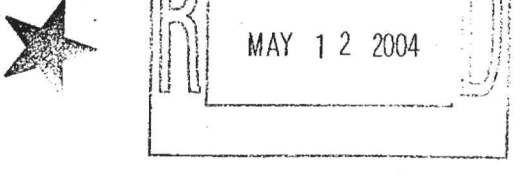
Dear Metro Council and Staff:

At our April 2004 meeting, the Beavercreek CPO voted unanimously to write you to object to the inclusion of the about 60 acres in the Oregon City area in the Industrial Expansion Designation. At the time of the vote we were not aware that the golf course continued onto this parcel from the previously selected parcel; however we were concerned that a ravine affects this EFU land making it likely it would be rezoned non-industrial later and that this selection would isolate adjacent EFU land, impact the rural character of lands outside the industrial area, and diminish the separation between communities.

Sincerely,

Elizabeth Graser-Lindsey

Elizabeth Graser-Lindsey
Speaker
(503) 632-5568



16

May 13, 2004

Dear Councilor Susan McLain,

I am very concerned about Metro's concept and plans for an industrial/warehouse expansion into the Borland area. The people of the Borland/Stafford area are unincorporated and are prey to possible development. Most tactics used by developers benefit themselves rather than the community surrounding them. Most of the area these developers want have provided much-needed services to the community: private schools in rural environments, public schools for the surrounding area, independent farmers basing their livelihood on this land and bucolic biking areas. By letting developers take this area, the community would be depleted of these much-needed assets.

The warehouses do not bring many jobs into the community. The average work in a warehouse is less than 20 employees for 100,000 square feet. There are 30% of unused warehouses on Highway 26. Are warehouses what we really need in this economy and for the future of the state? If Tualatin were to annex this area, it would get the taxation of Tualatin in Washington County rather than providing to the commercial tax base of Clackamas County area. The developers are stating we need more commercial tax base in the Clackamas area, but who will this really be benefitting? The warehouses and commercial development would provide little in the way of long term employment when our economy is so sluggish. Why don't we address why companies are not moving here.....perhaps it is our education system that needs addressing first.

The effects on the surrounding area must also be taken into account, if these industrial buildings were established. The area, as noted before, is minutes away from 4 schools. Traffic is already a concern without trucks. The trucks in the Tualatin- Sherwood area are omnipresent and I can't see an off peak hour being a viable option. Many kids bike or walk to school, and the trucks working at these warehouses would be hazardous to the children's and commuter's safety. The school closest to the warehouse expansion area has water problems. Three to four times a year, the water at Athey Creek Middle School is undrinkable. This is a bad area for expansion.

Environmental concerns are an issue, too. Being the Vice- President of the Stafford - Tualatin Basin Triangle CPO, I am concerned about the quality of growth and expansion. Why can we not be pro-active rather than retroactive in our planning? Think about a rural reserve and it's potential for the future of the livability of Portland and the surrounding areas. We need areas of scenic qualities close to inhabitants for peoples health and mind set rather than intense development. Think of Tom McCall and his original insight of the Urban Growth Boundary. Please read The Fire at Eden's Gate : Tom McCall life, by Brent Walth , if you haven't already. An insightful man for Oregon as well setting an example for the rest of the nation. He has made Portland a unique and livable city. It is nice to have the history behind our choices so we don't repeat mistakes and perhaps learn from other's insight. Let's preserve the open green spaces for recreational and restful lifestyles.

Thank you for your interest and listening ear. Some of us are pawns in your hands of Metro's decisions. We fight this battle every 2 years rather than every 20 years like it was originally intended.

Sincerely,

Sally Visher

(503) 638-9494

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MAY 14 2004

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Untitled

METRO President David Bragdon
600 NE Grand
Portland,Oregon 97232

May 9, 2004

Dear President Bragdon:

My name is Len Schaber. Our family owns 85 plus acres due West and North of the Athey Creek Middle School in the Borland Road North section being considered for inclusion in the Urban Growth Boundary.

We are in favor of this area being brought into the Urban Growth Boundary at this time. Since the area currently has two schools, two churches, numerous commercial operations and residential areas, extensive "Industrial" development such as warehouse distribution would not be compatable with the current environment.

The city of Tualatin has studied this area and developed a growth plan that identifies multiple compatable uses appropriate with the current land use. We are in favor of the Tualatin City plan that identifies office and business locations that provide jobs and are still compatable with schools, churches and residential areas.

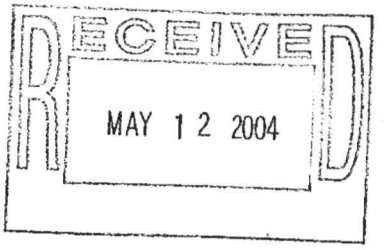
Traffic conjestion is always a concern, and heavy truck traffic is certainly not desired in an area with schools, churches and residential concentrations. Light traffic associated with business/office construction would be compatable. Plans for a traffic circle at Wanker's Corner are in motion to be completed within the near future, which will do much to ease traffic conjestion at this junction between Borland and Stafford roads.

I would encourage the consideration of the Borland Road North section be included in the Urgban Growth Boundary. Light Industrial use, to specifically exclude heavy truck associated businesses, could be compatable with the area. I am sure that the City of Tualatin Planning staff and local residents will be able to reach agreement as to the best use of the area after it is included in the UGB.

Sincerely,

J A Schaber

Leonard Schaber
8151 Icicle Rd
Leavenworth, WA 98826



Page 1

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May 20, 2004

Metro Commissioners
Industrial Survey Hearings
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Commissioners:

I am a longtime resident of the community of Helvetia. I would like to express my opposition to inclusion of Helvetia acreage into industrial lands. This is a historical area with many of the residents being descendants of original settlers in the mid-1800s. It is primarily farmland being used as farmland, and the land you are considering should continue as a buffer zone from industries to enable farmers to effectively farm. Industries do not belong in communities. I feel obligated to protect the quality of life that I enjoy in my rural environment and community here in Helvetia.

Thank you for your consideration.

Roy A Hofer

10177 N.W. Helvetia R Hillsboro
97124

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MAY 24 2004

19

May 20, 2004

Metro Commissioners
Industrial Survey Hearings
600 NE Grand Avenue
Portland, OR 97232-2736

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Thank you for your consideration.

Elmer Grossen

MAY 2 4 2004

ELMER GROSSEN
9353 NW HELVETIA RD.
HILLSBORO, OR. 97124

20

Metro Growth Mgt.

MAY 18 2004

ROBERT AND PATRICIA BAILEY
7455 NW HELVETIA ROAD
HILLSBORO, OREGON 97124

May 12, 2004

Metro Industrial Lands Survey
Metro
600 NE Grand Avenue
Portland, Oregon 97232-2736

Request for Information

Metro has been engaged in extensive pre-planning, assessing the suitability of lands for rezoning to industrial use. One of the resulting study areas is "Helvetia". Apparently Metro met with select governments, corporations, organizations, and some individuals and groups during this pre-planning phase.

We are property owners within the study area and were not included during the pre-planning phase. Nor was the Citizen Participation Organization # 8 to which we belong. We are concerned that as property owners we were not included. We are concerned that the CPO was excluded from this pre-planning process when they are the formal land use organizations endorsed by Washington County, providing communication about land use issues in unincorporated Washington County.

We request a chronology and roster of those governments, corporations, organizations, groups, and individuals Metro met with in the pre-planning phase that focused on and discussed the suitability of "Helvetia" for industrial land use.

As this matter finalizes before the Commission in June 24th, we await your timely response.

Respectfully,

Robert Bailey Patricia Bailey

Robert and Patricia Bailey

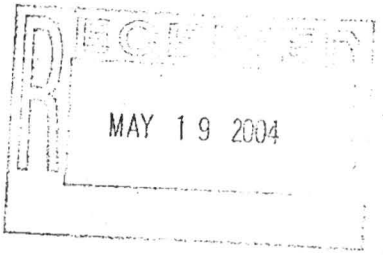
22

CITY OF CORNELIUS

Cornelius - Oregon's Family Town

May 18, 2004





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

Re: Addition of 170 Buildable Acres to Cornelius Industrial Related UGB Expansion

Dear President Bragdon and Metro Councilors:

We want to help you with a problem.

Because of the considerable opposition to the expansion of certain Metro recommended industrial lands in the vicinity of Tualatin and Wilsonville, we think it appropriate to recommend more suitable land adjacent Cornelius as an alternative way for Metro to meet its industrial land goal. Please consider this addition to our April letter of support for Metro staff recommendations for industrial land related Urban Growth Boundary expansion, as they affect the area north of the City of Cornelius.

There are an estimated 110 buildable acres in four lots at the north edge of the property recommended by Metro staff along the west side of Susbauer Road that would be easy to serve with urban utilities. East of Susbauer, there are also a 30-acre parcel and 3 parcels with approximately 10 buildable acres each that are adjacent and along the north and east sides of Hobbs Road. These parcels are separated from farmland to the north by the expansive Dairy Creek floodplain and are a natural extension of Metro recommendations.

We are confirming that the owners of these parcels support being included in the UGB. They all scored highly for suitability for industrial use in Metro's Industrial Lands Study, except that they are EFU lands. They are all, however, south of Dairy Creek, which has been commonly mentioned as a "hard" boundary between future urban reserve land and rural reserve land. This land would add to the attraction of industry to this area and would make extension of urban services even more logical, easier and cost effective.

Our City participated in all the public discussion of industrial land and agricultural land protection. We are committed to work at both building a complete sustainable community and long-term support and protection of a sustainable agricultural industry in western Washington County. We can responsibly handle projected urban development and management of the considerable natural resources in this area at the same time. Our emphasis on citizen and landowner support and participation in local government is a big help.

It will be much easier and cost effective to extend utilities and street improvements if both sides of Hobbs Road can be developed at urban standards and much safer if Hobbs Road is extended to the west to serve the new industrial area between Susbauer and Cornelius-Schefflin Roads. Since most public improvements are paid for, as private development requires them, the expansion currently recommended by Metro staff limits the efficiencies of urban service extension possible with a little more room. A plan that results in half-street improvements and unaligned industrial collector streets is unnecessarily costly, unsafe, and inefficient and is not good planning.

We propose that the Metro staff recommended UGB boundary be extended one tax lot deep along the east side of Hobbs Road to include all of the long-designated Exception Area 21-B, and one tax lot deep along the north side of Hobbs Road as it turns west and along the west side of Susbauer Road. A map of these additions to our support of Metro recommendations is attached.

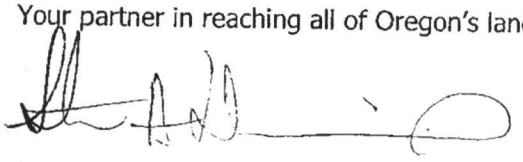
Again, we have done our best in our area of western Washington County to clarify our City's reasoning and intentions and the process for citizens participating in this decision. The City of Cornelius has long identified land north of Council Creek for UGB expansion to serve six critical community and regional needs.

1. Increase the meager supply of medium-large lot industrial land,
2. Support specific agriculture and high-tech industries that are regionally significant, locally based, publicly invested in and widely acclaimed,
3. Provide efficient cost-effective urban services for existing & projected citizens & businesses, and for adjacent exception and rural lands,
4. Sustain regionally significant natural resources, particularly along Council Creek,
5. Provide local jobs for the community with the longest average commute in the region, thus saving time, energy and relieving traffic congestion, and
6. Make Cornelius a more complete, balanced and financially sustainable community.

We have made it clear to folks that inclusion within the Regional UGB does not mean that annexation to the City is imminent. The City of Cornelius has no intention of annexing land unless and until the owner wishes to annex. It is also our understanding that inclusion within the UGB will not affect property taxes until it is presented for sale or development for urban uses.

We appreciate Metro's listening to our small voice and recommending a reasonable expansion this year. We hope you will consider this additional estimated 170 acres of buildable industrial land for inclusion in the UGB. We all have an important common goal of protecting agricultural land in this rich Tualatin Valley and building complete sustainable communities. This limited expansion for future urban uses is a good decision.

Your partner in reaching all of Oregon's land use goals,



Steve Heinrich
Mayor, City of Cornelius

23

May 20, 2004

Metro
600 NE Grand Ave.
Portland, OR 97232

Attn: Fish & Wildlife Habitat Protection Public Hearing

I wish to use this letter to place comments into written testimony for the hearing about Fish & Wildlife Habitat Protection. It has a direct impact on local landowners.

Doesn't this effort just make you feel good about yourself? Metro, cities and counties are stepping forward to inhibit property rights of local residents in the name of natural resource protection. At the same time, Metro is in the process of deciding to convert prime farmland to industrial use!! One action contradicts the other!

Specific to my wife and me, Goal 5 protections mandate that we have severely restricted ability to build on our property. Our land is in the urban growth boundary of Hillsboro. We have 435 feet of frontage on a county road. We have lived on the property for 24 years. We knew that we had the potential to build on our land when the city limits moved out by annexation. Now Goal 5 comes forward and snaps that away. On one hand society through government is consuming enormous acreage of premium valley farmland for residential and industrial uses. On the other hand, it inhibits or prevents landowners the right to realize the full value of their property. Society is protecting and preserving these natural areas in order to feel good about over-consumption of other areas.

My point is this, do not be unbending on implementing fish and wildlife habitat protection. It hurts some people financially. We chose to let our property have natural vegetation. Our neighbors cleared theirs years ago for pasture. They are preparing to build houses on their land. We will not be allowed to build. Be reasonable with your decision making. You have the power to hurt people as well as help people. Do not be over zealous. What can I say at this point to minimize the impact of Goal 5 restrictions? Government is forcing this upon landowners and the individual has little or no impact on the outcome.

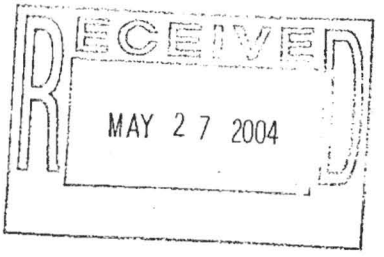
Brad Toman

Brad Toman
31400 NW Camp Ireland St
Hillsboro, OR 97124

Home telephone, 503-648-2633
Work telephone, 503-945-8668

27

2410 NE 48th Avenue
Portland, OR 97213



May 25, 2004

Councilor Rex Burkholder
Metro Council
Metro Regional Center
600 NE Grand Ave.
Portland, OR 97232-2736

Dear Councilor Burkholder:

I am writing to voice my opposition to the proposed extension of the Urban Grown Boundary along the two-mile stretch of Borland Road from 65th Avenue to Stafford Road. Although I live miles away in Northeast Portland and not in the area under consideration, I have an interest in this matter in that my daughter attends Arbor School, which is situated along this stretch of road.

Let me give you an idea of the centrality of Arbor School in the life of our family: with one family breadwinner out of work and another on notice of imminent termination, we recently decided we could not in good conscience consider relocating to another city—despite the enticements of more easily secured employment elsewhere. The reason: Arbor School. This fabulous and slightly funky K-8 school, where our daughter is now a first grader, embodies—in our view—the ultimate in childhood education. Not only is it set in a sylvan paradise where children's learning involves raising goats and exploring the property's creek and woods; perhaps more importantly it models and teaches values that, with each new graduating class, promise to make the world a better place. As such, my interest could hardly be characterized as so narrow as to be just about our family and our daughter's education. It's worth pointing out that, in addition to the remarkable students Arbor mints each year, Arbor's teacher training program every two years produces a new crop of outstanding teachers, many of who stay to make their teaching careers in the Metro area. In this and so many more ways, Arbor School is as much a model citizen as those who get their start under its wing.

This expansion of the Urban Growth Boundary will undermine Arbor's ability to carry out its mission. The transformation of Borland Road and the surrounding area from its current natural lushness to a paved purgatory of asphalt and snorting big rigs will most certainly degrade the environment in which Arbor School optimally operates. As I understand it, such disastrous developments would also, by way of revised zoning, limit Arbor's capability to develop its facilities in the future. Considering the above, I can only view the threat of expansion of the Urban Growth Boundary as one that would—both figuratively and literally—choke off the school's oxygen.

In closing, I want to acknowledge the complexity of the challenge you and your fellow council members face. Yes, the Portland Metro Region must continue to adapt to ensure

the future viability of regional industry; remember, though, that the *long-term* viability of our region hinges on what we can offer *families*—for whom quality of and options for education for their children are paramount. With this in mind, I strongly urge you *not* to include this area in the Urban Growth Boundary for purposes of making it an industrial zone. Or if, in your view, this is unavoidable, I hope that you have the vision to see to it that Arbor and the other schools on Borland Road can continue to develop so that their contributions to surrounding communities are not nullified.

One of the songs that children at Arbor grow up singing is Joni Mitchell's "Big Yellow Taxi." I would hate for its most memorable, haunting caveat to come true: "They paved paradise and put up a parking lot."

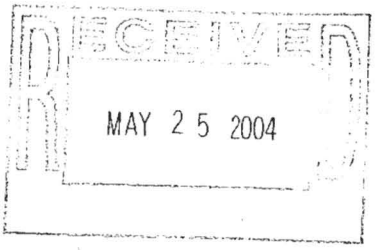
Thank you for your consideration.

Sincerely,

Rick Low and Gail Jacoby-Low, M.D.

28

ARBOR SCHOOL
OF ARTS & SCIENCES



May 24, 2004

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

Dear Councilor Bragdon,

I write in my position as founder and director of Arbor School, which lies in the area east of the city of Tualatin, south of the Tualatin River, and north of I-205 under consideration for UGB expansion. The current Metro recommendation is that this area be brought within the UGB to be designated as "industrial land." Laying such a zone down upon the many existing eleemosynary institutions could seriously impair their futures. We have been told by Clackamas County that should Metro declare the land on which Arbor sits to be future industrial land, we will become a non-conforming use and will never be able to add another building, a stricture that would make it impossible for us to mature and develop as all institutions do. Failure to take into account the many organizations along Borland Road that provide non-industrial services, including schools and churches, would be unfortunate for the area and disastrous for Arbor School.

While it seems clear to me that the land on which Arbor currently sits will indeed one day be brought inside the UGB, it is my profound hope that the plan that brings it in leaves open the possibility that such institutions as Arbor and Rolling Hills Church and Athey Creek Middle School can continue to use the land on which they sit at the time of the expansion in the ways that best fulfill their missions.

You will remember that Arbor students have brought before you a plan for Borland/Stafford that responds to the nature of existing facilities, to the presence of vital watersheds, and to uses that are consistent with existing uses while expanding the possibilities for the metro region as a whole. Out of the mouths of babes.

I do not seek for selfish reasons to halt needful development, but I do seek to retain the essence of what it is Arbor has striven to achieve in the last 15 years and to advance its purposes within the land that it has worked so hard to acquire. I strongly urge you to consider existing institutions as you move forward in reaching a decision about the fate of the Borland/Stafford area.

Sincerely,

Kit Abel Hawkins

Kit Abel Hawkins, Founder & Director
Arbor School of Arts & Sciences

29

Dear Metro Councilors,

As a property owner and voter on the east side of SE 172nd Avenue I wish to address an urgent matter that threatens to have an irreversible impact on our neighborhood. The City of Happy Valley's intended annexation of property between SE 172nd and SE 177th against the wishes of 80 percent of the residents in the area has made us unwilling pawns in a game in which we have not been consulted.

Only 21 property owners in the area south of Hemrick Rd. have indicated a desire to annex to Happy Valley. Of the remaining 100 a much larger number of us would prefer to annex to the City of Damascus that will likely be formed by voters on January 1, if we must be part of a city at all. Happy Valley's proposed annexations of a few lots here and there, along with the cherry-stem annexation of roads, is an aggressive move to island property owners against their will and is a blatant attempt to circumvent democracy by evading a vote on the matter.

Furthermore it results in a tangle of city boundaries that makes for inefficient government. One need only look at the Damascus Heights (West) neighborhood to see what a mess would be created. On one block of SE 177th Avenue there would be four houses in Damascus, four under county jurisdiction, and two in Happy Valley. Not only does this divide a neighborhood against the wishes of its residents, it sets up a senseless tangle of jurisdictions that would poorly serve the area.

While I understand the legal right of the City of Happy Valley to pursue this strategy, as well as the rights of individual property owners, I believe it to be unethical and detrimental to entire neighborhoods.

I call upon you to exercise your moral duty to represent the majority in this matter. That is how a democracy should operate. I urge you to intervene in this process before it is too late. Either the matter should be put to a vote of the affected property owners or, at the very least, Happy Valley should refrain from annexing the roadways in order to deprive certain homeowners from exercising their choice to choose annexation to Damascus along with their neighbors.

For our elected representatives to ignore the wishes of a nearly 5-to-1 majority of voters in this matter would be a serious breach of the public trust and an evasion of duty. Please consider the long-term effects of this irreversible action and act accordingly.

Sincerely,

Signed: _____

Name: Georgeta Tuke Date: 5-26-04

Address: 12722 SE Rachella Ct. Boring, OR 97009

RECEIVED
MAY 27 2004

RECEIVED
MAY 25 2004

Dear Metro Councilors,

As a property owner and voter on the east side of SE 172nd Avenue I wish to address an urgent matter that threatens to have an irreversible impact on our neighborhood. The City of Happy Valley's intended annexation of property between SE 172nd and SE 177th against the wishes of 80 percent of the residents in the area has made us unwilling pawns in a game in which we have not been consulted.

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Sincerely,

Signed: Robert E Shannon

Name: Robert E SHANNON Date: 5/24/04

Address: 17421 SE Vogel Rd Boring, ore 97009

31

NANCY WESTBROOK
12382 NW LOGIE TRAIL RD.
HILLSBORO, OR 97124

May 26, 2004

Metro Commissioners
Industrial Lands Survey
600 NE Grand Avenue
Portland, Oregon 97232-2736

Dear Commissioners:

I am a 25 year resident of the Helvetia community. I would like to express my opposition to the inclusion of Helvetia acreage into industrial lands. This is a historical area with many of the residents being descendants of original settlers in the mid-1800s. It is primarily farmland being used as farmland, and the land you are considering should continue as a buffer zone from industries to enable farmers to effectively farm. Industries do not belong in communities.

We have a very significant and dangerous traffic problem on Helvetia Road and particularly where it crosses with West Union Rd. Most of this has been a result of the tremendous amount of industry that has been allowed to go in south of the Helvetia/Shute Rd. exit. Thousands of people everyday use West Union, Helvetia and Jacobsen Roads for their commute to work. These road systems are not updated and/or adequate to handle the quantity of traffic that currently exists. There are no stoplights to control traffic and we rarely if ever see a patrol person dealing with traffic and issues we have on these rural, narrow, two lane roads.

I feel very strongly with regard to protecting the quality of life that I enjoy in my rural environment and community here in Helvetia.

Thanks for your consideration.

Sincerely

Nancy Westbrook

RECEIVED
MAY 27 2004

32

May 20, 2004

Metro Commissioners
Industrial Survey Hearings
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Commissioners:

I am a longtime resident of the community of Helvetia. I would like to express my opposition to inclusion of Helvetia acreage into industrial lands. This is a historical area with many of the residents being descendants of original settlers in the mid-1800s. It is primarily farmland being used as farmland, and the land you are considering should continue as a buffer zone from industries to enable farmers to effectively farm. Industries do not belong in communities. I feel obligated to protect the quality of life that I enjoy in my rural environment and community here in Helvetia.

Thank you for your consideration.

Henry J. Bishop

Henry J. Bishop
12075 NW Bishop Rd
Hillsboro, OR 97124-8168

33

May 20, 2004

Metro Commissioners
Industrial Survey Hearings
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Commissioners:

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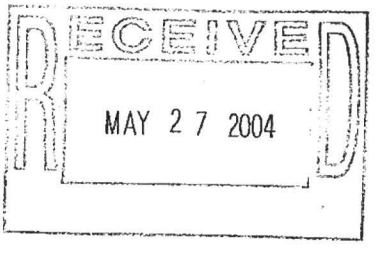
Thank you for your consideration.

Michael McLaughlin
11712 NW Helvetia Rd
Hillsboro, OR



34

May 20, 2004

Metro Commissioners
Industrial Survey Hearings
600 NE Grand Avenue
Portland, OR 97232-2736

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Thank you for your consideration.

Karen McLaughlin

Karen McLaughlin
11712 NW Helvetia Rd
Hillsboro, OR

RECEIVED
MAY 27 2004

35

May 20, 2004

Metro Commissioners
Industrial Survey Hearings
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Commissioners:

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Thank you for your consideration.

RECEIVED
MAY 26 2004

Matthew Turner

We've been farming for 3 generations on our land to make a living and to provide hazelnuts, a food people eat. Leave our land alone build on rocks and cliffs, but leave the good dirt alone!

36

May 20, 2004

Metro Commissioners
Industrial Survey Hearings
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Commissioners:

I am a longtime resident of the community of Helvetia. I would like to express my opposition to inclusion of Helvetia acreage into industrial lands. This is a historical area with many of the residents being descendants of original settlers in the mid-1800s. It is primarily farmland being used as farmland, and the land you are considering should continue as a buffer zone from industries to enable farmers to effectively farm. Industries do not belong in communities. I feel obligated to protect the quality of life that I enjoy in my rural environment and community here in Helvetia.

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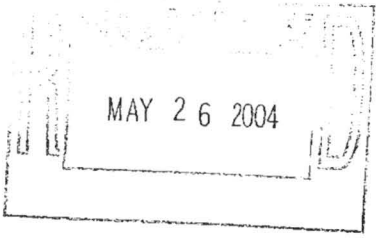


Our farm is farmed full time by my husband & I and he is 3rd generation here farming full time. This is how we make our living - it's all he knows - It is also how you city ppl. get your food - leave our country alone !!

37

May 20, 2004

Metro Commissioners
Industrial Survey Hearings
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Commissioners:

I am a longtime resident of the community of Helvetia. I would like to express my opposition to inclusion of Helvetia acreage into industrial lands. This is a historical area with many of the residents being descendants of original settlers in the mid-1800s. It is primarily farmland being used as farmland, and the land you are considering should continue as a buffer zone from industries to enable farmers to effectively farm. Industries do not belong in communities. I feel obligated to protect the quality of life that I enjoy in my rural environment and community here in Helvetia.

Thank you for your consideration.

Mrs. Clarence Pieren

Clarence Pieren
11495 NW Helvetia Rd.
Hillsboro, OR 97124-8011

RECEIVED
MAY 26 2004

38

May 20, 2004

Metro Commissioners
Industrial Survey Hearings
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Commissioners:

I am a longtime resident of the community of Helvetia. I would like to express my opposition to inclusion of Helvetia acreage into industrial lands. This is a historical area with many of the residents being descendants of original settlers in the mid-1800s. It is primarily farmland being used as farmland, and the land you are considering should continue as a buffer zone from industries to enable farmers to effectively farm. Industries do not belong in communities. I feel obligated to protect the quality of life that I enjoy in my rural environment and community here in Helvetia.

Thank you for your consideration.

Margit K. Pedisich

John A. Pedisich III

RECEIVED
MAY 25 2004

Ms. Margit K. Pedisich
12788 NW Bishop Rd.
Hillsboro, OR 97124

39

May 20, 2004

Metro Commissioners
Industrial Survey Hearings
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Commissioners:

I am a longtime resident of the community of Helvetia. I would like to express my opposition to inclusion of Helvetia acreage into industrial lands. This is a historical area with many of the residents being descendants of original settlers in the mid-1800s. It is primarily farmland being used as farmland, and the land you are considering should continue as a buffer zone from industries to enable farmers to effectively farm. Industries do not belong in communities. I feel obligated to protect the quality of life that I enjoy in my rural environment and community here in Helvetia.

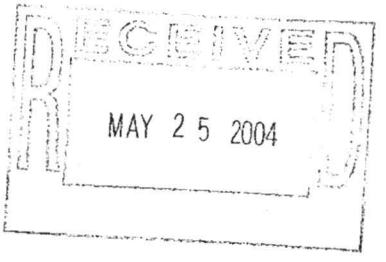
Thank you for your consideration.

Glen Grossen

Laurie Grossen



Glen Grossen
23678 N.W. Grossen Dr.
Hillsboro, OR 97124-8149



JOE AND JUNE HUSERIK
19348 N.W. PHILLIPS ROAD
HILLSBORO, OREGON 97124

40

May 21, 2004

Metro Commissioners
Industrial Survey Hearings
600 NE Grand Ave.
Portland, Or 97232-2736

Dear Commissioners:

We are longtime residents of the community opposing the inclusion of Helvetia acreage into industrial lands.

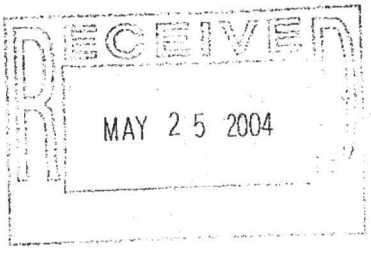
In 1880 when my family came here both of my grandfathers Ulrich Fuegy and Phillip Pezoldt (Phillips Post Office and Phillips Road named for him) had large farms and dairys, and descendants are still big modern day farmers caring for this superior farmland.

June E Huserik
June Fuegy Huserik
Joe J Huserik

My family came here early in the 20th Century to farm and family members are still in the Nursery and Christmas tree business and surely do not want big industry in our community.

I still farm in my retirement and at the age of 92 some of the same land in our family for 124 years.

DO NOT RUIN OUR COMMUNITY WITH BIG MONEY-GRABBING INDUSTRY



Joe J. Huserik
Joe J Huserik

41

May 20, 2004

Metro Commissioners
Industrial Survey Hearings
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Commissioners:

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Thank you for your consideration.

Chris Huserik and Kathleen Huserik
Huserik Bros. Nursery

Chris & Kathleen Huserik
26643 NW West Union Rd
Hillsboro, OR 97124

Ph. # 503-647-5261

RECEIVED
MAY 25 2004

42

May 20, 2004

Metro Commissioners
Industrial Survey Hearings
600 NE Grand Avenue
Portland, OR 97232-2736

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Thank you for your consideration.

Marcelle Anderson

Marcelle Anderson
12061 NW Jackson Quarry Road
Hillsboro, OR 97124

RECEIVED
MAY 25 2004

43

May 20, 2004

Metro Commissioners
Industrial Survey Hearings
600 NE Grand Avenue
Portland, OR 97232-2736

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Thank you for your consideration.

Donald Guerber

Donald & Gladys Guerber
11818 NW Jackson Quarry Rd.
Hillsboro, Oregon 97124

RECEIVED
MAY 25 2004

44

May 20, 2004

Metro Commissioners
Industrial Survey Hearings
600 NE Grand Avenue
Portland, OR 97232-2736

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Thank you for your consideration.

Bruce Callaghan

Bruce & Karla Callaghan
10880 NW Jackson Quarry Rd.
Hillsboro, OR 97124

RECEIVED
MAY 25 2004

45

May 20, 2004

Metro Commissioners
Industrial Survey Hearings
600 NE Grand Avenue
Portland, OR 97232-2736

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Thank you for your consideration.

Brian Huserik

Huserik Brothers Nursery Inc.
26643 NW West Union Rd.
Hillsboro, Or 97124 #503-647-5261

RECEIVED
MAY 25 2004

46

May 20, 2004

Metro Commissioners
Industrial Survey Hearings
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Commissioners:

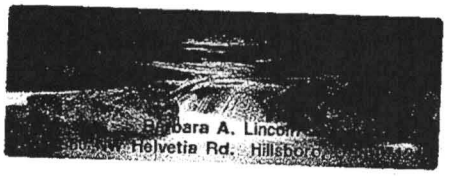
I am a longtime resident of the community of Helvetia. I would like to express my opposition to inclusion of Helvetia acreage into industrial lands. This is a historical area with many of the residents being descendants of original settlers in the mid-1800s. It is primarily farmland being used as farmland, and the land you are considering should continue as a buffer zone from industries to enable farmers to effectively farm. Industries do not belong in communities. I feel obligated to protect the quality of life that I enjoy in my rural environment and community here in Helvetia.

Thank you for your consideration.

Timothy R. Weldon

RECEIVED
MAY 25 2004

T. Weldon
12062 NW Jackson Over Rd
Hillsboro, OR 97124



47

RECEIVED
MAY 25 2004

May 20, 2004

Metro Commissioners
Industrial Survey Hearings
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Commissioners:

I am a longtime resident of the community of Helvetia. I would like to express my opposition to inclusion of Helvetia acreage into industrial lands. This is a historical area with many of the residents being descendants of original settlers in the mid-1800s. It is primarily farmland being used as farmland, and the land you are considering should continue as a buffer zone from industries to enable farmers to effectively farm. Industries do not belong in communities. I feel obligated to protect the quality of life that I enjoy in my rural environment and community here in Helvetia.

Thank you for your consideration.

Barbie McCuen Lincoln
(Glencoe Class of 1987)

Mrs. McLain,

For those of us living in the country, we do so to avoid traffic, unsightly buildings & people. We pay the higher real estate rates for the privilege of beauty, less people & a farm atmosphere. Please vote to keep West Union a rural community. Our quality of life goes down each time something takes place. We want to keep our roots & not be overtaken by industry!

052704c - 11

duplicate

Dr.Shirley S. Malcolm, Ph.D.
13303 N.W. Bishop Road
Hillsboro, OR 97124-8112

Metro Commissioners
Industrial Survey Hearings
600 NE Grand Avenue
Portland OR 97232-2736

SUBJECT: Metro's proposed inclusion of the Helvetia area into industrial re-zoning.

Dear Members of the Commission:

I am writing to implore you to reconsider any notion of moving ahead with the inclusion of the Helvetia community into an industrial re-zoning of the proposed areas.

I understand all too well the various pressures being exerted upon bodies such as Metro, as well as county officials. I have watched with dismay, anger, disbelief and despair the relentless march of developers into the Tualatin Valley, which has some of the most fertile and productive agricultural lands in the country. Much has already been irrevocably lost to macadam, concrete and industrial, commercial and housing sprawl. Nor has the money-making segment (industries, realtors, bankers, and developers) been willing to or made to pay its fair share of the additional infrastructure costs of roads, schools, fire and police. I used to be proud of Washington County government. Now I am dismayed both with the lack of information and discussion with Helevtia community residents, and the fact that Metro is using powers hitherto undreamed of to invade this valley and this community.

A few years ago, My husband and I, and almost all the residents of this area worked very hard to defeat an utterly stupid plan by LCDC to establish a waste site not far from the area now under discussion!. Now we see Metro attempting to invade in a different, but nonetheless, destructive manner. Must this community once again tax itself to defeat another invasion? It cost us a total of a quarter million dollars to hire engineers, scientists and lawyers to help us deal with LCDC. It was a hard-won victory.

Once again, I have to ask, how much real thought, site observances and data collection has gone into the current proposal? How much real knowledge about this Helvetia community does Metro possess?

In 1965, my husband and I purchased our 38 wooded acres on Bishop road, well north of the proposed new re-zoning area. After 32 years of hard work and saving, we had been able to build our dream home here in 1981. Since then, our home and gardens, Christmas tree plantation, and cedar climax forest have been an oasis of peace and tranquility. Under current law, I cannot and would not want to sub-divide this property. For one thing, there is not enough water available for more homes here. There is no doubt that the plan under consideration will ruin the entire entrance to the upland homes and lands.

The letter from Mr. Henry Oberhelman, Chairman of the Citizen Participation Organization #8, as well as the well thought out letter from Mr. and Mrs. Bailey, certainly deserve your careful scrutiny and honest deliberation. I hope my sentiments and their presentation also assist you in making a very thorough study of this matter, this time with adequate resident inclusion in the decision-making process. Greed cannot continue to be the dominant factor in the "taking" of rural and productive lands and the despoiling of the very character and qualities of this historically valuable and beautiful area.

Thank you for your attention.

Sincerely,

Shirley S. Malcolm

Shirley S. Malcolm
Phone: 503-647-2459
E-Mail: drssmalcolm@webtv.net

052704c - 15 Robert Ruedy

53

Metro Industrial Land Use Testimony Introduction on 05 27 04:

My name is Robert Ruedy, and I reside at 14185 SW 100th Avenue, Tigard, Or 97224.

Good afternoon Metro Council, and more specifically my district's representative, Councilor Hostica.

My testimony today reflects a genuine need for **comprehensive** verification of the lands being considered in the Industrial Land Use review process. I provided my original testimony following a local open house in March, and have since not received a reply regarding those concerns and questions posed in that testimony. Hence, I am here to testify again to achieve that end. My concerns are:

(a) for the overall economic future of the region metro governs, and
(b) the integrity and responsibility to your constituents necessary to provide a **comprehensive** land use review process.

With that said, I will once again repeat my previously submitted testimony in the hope that you will respond **promptly** to the issues and inquisitions herein.

49

1260 NW Susbauer Rd
Cornelius, OR 97113
May 23, 2004

Councilor Susan McLain
C/O Metro Council
600 NE Grand Ave
Portland, OR 97232-2736

RE: Request for Exclusion in the Urban Growth Boundary (UGB)

Dear Councilor McLain:

Thank you for the information you recently provided on the Metro Urban Growth Boundary issue in the Cornelius area.

We wish to request that our land be excluded from Metro's proposed Urban Growth Boundary (URB). Our land (1.98 acres) lies right next to Council Creek, east of Susbauer Road. Much of the property is on a floodplain and not considered suitable for building. The road sight clearance from our land is marginal at best with the current volume and speed of traffic. Thus, we are requesting the Council take a second look at our property and consider excluding us from the URB proposal and possible re-zoning for industrial use.

It is hard not to question why the City of Cornelius did not utilize prior pieces of land for industrial use – namely, the land north of Fred Meyer and across the railroad tracks. This city property was bought by a local developer and turned into a huge housing community. Many of the houses in the development have been vacated by previous owners and are up for sale again. Now there's another large housing development being constructed on the east side of Hobbs Road (which we assume could have been zoned for industrial use?). This property backs up to land already being used for businesses.

We shop in the local community and overall support the City of Cornelius. While we realize progress is necessary, and things don't stay the same forever, it's difficult to see individuals' personal property being considered for business use and re-zoning when, what appears to have been ideal industrial land, has been turned into housing developments instead of industrial businesses.

Thank you for considering this request. We appreciate your efforts in providing public meetings and soliciting comments.

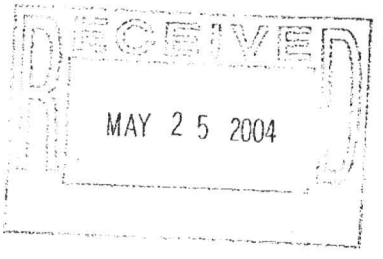
Sincerely,

Beth Zetter

BETH ZETTER

V L Hockett

VIRGIL HOCKETT



052704c -1

May 27, 2004

50

Metro Commissioners
Industrial Survey Hearings
600 NE Grand Avenue
Portland, OR 97232-2736

RE: Testimony Regarding Industrial Lands Survey

Dear Commissioners:

Metro's vision as stated in the text titled "The Region's 50 Year Plan For Managed Growth" appears thoughtful and comprehensive. It no doubt has contributed to Portland becoming one of the most livable cities in our nation. Presently, however, urban sprawl is damaging the livability in rural areas and the 50 Year Plan is not addressing adequately what we in rural areas value most. Instead, city officials, high tech industry and developers are driving a machine that is destroying the foundations of our economy – that is farming, the growing of food and the basis for much of our clothing.

Metro seems to have an insatiable need to expand the Urban Growth Boundary, especially in the last 5 years. Many of us question your "vision" to be vision at all.

Helvetia, where I live, is a historic community with a viable agricultural based economy. Several of the families are living on century farms, which means that members of the family have lived on and farmed the same land for over 100 years. That may be a difficult concept for our mobile society to grasp – the commitment to live and work on the same piece of land for an entire lifetime! Like all of our ancestors did at one time or another, they are living from the land up and their endeavors are contributing to our sustenance. These families are presently our "native" people and they are at risk of vanishing, and in so doing, we all are suffering the consequences. If we don't have an intelligent vision we will not have what we all value most – livable communities thriving on a land based economy.

The 300 acres in this survey provides a buffer zone from the encroaching industrial area to the east. This is the corridor to greater Helvetia from Highway 26. Sacrificing prime farmland to industrial zoning with all the negative environmental ramifications would be damaging also to the ambiance that even many Portlanders have grown to love. Visitors come for recreation in their cars, trucks, motorcycles and bicycles to enjoy

hamburgers at the tavern, drink a glass of wine at our local winery, or to pick strawberries, peaches, blueberries, pumpkins or cut Christmas trees. While viewing historic churches and houses, they also enjoy a variety of animals – sheep, llamas, alpacas, goats, cows, horses and donkeys. Acres of grasses, wheat, oats, rye and corn, provide the backdrop in this rural landscape. All of the above is a welcome reprieve from the stresses of urban life.

For these reasons, the acreage in Helvetia should not be included within the Urban Growth Boundary so as to maintain the health of a beautiful historic community that is an integral part of what makes Oregon a livable place.

Sincerely,

Diana Yates
12995 NW Bishop Road
Hillsboro, OR 97124

052704c - 17

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Thank you Councilors. I am Councilor Ed Truax from the City of Tualatin. My address is 18880 SW Martinazzi Avenue, Tualatin, Oregon 97062.

In addition to Mayor Ogden's comments, I would like to add the following:

First, **traffic is already an issue** in the Southern cities of the METRO Region. While the parcels recommended for industrial development in Tualatin and Wilsonville might look good on a map or aerial photograph, in reality they don't work. For example, when I took the METRO bus tour of proposed areas with Councilor McLain, our bus was **so delayed** in the daily traffic jam on I205 in the area adjacent to the Borland site that a decision was made to not visit the Damascus site. If METRO's own tour bus cannot get through the existing traffic, how can we be expected to add several thousand additional cars and heavy trucks each day to this mix, and navigate them safely past the existing schools and churches in the area?

Second, METRO seems to be placing greater weight on the Soils factor of Goal 14 than on any of the other six factors. While protecting farm land and good soils is important, it is not the only consideration. **METRO must also consider these other factors**; livability, the orderly and economic provision for public facilities and services and maximum efficiency of land uses, environmental, energy, economic, and social consequences. If these other factors are given their fair weight, it becomes apparent that the Borland Road North and Tualatin South areas are not suitable places for additional industrial lands.

Third, METRO is **required to coordinate with the cities in the region**. This is part of the METRO Charter. It is foundation of the Cities participation in METRO, and has been reiterated in case law. Including these lands against the wishes of the adjacent Cities does not suggest coordination.

There seems to be a sense that land must be added along the I5 corridor as part of this recommendation. I would like to remind you that there are:

354 gross acres in the Quarry area which is less than 2 miles from I-5
200 gross acres in the Coffee Creek area, less than one mile from I-5
200 gross acres along I-5 in the Wilsonville ~~adjustment area mentioned by Mayor Ogden~~
347 gross acres near I-5 in the Tigard Sand and Gravel area added in 2002
222 gross acres near I-5 in the area West of Wilsonville

This is a total of 1300 acres without the unsuitable sites we are discussing today.

METRO has choices. METRO has choices that do not dictate industrializing the

Southern Cities even more than they already are. There are areas that do not come with the strong local opposition of Tualatin South and Borland.

If instead of Tualatin, we represented Salem, or Medford, or Klamath Falls, we would have the ability to create a vision for our community and work toward an orderly implementation of that vision. We could make our own boundary decisions. In our case, that ability has been ceded to you. I ask that as you consider Ordinance 04-1040, you take **all** of the relevant factors into consideration, including the effects your actions have on our quality of life and the livability of our community.

Our vision for Tualatin does **not** include becoming a city that, under the current recommendation, would become over 50% industrial in a region where the average is about 12%. It does not include becoming a residential enclave surrounded by truck farms. It does not include unbearable levels of cut-through traffic. We want the ability to exercise our home rule authority to plan for and to govern our own vision of what our community will become.

Councilors, I ask you to oppose the inclusion of Borland Road North and Tualatin South, and support the inclusion of the areas where there is a fit with local visions.

052704c-16

14185 S.W. 100th Avenue, Tigard, Oregon 97224-4951, Phone (503) 620-5997

March 13, 2004

52

Metro Council
Metro
600 NE Grand
Portland, OR 97232]

Subject: Metro UGB boundary expansion for Industrial Land
Public Comment

Dear Metro Council:

(MAY 6TH)

Following participation at your recent open house for the subject issue in Wilsonville, the following observations, comments, questions, and recommendations are presented for your consideration and response.

1. Will the Metro advisory team be overlaying USGS and other available seismic, 100-yr. Flood plain, and unstable soil conditions maps prior to the final decision of Industrial Lands being considered? By using this elimination process it will improve marketability and usability of the successful final lands. If this will not be performed, please explain why?

2. It is recommended that the Metro board consider removing from the current 28,000 acre plan, areas that are currently the most densely populated as residences or commercial businesses, and those with homes, commercial buildings, and other structures that would be cost prohibitive to develop for their intended Industrial Land use. This would include medium to high density subdivisions and/or developments, minimum size lot partitions of previous larger acreage tax lots specifically created for residential or commercial business use, high-value residential use properties, and other contiguous residential/EFU properties that are either unpractical or unrealistically assessed to incur demolition and redevelopment costs to prepare them for their intended Industrial Land use. They types of properties would also incur the greatest resistance to Industrial use development by their current owner(s), adjacent landowners, agricultural users, and existing commercial businesses. If the board is not interested in deleting these from the process, please explain why.

3. Poll the most probable final properties to ensure that the land being considered as Industrial Land is actually available by the current Owner(s). In other words, will the successful property owners actually be willing to sell or lease at market price the final lands for their intended Industrial use. If not, this will affect the true usable Industrial Land percentage and acreage available. If the board is not interested in pursuing this element of the process, please explain why.

4. How is Metro coordinating with local, county, regional agencies, and the State, to improve roads, interchange access, and utility infrastructure to accommodate these final proposed areas? Please explain.

5. What road, utility, storm, sewer, and other infrastructure improvements will need to occur prior to these lands being allowed to be developed by local, county, and regional jurisdictions? Is their timeline practical when applied to the timeline for the planned intended Industrial use of these lands? Please explain how the Metro team is evaluating this very necessary element of the land use process.

6. Anyone involved, either directly or indirectly, with the decision-making process for the remainder of this activity should exclude and abstain themselves if they have any vested or conflicts of interest with the proposed lands. The Land use decision-making process needs to be a completely independent process. Please explain how, and ensure that, this process of Land Use decision-making is truly a personally, professionally, and politically independent process.

These above comments and recommendations would help to ensure that the actual land being chosen to increase the Industrial Land availability, would actually be available, at or close to market price, for that intended use. Your attention to these elements is needed to reflect a "best effort" to the area taxpayers and voters you represent. Your sincere, professional, and comprehensive attention to this matter is appreciated.

Respectfully submitted,

Robert E. Ruedy

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Testimony for the Metro Council Industrial Lands Hearing
From Charlotte Lehan, Mayor of Wilsonville
May 27, 2004

I am here today to express my support for the MPAC recommendation of last night regarding the industrial lands UGB expansion. It represents the efforts of many jurisdictions in the region to reach a consensus about how to address the current industrial lands dilemma. To the extent that we genuinely need to increase the industrial land supply, having the support of the servicing jurisdictions to make those lands truly available for development is a critical component.

I would also like to address the question of a shortage of land in the I-5 corridor, which is generally assumed to be the South I-5 corridor, namely Tualatin and Wilsonville. Tualatin and Wilsonville currently have the highest percentage of land area designated as industrial of any cities in the metro region and both cities are willing to push those percentages even higher.

The table below uses those lands included in the MPAC recommendation and shows that a substantial amount of land is still being accounted for in the South I-5 corridor, especially considering existing vacant lands, the lands brought in during the 2002 expansion, and those currently proposed. Together with the exisitng industrial lands in Tualatin and Wilsonville, many of those devoted to trucking, the South I-5 corridor is well served with industrial land under the MPAC recommendation. The COO recommendation on the other hand assumes percentages of industrial lands for both cities that is likely to make them unable to function as complete communities.

Tualatin/Wilsonville Industrial Acreage in the I-5 Corridor

UGB Expansion Areas	Gross Acres	Net Vacant Acres
Tualatin (2002)	347	243
Wilsonville (2002)	222	177
Quarry (Tualatin, 2004)	354	236
Coffee Creek (Wilsonville, 2004)	264	97
Sub-Total	1,187	753

City-Wide Industrial Lands	Gross Acres	Developed Acres	Net Vacant Acres
Tualatin (approx. net vacant acres)	1,967	1,617	350
Wilsonville	1,420	891	529
Sub-Total	3,387	2,508	879
Total	4,574	2,508	1,632

052704c - 14

54

Perkins Coie

Michael C. Robinson
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May 27, 2004

Mr. David Bragdon, President
and Members of the Metro Council
Metro Regional Center
600 NE Grand Ave.
Portland, OR 97232-2736

Re: Title 4 Regulations

Dear President Bragdon and Members of the Metro Council:

Thank you for this opportunity to testify about the Title 4 regulations. I am here on behalf of Providence Health System – Oregon. I have attached to this letter three documents:

- A May 18, 2004 letter from Richard M. Cagen, Chief Executive for the Portland Service Area of Providence Health System – Oregon;
- A table comparing the differences between the Chief Operating Officer's (the "COO") and the Metro Policy Advisory Committee's ("MPAC") versions of the Title 4 regulation; and
- An April 26, 2004 letter from Rob Drake, Mayor of the City of Beaverton and the Chair of the MPAC's subcommittee on Title 4.

I am here this afternoon to urge the Metro Council to adopt the MPAC version of Metro Ordinance section 3.07.430.A which allows medical offices in industrial areas (excluding industrial areas identified as Regionally Significant Industrial Areas).

MPAC worked long and hard to make a recommendation to the Metro Council on the Title 4 regulations. The process culminated with MPAC voting 15 – 2 on April 14, 2004 to recommend its version of Title 4 to the Metro Council. The COO's recommendation appeared the next day before the Metro Council.

[38638-0001/PA041480.061]

Rather than repeat all of the information found in these three documents, I simply want to highlight the major points:

- The MPAC recommendation on the Title 4 regulation leaves in place local land use regulations that currently allow medical offices in industrial zones. There are only a few jurisdictions in the Portland Metropolitan Area that allow such uses. On the one hand, these constitute a small percentage of the region's total industrial land but, on the other hand, they allow the region to continue to meet its obligation to provide health facilities.

- Having medical facilities near large industrial employers reduces the impact on the region's transportation system by allowing employees to visit their doctors without traveling across the region.

- Hillsboro has allowed medical offices as a permitted use subject to development review in its principal industrial zone (the M-P zoning district) without any adverse affects on the ability of Hillsboro to attract world-class industrial employers. No one can find any adverse affect on the ability of industrial employers to locate in Hillsboro because medical offices are allowed.

- Simply saying that medical offices can locate in Corridor or other designations does not solve the problem of establishing critically needed medical facilities for the region's growing population. Corridors are not intended by the statement of uses to allow medical offices and are not always located in the right areas to accommodate such uses.

- Mayor Drake correctly points out that the relationship between MPAC and its local government members and Metro is one of consultation and advise. In this instance, MPAC has plainly stated a preference that local governments that now allow medical offices be allowed to continue to do so since there has been no showing that such uses are incompatible with industrial uses or otherwise defeat the regions efforts to provide adequate amounts of industrial land.

On behalf of Providence Health System, I urge you to amend the COO's recommendation and follow MPAC's advice of allowing medical offices in industrial zones where they are now allowed by a local government's acknowledged land use regulations. Thank you for the opportunity to speak to you today about this matter.

Very truly yours,

Michael C. Robinson

MCR:lt

Enclosures

cc: Mr. Richard M. Cagen (w/encls.)

May 18, 2004

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

Dear David:

I am writing to again confirm that Providence Health System is encouraging you and your colleagues to approve the MPAC recommendation that includes allowing clinics and medical office buildings to be located in industrial zones if local jurisdictions have approved such locations.

As you have heard from our representatives during the past several weeks, we are advocating this position for several reasons:

- Property suitable for clinics is in very short supply in the region. If we and others do not have access to limited portions of industrial property that local jurisdictions have designated as suitable, it will be far more difficult, if not impossible, to provide these services at local facilities.

- Health care services such as those provided in clinics and office buildings are critical for the growing population in the region.

- Allowing these uses on industrial property will result in only a very small reduction in the amount of available property. To us these facilities are, in fact, part of the types of industries – services industries – that will be attractive to many jurisdictions in the region.

- This allowance is in sync with the idea of local control. If a local jurisdiction such as Hillsboro, Fairview, Wood Village or some portions of Portland have decided to allow clinics, then we believe METRO should honor that decision, especially since your local advisory committee has strongly recommended it.

We also welcome the recommendation by MPAC that Council President David Bragdon appoint a task force to work for the rest of the year to study questions raised by institutional uses in industrial zones. We believe the study group would have a chance to reach consensus on what it recommends to the Council by next December.

We know questions have been raised about the economics of clinics and office buildings. For that reason, we have commissioned a study showing the value and the ripple effect of the service industry jobs that our system and others who operate clinics would intend to provide. We will provide that study to you under separate cover.

Finally, let me underline one additional point. What we are endorsing is not based only on our own interest in providing new clinics. Other systems are doing so as well. What we endorse is a straightforward, narrow provision that does not remove local flexibility where it already has been granted – a proposition that benefits all health care providers.

Thank you for your consideration and interest.

Sincerely,

Richard M. Cagen
Chief Executive, Portland Service Area

PS: Please note that I am attaching a matrix comparing the COO and MPAC recommendations. It illustrates clearly the character of the local government recommendation with which we agree.

DIFFERENCES BETWEEN THE METRO CHIEF OPERATING OFFICER AND METRO POLICY ADVISORY COMMITTEE VERSIONS OF TITLE 4

Section	COO Recommended Wording	MPAC Recommended Wording	Explanation of Difference
3.07.420B (RSIAs)	Cities and counties shall review their land use regulations and revise them, if necessary, to include measures to limit the size and location of new buildings for retail commercial uses – such as stores and restaurants – and retail and professional services that cater to daily customers – such as financial, insurance, real estate, legal, medical and dental offices – to ensure that they serve primarily the needs of workers in the area. One such measure shall be that new buildings for stories, branches, agencies or other outlets for these retail uses and services shall not occupy more than 3,000 square feet of sales or service area in a single outlet, or multiple outlets that occupy more than 20,000 square feet of sales and service area in a single building or in multiple buildings that are part of the same development project, with the following exceptions...	Cities and counties shall review their land use regulations and revise them, if necessary, to include measures to limit the size and location of new buildings for retail commercial uses – such as stores and restaurants – and retail and professional services that cater to daily customers – such as financial, insurance, real estate, legal, medical and dental offices – to ensure that they serve primarily the needs of workers in the area. One such measure shall be that new buildings for stories, branches, agencies or other outlets for these retail uses and services shall not occupy more than 5,000 square feet of sales or service area in a single outlet, or multiple outlets that occupy more than 20,000 square feet of sales and service area in a single building or in multiple buildings that are part of the same development project, with the following exceptions...	The COO determined that 3,000 square feet of sales and service area for single outlets of the uses listed in 3.07.420B is appropriate in RSIA areas. MPAC recommends a 5,000 square feet limit for the sales and service areas of such single outlets in RSIAs to reflect market realities that dictate a higher limit than 3,000 square feet retail and professional uses that might locate in RSIAs areas (e.g., banks, sit-down restaurants).

Differences are shown by underlining and strike-through.

3.07.430A (Industrial Areas)	Cities and counties shall review their land use regulations and revise them, if necessary, to include measures to limit the size and location of new buildings for retail commercial uses – such as stores and restaurants – and retail and professional services that cater to daily customers – such as financial, insurance, real estate, legal, <u>medical and dental</u> offices – to ensure that they serve primarily the needs of workers in the area. One such measure shall be that new buildings for stories, branches, agencies or other outlets for these retail uses and services shall not occupy more than 5,000 square feet of sales or service area in a single outlet, or multiple outlets that occupy more than 20,000 square feet of sales and service area in a single building or in multiple buildings that are part of the same development project, with the following exceptions…	Cities and counties shall review their land use regulations and revise them, if necessary, to include measures to limit the size and location of new buildings for retail commercial uses – such as stores and restaurants – and retail and professional services that cater to daily customers – such as financial, insurance, real estate<u>,</u> and legal<u>,</u> ~~medical and dental~~ offices – to ensure that they serve primarily the needs of workers in the area. One such measure shall be that new buildings for stories, branches, agencies or other outlets for these retail uses and services shall not occupy more than 5,000 square feet of sales or service area in a single outlet, or multiple outlets that occupy more than 20,000 square feet of sales and service area in a single building or in multiple buildings that are part of the same development project, with the following exceptions…	The COO's version limits medical and dental offices to 5,000 square feet. The MPAC version allows a local government to allow medical and dental offices in its industrial areas <u>only if</u> its land use code currently permits such offices in their industrial areas. The MPAC Title 4 Subcommittee and MPAC determined that such a size limitation needs thorough study in the coming months to determine if limiting the size of medical and dental facilities, or the size of such uses in industrial areas would be sound public policy.

Differences are shown by underlining and strike-through.

DIFFERENCES BETWEEN THE METRO CHIEF OPERATING OFFICER AND METRO POLICY ADVISORY COMMITTEE VERSIONS OF TITLE 4

3.07.430C (Industrial Areas)	No city or county shall amend its land use regulations that apply to lands shown as Industrial Area on the Employment and Industrial Areas Map to authorize uses described in subsection A of this section that were not authorized prior to July 1, 2004.	No city or county shall amend its land use regulations that apply to lands shown as Industrial Area on the Employment and Industrial Areas Map to authorize uses described in subsection B of section 3.07.420 that were not authorized prior to July 1, 2004.	While both versions have the same effect, the MPAC version has a different reference because, its subsection 3.07.430A does not prohibit medical and dental offices in industrial areas.
3.07.430D.3 (Industrial Areas)	Lots or parcels 50 acres or larger, including those created pursuant to paragraph (2) of this subsection, may be divided into any number of smaller lots or parcels pursuant to a master plan approved by the city or county so long as at least 40 percent of the area of the lot or parcel has been developed with industrial uses or uses accessory to industrial use, and no portion has been developed, or is proposed to be developed with uses described in subsection A of this section.	Lots or parcels 50 acres or larger, including those created pursuant to paragraph (2) of this subsection, may be divided into any number of smaller lots or parcels pursuant to a master plan approved by the city or county so long as at least 40 percent of the area of the lot or parcel has been developed with industrial uses or uses accessory to industrial use~~, and no portion has been developed, or is proposed to be developed with uses described in subsection A of this section~~.	The COO's version would not allow any part of a lot developed with accessory retail commercial or professional services uses listed in subsection A to count toward meeting the minimum 40 percent lot area development requirement. The MPAC version would allow this.

Differences are shown by underlining and strike-through.

3.07.450A Compliance	This section is not proposed in the COO's version	Upon review of land use regulations in effect prior to July 1, 2004, cities and counties may determine that such regulations are generally consistent with the purpose and intent of this Title as set forth in Metro Code section 3.07.410 and submit applicable regulations to Metro to demonstrate substantial compliance in accordance with the provisions of Metro Code section 3.07.810.	"Substantial compliance" as defined in section 3.07.1010(rrr) of the functional plan requires local plans and implementing ordinances, ". . . on the whole, [to] conform with the purposes of the performance standards in the functional plan and any failure to meet individual performance standard requirements is technical or minor." This MPAC provision would require city and county regulations addressing Title 4 to be determined to be consistent with the purpose and intent of Title 4. (It is not uncommon for ordinances or statutes to establish specific compliance provisions applicable only to particular provisions that may differ from a general compliance provision applicable to all other parts of the ordinance. This MPAC provision would not alter or change the general definition or application of "substantial compliance" in section 3.07.1010(m)).

Differences are shown by underlining and strike-through.

CITY of BEAVERTON

4755 S.W. Griffith Drive, P.O. Box 4755, Beaverton, OR 97076 TEL: 526-2481V/TDD Fax 526-2571

ROB DRAKE
MAYOR

April 26, 2004

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

RE: AMENDMENTS TO TITLE 4 OF THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN

Dear Council President Bragdon and Metro Councilors:

As Chair of the MPAC Subcommittee on Title 4 I had a key role in preparing the draft of Title 4 that was recommended for adoption by a large majority of MPAC members on April 14, 2004. The MPAC recommendation reflects a compromise that was crafted after negotiation over several months requiring numerous meetings of MPAC and MTAC members with Metro staff. It is not perfect legislation, but is acceptable to most MPAC members. Consequently, I was somewhat surprised that the language recommended by the Chief Operating Officer (COO), as reflected in Exhibit B to Ordinance No. 04-1040, is not consistent with MPAC's recommended language, as reflected in Exhibit A to Ordinance No. 03-1021B.

Although the differences between the MPAC recommended language and the version recommended by the COO are few, they are substantive. The differences are as follows:

1. Although MPAC explicitly chose to delete reference to medical and dental offices in Subsection 3.07.430A, the COO's recommendation reinserts the reference, thereby limiting their size to 5,000 square feet where such offices are allowed in industrial areas. It was the view of the MPAC subcommittee on Title 4 and MPAC that such a limitation is unnecessary at this point and may preclude plans by a major regional health care provider to site a medical clinic in Washington County in the near term.
2. The version of Title 4 recommended by the COO changes a key reference in Subsection 3.07.430C from the version recommended by MPAC. In deleting the reference to medical and dental offices described above, MPAC and its subcommittee determined that, equitably, it would not be appropriate to require cities and counties that presently allow medical and dental offices to prohibit such offices. However, they also determined that it would be inappropriate for cities and counties that do not now allow such offices to change their land use regulations to allow medical and dental offices until a study of the need for such offices, and major medical facilities generally in industrial areas, is completed. Therefore, MPAC wanted to retain the reference in Subsection 3.07.430C to Subsection 3.07.420B, as originally drafted. Since Subsection 3.07.420B, relating to use limitations in RSIAs, does reference medical and dental offices, the MPAC recommended language has the intended effect.

3. It is my understanding that the Title 4 language recommended by the COO (according to the staff report) would limit retail and professional services that cater to daily customers to 3,000 square feet of sales and service area in a single outlet in RSIAs rather than the 5,000 square foot limit recommended by MPAC for both RSIAs and industrial areas. (It should be noted that the draft of the COO recommendation posted on the Metro web site continues to read 5,000 square feet.) MPAC recommended the same size limitation for both design types because we felt market realities dictated a higher limit than 3,000 square feet for some types of retail and professional uses that might locate in RSIAs and industrial areas (e.g., banks, sit-down restaurants), and the more restrictive size limit is unnecessary to limit the total amount of commercial development that could occur.

Certainly, the COO can recommend functional plan language that diverges from an MPAC recommendation, even though it would be ideal if such a COO recommendation first considered related MPAC recommendations. However, when choosing which version to adopt, I respectfully ask that the Metro Council consider the following:

- The working relationship between Metro and MPAC/local governments in the region is defined by Chapter II, Section 5 of the Metro Charter which directs MPAC to give "consultation and advice" on proposed amendments to Metro's Functional Plan like Title 4. That relationship is built on a spirit of cooperation and trust, maintained through good communication. When your Council (and, ideally, the COO) chooses to make a decision that diverges from a Charter-driven MPAC recommendation, it should be for good reasons supported by evaluations that are clearly communicated to MPAC. At this point, there has been no such communication. The April 15, 2004 staff report on Ordinance 04-1040 prepared by Lydia Neill, although acknowledging MPAC's involvement in the process of drafting Title 4, contains no explanation of the reason for the differences between the COO's and MPAC's recommendation.
- I have received legal advice that, pursuant to Section 7(2)(a) of your Charter, there is some question about whether your Council can change, through new functional plan language, how local governments regulate land uses (primarily a "local government service") without the approval of a majority of the members of MPAC or the voters of Metro. The version of Title 4 recommended by the COO does not have such approval, and if your Council chooses to adopt that version without MPAC or voter approval, it may leave Metro open to a legal challenge that the decision violates the Metro Charter.

Given these considerations, I urge you to adopt the version of Title 4 recommended by MPAC, as reflected in Exhibit A to Ordinance No. 03-1021B. I further urge you to address another MPAC recommendation relating to Title 4, consideration this calendar year of the potential need to accommodate major medical facilities on industrial land in the region, by assigning adequate staff and budgetary resources to a study of the future land requirements of such facilities and directing its timely initiation and completion by the COO. Please know that Hillsboro Mayor Tom Hughes shares the views expressed in this letter.

Sincerely,

Rob Drake
Mayor

c. MPAC members
Michael Jordan, Metro Chief Operating Officer

052704C-10

Maureen Larsen

55

The Land in Wilsonville East is not farmland —

You are proposing dropping this land & moving to Hillsboro land that is farmland.

We own a retail Nursery in Wilsonville & Hillsboro. Because of the lack of water in Wilsonville we grow all our Nursery Stock in Hillsboro. The water bill is 255.00 a year for unlimited Hagg Lake Water.

Hillsboro has wonderful office campusses with quality jobs that provide for wonderful neighborhoods.

The Wilsonville East land is not productive in any sense of the word. This land should be banked for future use to create quality high tech jobs for Clackamas County. that are located very near I-5 & I-205.

The citizens of Wilsonville have been whipped into a frenzy of delivery trucks would be traveling their neighborhood streets. This will not happen and is not a viable concern.

Clackamas County needs high tech jobs. Washington County has many quality office campsus. Clackamas County should bank this land for the future development of their high tech campsus.

052704c-08

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May 27, 2004

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

Subject: City of Tualatin's Testimony Regarding Proposed Urban Growth Boundary Expansion for Industrial Land

Dear Council President Bragdon and Metro Council:

We represent the City of Tualatin ("City") in the above-noted matter. Please accept this letter into the record as the City's legal analysis of Metro's proposed amendments to include certain territories adjacent to the City within the Metropolitan Urban Growth Boundary ("UGB") for industrial development. This letter is intended to complement City staff's detailed analysis of the factual bases for the City's argument, dated May 27, 2004 (City Staff Report).

The City Council has opposed the addition of two of the three study areas recommended for inclusion: Tualatin and Borland Road North. We do not believe that inclusion of these areas complies with Goal 14 or other applicable criteria. Our analysis follows:

I.

The evidence in the record does not support the identified land need.

Goal 14 Factors 1 and 2 require a demonstrated land need to accommodate long-range urban population growth and the need for housing, employment opportunities, and livability. Metro's estimate of total industrial land need of 1,575 net developable acres is based on the analysis of such need in the August 2002 Urban Growth Report.[1] The latter report discounts the existing net industrial acreage within the UGB by applying an historic conversion rate of 43.5%. In its May 6, 2004, testimony, the City of Wilsonville ("Wilsonville") notes that Metro's legal counsel, Richard Benner, has testified that this assumption is too high, and that a conversion rate of even 20% is too high.[2] Wilsonville testified it has never experienced a conversion rate close to that high, and argued that this assumption violated Goal 14 Factors 1 and 2 by inflating the land need.

[1] 2002-2022 Urban Growth Report ("UGR"), Table 17.
[2] January 26, 2004, Memorandum from Dick Benner to David Bragdon, included in the record as Exhibit 9 to the City of Wilsonville's May 6, 2004, testimony.

The City agrees. As the City Staff Report notes, Tualatin has experienced an historic conversion rate of approximately 5%, dramatically less than the historic 43% rate used by Metro. If Tualatin's historic rate is applied to the existing land supply as set forth in the UGR, then the additional land need is reduced to approximately 450 net acres, without considering any of the RSIA and Title 4 policy savings. The latter policy savings are estimated to reduce the conversion rate by approximately 50%, which would drop the need to about 225 acres. This much more limited need could be met simply by adding the 200 gross acres of vacant and redevelopable industrial land identified by Wilsonville in its May 6 testimony but missed by Metro in its initial calculation of existing vacant industrial lands. Even if Metro assumes a 20% conversion rate, applying the above analysis would reduce the land need by more about half, which would permit the exclusion of Borland Road North and Tualatin South (and Wilsonville East, as requested by the City of Wilsonville).[3]

Goal 2 requires all land use decisions to be supported by an "adequate factual base." LUBA has held that this requirement applies to legislative, as well as quasi-judicial, decisions and that it generally imposes a "supported by substantial evidence" requirement similar to that of ORS 197.835(9)(a)(C). 1000 Friends of Oregon v. City of North Plains, 27 Or LUBA 372, 377, aff'd 130 Or App 406 (1994). Substantial evidence is evidence that a reasonable person would rely on in reaching a decision. City of Portland v. Bureau of Labor and Industries, 298 Or 104, 119, 690 P2d 475 (1984). Whether a decision is supported by substantial evidence must be based upon the evidence in the entire record. Based upon the experiences of Tualatin and Wilsonville and the testimony of Metro's own staff, there is not an "adequate factual base" supporting Metro staff's decision to discount the amount of available industrial land with the UGB by 43.5%. Metro has not demonstrated a land need for 1,575 additional net acres within the meaning of Goal 14 Factors 1 and 2.

II.

Metro's determination of need does not adequately consider the negative livability impacts on the City of Tualatin.

A determination of need under Goal 14 Factors 1 and 2 requires consideration of both factors in a regional context. Baker v. Marion County, 120 Or App 50, 54, 852 P2d 254 (1993); Residents of Rosemont v. Metro, 173 Or App 321, 328-330, 21 P3rd 1108 (2001).

Goal 14 Factor 2 requires a consideration of livability when determining land need. As noted in the City Staff Report, 36% of the City is currently zoned for industrial use, as compared to the 12.5% average for jurisdictions within the Metro UGB. Wilsonville, with 32%

[3] The actual need could be even less. Table 4 of the Metro Staff Report (page 12) deducts 2,317 acres of industrial land added as a result of the 2002 amendment from the estimated land need. According to the description on page 3 of the Staff Report, however, the 2002 UGB expansion included over 4,000 acres of industrial land. The difference between these numbers would indicate that the added acreage was also discounted by the 43.5% conversion rate. Applying a 20% conversion rate would add 900 acres to this number, and applying the policy savings would add another 450 acres.

industrial zoned lands, also exceeds the regional average. The COO's recommendation would bring the City of Tualatin's industrial lands base to over 50% of the City. This will have a substantial negative impact on the governance and livability of the City for the reasons outlined in the City Staff Report.

In the Rosemont case, the Court of Appeals held that any expansion of the UGB to accommodate a subregional need had to be considered in the context of the needs of the region as a whole. We submit that the reverse is equally true: Any attempt to satisfy a regional need by imposing the bulk of that need on an identified subregion, as Metro is doing here, must include a regional livability analysis. Tualatin and Wilsonville are already doing far more than their fair share toward meeting the regional industrial lands need. Goal 14 Factor 2, as well as Metro's own policies in its Regional Framework Plan,[4] requires that Metro analyze whether it should spread the benefit and the burden around. Metro has not done so, so the inclusion of Borland Road North and Tualatin violates both Goal 14 and the Metro Regional Framework Plan.

III.

Lands were improperly excluded from the alternatives analysis based upon unsupported or inadequately considered factors unrelated to Goal 14.

Once a determination of "needed land" is made under Goal 14 Factors 1 and 2, the location of the lands to be added to meet that need is determined based upon Goal 14 Factors 3 through 7 and ORS 197.298 (and the Goal 2 Exceptions process, if the lands are resource lands). Page 4 of the Metro Staff Report indicates that Metro reduced the lands under consideration for inclusion from the 68,334 acres designated in its 2003 Alternative Lands Study to 29,000 acres. This reduction was based upon four factors, none of which are responsive to the five locational factors under Goal 14 or the priorities under ORS 192.298. Metro's elimination of 58% of the designated lands available for expansion based on criteria that are unresponsive to the Goal and statutory requirements precludes effective compliance with those requirements – limiting the Goal 14 and statutory analysis to a small subset of available lands impermissibly skews the result. Once lands have been identified and determined suitable for urbanization and ranked under the Goal and statute, Metro can analyze which of those lands can meet the identified need, but doing the opposite puts the cart before the horse in a way that violates the Goal and statute. A similar error by Metro resulted in the remand of its urban reserve designation in D. S. Parklane et al v. Metro et. al, 35 Or LUBA 516, 548-551 (1999) ("Parklane").

The record also casts doubt on the factors that were used to reduce the lands studied. For example, areas containing a majority of parcels less than five acres in size were removed from further consideration. However, on page 2 of the Metro Staff report, Metro identifies that 70% of the industrial land need is for warehouse and distribution use. According to the Staff Report, the type of land needed to meet this demand is "small to mid range" lots from 1 to 25 acres. An additional 13% of the land need is for general industrial, of which one to five-acre parcels are sought by 80% of the uses. Only 17% of the identified industrial demand

[4] See City Staff Report.

("tech/flex") requires larger parcels. The record does not adequately explain why areas with lots smaller than five acres were excluded from consideration at the threshold when a substantial portion of the identified demand can be accommodated on lots smaller than five acres.

This parcelization threshold also appears to be inconsistent with Metro Code ("MC") 3.01.020(b)(1)(E)(iii). This provision states that "[m]arket availability and level of parcelization shall not render a site unsuitable" unless justified by findings demonstrating compliance with some specific findings. Although this section applies to the determination of whether there is sufficient land within the UGB to meet the need, it seems inconsistent from a policy standpoint to apply a different standard to the alternatives analysis for lands outside of the existing UGB.

Lands were also removed if they were more than two miles from an interchange. This was done without any kind of analysis regarding whether a particular interchange would have the capacity to serve such uses. As noted in Wilsonville's testimony, Goal 14, Factor 3 requires consideration of whether public facilities will have adequate capacity to serve the contemplated uses over the planning period. As noted in the City's Staff Report, the Oregon Department of Transportation ("ODOT") has concluded that Borland, Tualatin, and Norwood/Stafford are "difficult" to serve: They are currently experiencing capacity problems, with those problems getting worse over the planning period even if no additional land is added; and that needed improvements are costly, difficult to construct, and are not funded. Transportation facilities will not have adequate capacity to serve the contemplated uses in these areas during the planning period. A factor that automatically includes all lands within two miles of an interchange and automatically excludes from consideration all lands outside that area, without some analysis of the adequacy of the particular interchange, is inconsistent with Goal 14 Factor 3.

IV.

The inclusion of the Borland Road North and Tualatin areas violates Goal 14 Factors 3-7 and is not supported by an adequate factual base.

As the City Staff Report details, many of the area characteristics that vMetro used to exclude other areas from consideration apply to Borland Road North and Tualatin, including conflicting uses, parcelization, physical constraints, and significant transportation problems. In light of the evidence in the record that Borland Road North and Tualatin have at least as many of the same constraints as other properties that have been excluded from consideration, the inclusion of these areas are not supported by an adequate factual base.

This discrepancy, plus other testimony in the record from the Port of Portland and other interest groups, suggests that the concentration of the proposed expansion in Tualatin and Wilsonville is driven more by market desire for more available land along I-5, rather than the applicable Goal 14 factors. Had the market been the driving force when Metro amended the UGB to meet the regional housing need, the majority of the expansion would have gone to Hillsboro. Goal 14 Factors 3-7 and the related Metro Code provisions in MC 3.01.020 require

Metro to choose the expansion areas based upon orderly and cost effective extension of services, using land efficiently, and selecting lands where the environmental, energy, economic, and social consequences of expansion outweigh the negative impacts in these areas on existing uses. The Borland Road North and Tualatin areas fail in these areas on all counts. Placing market considerations above the Goal 14 factors violates those factors.

We note that Tualatin and Wilsonville currently possess undeveloped or redevelopable industrial lands within their planning areas, including an additional 320 acres added in 2002. The City of Tualatin does not oppose adding the third adjacent study area, the Quarry area, as long as Metro's decision does not preclude the City from requiring completion of the necessary transportation improvements prior to development as part of its plan. There will thus be plenty of available industrial lands in the area along I-5 even if Borland Road North and Tualatin are excluded.

V.

The Tualatin and Borland Road North study areas cannot reasonably accommodate the identified land need.

As the City Staff Report indicates, adding Tualatin and Borland Road North to the UGB would create unsolvable conflicts with existing uses, would impose very expensive service obligations, and would require transportation improvements that would be extremely difficult to design and locate and are highly unlikely to be funded during the twenty-year planning period. This evidence demonstrates that these sites cannot "reasonably accommodate the identified land need" within the meaning of Goal 2 and ORS 197.298. Such a determination permits Metro to locate such need on lower priority land.

The Quarry site, although it contains some lower priority lands, will reasonably accommodate part of the identified land need, subject to the caveats and concurrency requirements as outlined in the City Staff Report. To the extent that Metro determines there is additional need, it should consider the Noyer Creek area proposed by Clackamas County and the Evergreen area proposed by Hillsboro.

VI.

The detailed conditions that Metro proposes to place on the territory to be added to the UGB effectively dictate the zoning of such territory and thereby impermissibly interfere with the City's home rule power.

ORS 221.410 grants cities home rule power by providing that cities have the "right to take all action necessary or convenient for the government of its local affairs." ORS 197.175 requires cities and counties to exercise their planning and zoning responsibilities in accordance with their acknowledged comprehensive plans and land use regulations. By attempting to add land to the UGB with the condition that it be used for industrial purposes, and

even more particularly, for warehouse and distribution, Metro usurps Tualatin's responsibility to plan for and zone the proposed additions. This exceeds the scope of Metro's authority.

ORS 268.380 provides in relevant part that a metropolitan services district may adopt land use planning goals and objectives, review comprehensive plans of the cities and counties within the district, and coordinate land use planning activities. There is no language that gives Metro the authority to dictate how land must be zoned when it is annexed to a city. That is a matter of local concern that falls within the home rule power of the city and under the planning and zoning requirements imposed on all cities under ORS. 197.175.

VII.

A decision by Metro to include Borland Road North and Tualatin over the City's reasoned objections (and the objections of every other local government in the subregion) violates Metro's Goal 2 Coordination Requirement.

Metro is required to "coordinate" proposed UGB amendments with affected local jurisdictions by ORS 195.025, 268.385, and Statewide Land Use Planning Goal 2.

ORS 197.015(5) describes what is required for a comprehensive plan to be "coordinated:"

> A [comprehensive plan] is "coordinated" when the needs of all levels of governments, semipublic and private agencies and the citizens of Oregon have been considered and accommodated as much as possible.

One of the grounds for remand in Parklane was Metro's failure to adequately accommodate the needs of Lake Oswego and West Linn within the meaning of Goal 2. The Court of Appeals emphasized the importance of compliance with the spirit, as well as the letter, of the coordination requirement:

> While we agree with the foregoing synopsis of the *legal* requirement, we also note that the essence of coordination must be a cooperative effort on the part of the governmental bodies involved. LUBA and the courts can require findings or other procedural devices to demonstrate that the necessary efforts have been undertaken. But in the last analysis, the participating bodies alone are responsible for undertaking the efforts. It is difficult to imagine a process that depends more for its success than this one on the participants' active desire and efforts to make it successful. The findings and other procedural trappings that LUBA and the courts may require can be nothing more than shadows if the parties are not committed to achieving any underlying substance for them to reflect. 165 Or App at 27.

In this case, the City of Tualatin strongly objects to inclusion of the Borland Road North and Tualatin areas for many principled planning and service-based reasons. The City's objection is not a NIMBY response – as the City's Staff Report indicates, the City's industrial "back yard" is already much bigger than most, and the City is willing to accept the Quarry area in

addition to its existing lands. Adding Borland Road North and/or Tualatin, however, is contrary to the community vision as expressed in the City's planning documents and imposes unacceptable costs and negative impacts that will overwhelm the City's ability to plan and serve the area and maintain its identity and livability. Goal 2 requires Metro to give great weight to the City's concerns and to accommodate them "as much as possible."

The City of Tualatin has always been a willing regional partner with Metro. It has embraced and implemented its regional responsibilities. In this case, it is willing to accept one of the three adjacent study areas proposed for inclusion. It is time for Metro to reciprocate by deleting the Borland Road North and Tualatin areas from the proposed expansion and looking elsewhere to meet any unmet need. If this is done, the City and Metro can move forward in partnership, as contemplated by the coordination requirement and as has been so effectively done in the past. If Metro imposes these areas on the City notwithstanding its objections and those of its citizens, the City will have no choice but to resist that effort for as long as it takes.

We appreciate the opportunity to testify.

Very truly yours,

Jeffrey G. Condit

052704c-06

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Sparkle Fuller Anderson

Wilsonville has traded C.C. land ~~away someone else land~~
1- Evergreen out of county is farmland with services that's not in the city
higher value than Wilsonville last State Law priorities
W.E. is done as far as farms - protects
Out of order

Wilsonville has stripped us of our farm infrastructure
powerless more than you see - not house

1- W.E. Not in Wilsonville, in Clackamas Co. - local government - wants Ind. land
don't have to annex put up a no thru truck traffic

quality site
no place close
1- I-5
1 road connects to Ellingson
1/8 mi to Indust roads
200 ac S.
100 ac N.
50 ac in between

Evergreen is not on I-5 not near 205

if not W. East you'll go South to Charbonau

- Meets the criteria better

June 3rd - discussion

City of Tualatin
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May 27, 2004

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

RE: Ordinance No. 04-1040, Metro Chief Operating Officer's recommendation on Urban Growth Boundary Expansion

Council President Bragdon:

Thank you for the opportunity to share Tualatin's concerns regarding Metro Chief Operating Officer (COO) Michael Jordan's recommendation for Urban Growth Boundary (UGB) expansion with you, the Council, MTAC, MPAC and the regional citizens. Please enter this into the official record.

The preamble of the Metro Charter states that the people of the metropolitan region approved the Metro Charter in order to "...establish an elected, visible and accountable regional government that is responsive to the citizens of the region and works cooperatively with our local governments; that undertakes, as its most important service, planning and policy making to preserve and enhance the quality of life and the environment for ourselves and future generations; and that provides regional services needed and desired by the citizens in an efficient and effective manner..."[1](emphasis added) The City of Tualatin reminds Metro of this charge.

Additionally, the City highlights part of the decision of DS Parklane Development Inc v Metro, 164 Or App. 1, (2000) which reads:

> *...(W)e also note that the essence of coordination must be a cooperative effort on the part of the governmental bodies involved. LUBA and the courts can require findings or other procedural devices to demonstrate that the necessary efforts have been undertaken. But in the last analysis, the participating bodies alone*

[1] Metro Charter, Preamble, 1992.

are responsible for undertaking the efforts. It is difficult to imagine a process that depends more for its success than this one on the participants' active desire and efforts to make it successful. The findings and other procedural trappings that LUBA and the courts may require can be nothing more than shadows if the parties are not committed to achieving any underlying substance for them to reflect.[2]

With the Charter and the Court of Appeals directive as foundation, Tualatin requests Metro not include the areas identified as the Tualatin area and the Borland Road North area into the UGB as part of the current UGB expansion. Further, Tualatin requests the area referred to as the Norwood/ Stafford area not be considered either. In the spirit of Tualatin's on-going cooperation with Metro, the City of Tualatin does not oppose the inclusion of the area identified as the Quarry area, with the addition of conditions as described below. These positions were formalized by the City of Tualatin on May 10, 2004.[3]

METRO COO RECOMMENDATION

The Metro COO recommendation includes 3,100 gross acres of industrial land, netting 1,635 acres to meet a need of 1,575 net acres of industrial land. This is the amount need to meet a 20-year need of industrial lands after considering the 2002 UGB expansion and incorporating the commercial oversupply of 393 net acres towards the industry land need. Of the 3,100 acres, 1,575 acres are recommended adjacent to Tualatin (reflecting 50 percent of the recommendation), and 2,480 acres in the Southwest Metro area (reflecting 80 percent of the recommendation).

Tualatin already has the highest percentage of industrial uses in its jurisdiction in the Metro region – 1,967 gross acres of the Tualatin planning area of 5,507 gross acres is industrial. Fully 36 percent of Tualatin is zoned for industrial purposes already – three times higher than the regional average of industrial lands per jurisdiction of 12.5 percent.[4] Wilsonville is nearly three times higher than the regional average at approximately 32 percent. The COO recommendation would bring Tualatin's industrial lands base to over 50 percent of the City. Visually, Tualatin would be a residential enclave surrounded by warehouses, and distribution facilities. This addition would seriously degrade the quality of life Tualatin's citizens enjoy in the southwest Metro area.

This is not the vision Tualatin has for itself. This is not the vision of a balanced community; this in not sound comprehensive planning; thrusting the land upon Tualatin and the other southwestern jurisdictions is not regional cooperation; this is not what citizens want; this is not equitable. The COO decision is a strict

[2] DS Parklane Development Inc v Metro, 164 Or App. 1, (2000)
[3] See City of Tualatin resolutions: 4224-04, 4225-04, 4226-04 and 4227-04. Included as Appendices 1 – 4.
[4] Calculation based on gross acreage of industry per planning area.

adherence to state guidelines without truly factoring in what is occurring on the ground, and is an inconsistent misapplication of unadopted factors.

At the May 6, 2004 Metro Council hearing, numerous area residents spoke out against the inclusion of the Borland Road North and the Tualatin area. Opponents to the inclusion of the Borland Road North area include: the City of Tualatin, the City of Wilsonville, the City of Lake Oswego, the City of West Linn, the West Linn Wilsonville School District, the Clackamas County League of Women Voters, Tualatin residents and private schools in the area. The Tualatin area's inclusion in the UGB is opposed by the City of Tualatin and over 1,000 residents of Tualatin. ODOT has voiced concerns about traffic volumes and capacity issues on I-5, I-205 and other roads in the vicinity for both areas. [5]

Tualatin asks Metro Council reconsider the COO recommendation based on the following arguments:

- Transportation;
- Other Infrastructure;
- Conflicting land uses;
- Environmental issues;
- Fair share/balance;
- Goal 14; and
- Industrial land need.

These arguments generally apply to the Borland Road North, Tualatin and Norwood/Stafford areas. Specific arguments on each area are highlighted as well. Finally, reasons to include the Quarry area are included in the testimony below.

TRANSPORTATION

Statewide Planning Goal 12, Transportation, seeks "to provide and encourage a safe, convenient and economic transportation system". The Goal also states that transportation plans shall minimize adverse social, economic and environmental impacts and costs; conform with local and regional comprehensive land use plans; and consider the differences in social consequences that would result from utilizing differing combinations transportation modes. This is further elaborated upon in the Transportation Planning Rule, OAR 660-012.[6]

[5] See Appendix 5.
[6] http://arcweb.sos.state.or.us/rules/OARS_600/OAR_660/660_012.html

The Regional Transportation Plan (RTP) sets forth policies to implement the Metro 2040 Growth Concept and to:

- Protect the economic health and livability of the region;
- Improve the safety of the transportation system;
- Provide adequate levels of mobility for people and goods within the region;
- Provide transportation facilities that support a balance of jobs and housing; and
- Provide for the movement of people and goods through an interconnected system of highway, air, marine and rail systems, including passenger and freight intermodal facilities and air and water terminals.[7]

Additional Metro RTP policies include:

- Policy 4.0. Consistency Between Land-use and Transportation Planning. Ensure the identified function, design, capacity and level of service of transportation facilities are consistent with applicable regional land use and transportation policies as well as the adjacent land use patterns.
- Policy 20.0. Transportation Funding. Ensure that the allocation of fiscal resources is driven by both land use and transportation benefits.

Cut-Through Traffic

Both the Tualatin and Borland Road North areas would generate cut-through traffic that is not anticipated in the Tualatin Transportation System Plan (TSP), the Regional Transportation Plan (RTP) or in County TSPs. Since the Tualatin and Borland Road North areas abut the City of Tualatin, and since the existing road network already traverses these areas, existing roads would be used for the anticipated truck traffic from the potential industrialization of this area.

Within the City of Tualatin, SW Boones Ferry Road and SW Borland Road are designated as arterials, used to serve local and through traffic.[8] Only expressways and freeways, not arterials, are designed to carry high levels of regional traffic. SW Grahams Ferry Road is designated a minor collector, used to connect neighborhoods to major collector streets to facilitate movement of local traffic. Additionally, these roads abut residential development, schools,

[7] Regional Transportation Plan, page 1-9, March 5, 2003.
[8] Tualatin Development Code, Table 11-1.

churches and parks. Schools, parks and churches along SW Boones Ferry Road in Tualatin include:

- Tualatin High School;
- Byrom Elementary School;
- the future site of the Mitch Charter School;
- Little Woodrose Nature Park;
- Tualatin Presbyterian Church; and
- Boones Ferry Community Church.

Both Ibach Park and the Seventh Day Adventist Church are along SW Grahams Ferry Road in Tualatin. Bridgeport Elementary School is located along SW Borland Road in Tualatin. All three roads go from the recommended industrial areas, through residential areas in Tualatin, to the Interstate-5 interchange at exit 289. Aerial imagery of the Borland Road North and Tualatin sites, along with the adjacent urban lands, may be found in Appendix 6.

The possible development of the Tualatin and Borland Road North areas for industrial purposes raises the likelihood that these roads would not be used as intended, for local traffic, but rather to serve the regional industrial traffic need. They are not designed to serve this demand, nor should they be reclassified to meet this demand. The volume of truck traffic created by the potential development would be in direct conflict with the existing land uses and existing residential neighborhoods in Tualatin. The type of traffic on these roads would not only change their nature, but would increase the possibility of accidents on these streets. This is in direct conflict to Statewide Planning Goal 12, the Transportation Planning Rule and to the underlying policies of the RTP.

The negative impacts from cut-through traffic through residential areas were used as reason to exclude the following areas from the COO recommendation:

- Gresham;
- Oregon City East;
- Oregon City North;
- Beavercreek;
- Sherwood East;
- Sherwood West;
- Hillsboro South; and
- Forest Grove West.[9]

The negative impacts from cut-through traffic through residential areas were not mentioned for the Tualatin and Borland Road North area analyses.[10] The fact that this negative impact was applied to some areas but not the two in question

[9] Staff Report for Ordinance 04-1040, pages 14 – 25, April 15, 2004.
[10] Ibid, pages 25 – 28.

demonstrates inconsistencies in application of decision criteria. These negative impacts must be included in the Metro staff analyses on the Tualatin and Borland Road North areas, and consequently, should exclude these areas as part of the recommendation for UGB expansion.

I-5/Highway 99W Connector

The following argument applies to the Tualatin area only.

The I-5/Highway 99W Connector exists in the Metro RTP, Washington County's TSP, Tualatin's TSP, and in Sherwood's Draft TSP. In Tualatin's planning, it has existed as a needed transportation connection since 1970. Washington County is currently undertaking a study of arterials to make a connection between Interstate 5 and State Highway 99W. Metro also received funding through the TGM program (FY 2003 – 2005 biennium) to study possible routes for this road.

Adding land to the UGB in the areas of study for the Connector is not only premature, it will defeat the Connector. The ability to halt development while continuing to study the location and construct the connector would be nearly impossible. The City of Tualatin has opposed expanding the UGB to this area in 2002 because of the issue with the Connector, as evidenced in Appendix 8.

The Connector affects other study areas and this was incorporated in the Staff Report for Ordinance 04-1040 when addressing the Sherwood West site.[11] The Connector must be incorporated into the discussion of the Tualatin area and the Coffee Creek area as well.[12] Similar to the Sherwood West site, there are transportation impacts from not ensuring the Connector occurs. Limitations on UGB expansion need to occur if this Connector truly is to occur, as stated in the Metro RTP and other TSPs.

Concurrent Funding

Two objectives of the RTP policy related to Transportation Funding are (1) to maintain and preserve the existing transportation infrastructure and (2) to improve the efficiency of the existing transportation system.[13] Further, Objective 19.vi of the Regional Urban Growth Goals and Objectives (RUGGOs) states that an RTP shall be developed which "...recognizes financial constraints and provides public investment guidance for achieving the desired urban form."[14] To paraphrase, the region needs to ensure the existing system is sufficient, and ensure public investments are identified to achieve the future vision of the region.

[11] Ibid, pages 23, April 15, 2004.
[12] Incorporation should occur on page 26 of the Staff Report for Ordinance 04-1040 as well as for the Coffee Creek discussion on page 26.
[13] Regional Transportation Plan, page 66, March 5, 2003.
[14] Region Urban Growth Goal and Objectives, page 17, December 14, 1995.

The existing COO recommendation does not ensure the existing transportation is sufficient, nor does it identify investment options to ensure an adequate system in the future. In fact, the COO recommendation includes no discussion on transportation and land use concurrency at all. The COO recommendation would direct industrial traffic on residential streets – such as SW Boones Ferry Road, SW Grahams Ferry Road, and SW Borland Road. There are no measures to maintain the existing transportation network, as stated in the RTP policies. Further, there are no statements on public investments to improve the transportation system. Without an adequate transportation component to the UGB recommendation, the recommendation and further actions will not succeed. The region will continue to have development without a concurrent transportation component. Because of this, lands should not be added until adequate transportation funding measures are in place.

ODOT Issues

The Oregon Department of Transportation (ODOT) submitted an assessment to Metro dated March 2004 on the industrial expansion areas. In the assessment, ODOT indicates that the Borland Road North, Tualatin and Norwood/Stafford areas are difficult to serve.[15] ODOT states that a designation of "Difficult" means that the major network is currently experiencing capacity problems that will worsen in the future even without the additional land added to the UGB. Needed improvements will be very costly and difficult to construct with no guarantee of funding.[16] Transportation improvements for the Tualatin and Borland Road North areas will exceed $100,000,000 according to preliminary studies by the City.[17] Examination of ODOT funding for future projects indicates that no funds are allocated for transportation improvements in this area in the immediate future.[18]

Statewide Planning Goal 14 indicates that boundary changes need to consider seven factors, including the "Orderly and economic provision for public facilities and services." Given the ODOT assessment of transportation, proposing the Tualatin, Borland Road North and considering the Norwood/Stafford areas as additions to the UGB are not economical. Additionally, the cost of providing this public facility is not discussed at all in the Staff Report to Ordinance No. 04-1040.[19]

Because the cost of this public facility improvement is very high, both Metro and ODOT consider it difficult to serve with transportation, and since this in not apparently being considered in the boundary change, this recommendation violates Statewide Planning Goal 14.

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[15] Proposed Metro Urban Growth Boundary (UGB) Industrial Expansion Areas, ODOT Assessment, March 2004. Included as Appendix 5.
[16] Ibid, page 1. Included as Appendix 5.
[17] See Fiscal Impact Analyses performed between July 2000 and November 2004.
[18] http://www.oregon.gov/ODOT/, various pages.
[19] Staff Report for Ordinance 04-1040, pages 21, 25 and 27, April 15, 2004.

Additionally, the aim of Statewide Planning Goal 12, Transportation, is "To provide and encourage a safe, convenient and economic transportation system." Because these roads are already experiencing capacity problems, and because there is no guarantee of funding for improving these roads, this UGB recommendation also violates Statewide Planning Goal 12 in that the transportation system is not safe, convenient or economical.

OTHER INFRASTRUCTURE

Statewide Planning Goal 14 requires boundary changes to be based on consideration of the orderly and economic provision for public facilities and services. While this includes transportation – as discussed above – it also includes other urban facilities such as water, storm water, and sanitary sewer lines. Statewide Planning Goal 11, Public Facilities and Services, seeks "To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development."

Borland Road North

The staff report for Ordinance No. 04-1040 indicates that "infrastructure improvements will be needed to alleviate impacts to the existing system" for the Borland Road North area. Further, this report states: "any urban services that area planned for this expansion area must take into account the future needs of the entire basin."[20]

There are a couple errors and inconsistencies inherent in these Metro statements. First, none of the cities adjacent to the Stafford basin area are interested in, or able to, providing services to the area given the current UGB recommendation. West Linn and Lake Oswego have been on record for years opposing expansion of the UGB into this area. Tualatin opposes this UGB recommendation.

Second, the Borland Road North area could only be served by infrastructure coming from the west. This infrastructure would only serve a small amount of industrial lands – 164 of 575 gross acres. In Metro's analysis, this situation is described as "an extension of services would be a cherry stem for a very small yield of industrial land, resulting in poor urban form." This rationale was used as reason to exclude the following areas from the COO recommendation:

- Pleasant Home;
- Beavercreek;
- Gresham;
- Boring;
- Norwood/Stafford;
- Sherwood West; and
- Oregon City North.[21]

[20] Ibid, page 25, April 15, 2004.
[21] Ibid, pages 13-25, April 15, 2004.

The fact that this situation caused some areas to not be considered as viable places to expand the UGB but was not equally applied to other areas demonstrates an inconsistency in the application of decision criteria. These negative impacts must be included in the Metro staff analysis on the Borland Road North area, and consequently, should exclude this area as part of the recommendation for UGB expansion.

Third, Metro's recommendation makes vast unsubstantiated assumptions about the future of the entire basin. There is no way to make accurate statements about the future needs of the entire basin, as stated in the Staff Report.[22] The City of Tualatin does not know what the future form of the entire basin will be, if it would be urban at all.

The area immediately to the west of the Borland Road North area is zoned and developed for residential purposes. The water, sanitary sewer and storm water sewer lines are sized and developed for the residential demands on the systems. Improvements to these lines to accommodate industrial development would require a resizing of entire systems – installing larger sewer and water pipes to treatment facilities to handle the greater demand. Because this UGB recommendation would cause great changes to the existing system at great public cost, it does not fulfill the purpose of Statewide Planning Goal 11, "to plan and develop a timely, orderly and efficient arrangement of public facilities."

Tualatin Area

The staff report for Ordinance No. 04-1040 indicates that for the Tualatin area, "The cities of Tualatin and Wilsonville will be the service providers although the exact service boundaries need to be determined. Improvements and extensions of the water and sewer lines, both inside and outside the UGB are to be expected."[23] The same arguments and principles apply to the Tualatin area. The area north of it is zoned and developed for residential purposes. The water, sanitary sewer and storm water sewer lines are sized and developed for the residential demands on the systems. Improvements to these lines to accommodate industrial development would require a resizing of entire systems – installing larger sewer and water pipes to handle the greater demand. Because this UGB recommendation would cause great changes to the existing system at great public cost, it does not fulfill the purpose of Statewide Planning Goal 11, "to plan and develop a timely, orderly and efficient arrangement of public facilities."

Water

Last, the City of Tualatin has concerns about water availability Citywide. The City currently purchases water from Portland and has access to 10.8 MGD. Current peak water usage in Tualatin is approximately 8.25 MGD. Tualatin is not fully built out. As more development occurs, the water usage will increase. By

[22] Ibid, page 25, April 15, 2004.
[23] Ibid, page 27, April 15, 2004.

the City's own calculations, we do not have enough water to serve our current planning area at full build-out.

In the 2003 Water Master Plan update, Tualatin projected the water demands for part of the Tualatin study area and Borland Road North study area. The Tualatin study area, for residential development, would need an average of 0.43 MGD, with a peak day use of 1.30 MGD. The Borland Road North study area, for a mix of residential commercial and office uses, would need an average of 0.74 MGD with a peak day use of 1.50 MGD.[24] Combined, the addition of the Tualatin and Borland Road North areas will increase the demand on water to a level that is higher than the supply.

If the Tualatin and the Borland Road North areas were added to the UGB with Tualatin serving it without obtaining an additional water supply, other properties within the existing UGB will have development restrictions due to lack of water. If adequate water supply is not available for the existing UGB, additional areas should not be allowed to develop until adequate supplies are available. To do otherwise would undermine Statewide Planning Goal 11, Public Facilities and Services, which seeks "To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development."

CONFLICTING LAND USES

There are numerous land use inconsistencies and contradictions in the COO recommendation that must be reconciled prior to making a decision on the UGB expansion.

2040 Growth Concept

The Tualatin and Norwood/Stafford area are identified as Rural Reserves on the Metro 2040 Growth Concept. By definition, rural reserves are rural lands adjacent to the UGB where the UGB will not be extended. These areas are meant to remain rural. These lands shall help meet the regional needs for open space and wildlife habitat. These lands also are used to retain a separation of cities within the existing UGB.[25] This is further substantiated in the Urban Growth Management Functional Plan: "For areas within the Metro boundary, counties are hereby required to amend their comprehensive plans and implementing ordinances to identify and protect the rural reserves and green corridors described in the adopted 2040 Growth Concept and shown on the adopted 2040 Growth Concept Map."[26]

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[24] Tualatin Water Master Plan Update, p. B-2 – B-7, August 2003.
[25] Regional Framework Plan, page 19, December 11, 1997. This also is referenced in the Regional Transportation Plan, page 1-8, the Metro 2040 Growth Concept, page and the Regional Urban Growth Goals and Objectives, page 27.
[26] Urban Growth Management Functional Plan, page 37.

Since the UGB recommendation seeks to urbanize the Tualatin area, and since the Tualatin area is considered a rural reserve, the recommendation violates the Regional Framework Plan, the Regional Transportation Plan and the Regional Urban Growth Goals and Objectives. If the Norwood/Stafford area were included in the COO recommendation, the recommendation would violate the same plans for this area as well.

Compatibility

The proposed land uses for the Tualatin and Borland areas (and the Norwood/Stafford area, if it were part of the recommendation) are industrial in nature. The Metro staff report supporting the COO recommendation continues to indicate these areas shall be for warehouse and distribution.[27]

Section 5 of the Metro Charter, subsection (4) indicates that Metro shall protect the livability of existing neighborhoods.[28] This is reiterated in the Urban Growth Management Functional Plan, Title 12: "Existing neighborhoods are essential to the success of the 2040 Growth Concept. The intent of Title 12 of the Urban Growth Management Functional Plan is to protect the region's residential neighborhoods".[29]

Tualatin Area

Land uses in the Tualatin area include rural homesteads and churches – committed uses on small parcels. The average lot size is 3.9 acres and 105 of 164 lots have homes. Similar land uses exist in the following Metro study areas:

- Pleasant Home;
- Bluff Road;
- Oregon City East;
- Beavercreek;
- Wilsonville West;
- Sherwood East;
- Farmington;
- Jackson School Road;
- Gresham;
- Boring;
- Noyer Creek;
- Oregon City South;
- Borland Road South;
- Norwood/Stafford;
- Brookman Road;
- Sherwood West; and
- Oregon City North.[30]

[27] Staff Report for Ordinance 04-1040, page 29, April 15, 2004.
[28] Metro Charter, as amended on May 21, 2002.
[29] Urban Growth Management Functional Plan, Title 12, 3.07.1210.
[30] Staff Report for Ordinance 04-1040, pages 13-25, April 15, 2004.

These areas are not included in the COO UGB recommendation for numerous reasons, including the incompatible land use issue. In the section on the Tualatin area, there is no discussion of the land use pattern within the study area, the small parcel size, committed uses or conflicting uses. This needs to be part of the discussion. Since the Tualatin area has the same conflicts as those areas listed above, it too should not be a consideration for UGB expansion.

With the Tualatin area, the urban lands immediately to the north are zoned and developed as residential; the urban lands immediately to the south and in Wilsonville are zoned and developed as industrial with new big-box commercial developments. Similar to Oregon City East, Sherwood East, Sherwood West, Hillsboro South, Forest Growth West, and the Oregon City North areas, there are conflicts of the proposed use with the existing residential land use. Since the Tualatin area has conflicts with existing neighborhoods like those areas listed above, which are not part of the COO recommendation, it too should not be a consideration for UGB expansion.

The Sherwood West analysis states:

> The majority of the land adjacent to the entire study area that is inside the UGB is currently or expected to be developed for residential purposes. Urbanization of this area could increase the existing traffic level on Highway 99W in the five corners area of Sherwood prior to the construction of the future I-5 to 99W connector[31]

These statements are true for the Tualatin area as well. The area immediately adjacent to the study area is developed for residential purposes. Urbanization of this area could increase traffic prior to the construction of the connector. However, these statements and observations are not included in the analysis of the Tualatin area.[32] They must be included. Inclusion of these statements gives a comprehensive understanding of the Tualatin area. Since the Tualatin area has conflicting uses similar to so many other areas that are not included in the recommendation, the Tualatin area should not be included in the recommendation either.

Additionally, two schools – Tualatin High School and Byrom Elementary School – are immediately north of the Tualatin study area. In addition, permits have been issued and construction begun for the New Horizon High School, a private school in the Tualatin study area and Grace Community Church. Similar to the other study areas, the Tualatin area should not be included in the UGB expansion due to potential negative impacts to schools and churches.[33]

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[31] Ibid, page 23, April 15, 2004.
[32] Ibid, page 27, April 15, 2004.
[33] Ibid, page 20, April 15, 2004.

Borland Road North Area

The Borland Road North area contains a large regional church, a Buddhist temple, two public schools and one private school in addition to rural residences and farm use. Bringing this area in to the UGB for industrial purposes would cause major conflicts with the existing land uses. This is poor planning. In the section on the Borland Road North area, there is no discussion of the land use pattern within the study area, committed uses or conflicting uses. This needs to be part of the discussion. Since the Borland Road North area has conflicts like many other areas not considered for the UGB expansion, it too should not be considered for UGB expansion.

West of the Borland Road North area is the City of Tualatin and developed residential neighborhoods. Similar to Oregon City East, Sherwood East, Sherwood West, Hillsboro South, Forest Growth West, and the Oregon City North areas, there are conflicts of the proposed use with the existing residential land use. Since the Borland Road North area has conflicts with existing neighborhoods like those areas listed above, which are not part of the COO recommendation, it too should not be a consideration for UGB expansion.

Norwood/Stafford Area

Land uses in the Norwood/Stafford area include rural homesteads. The Metro staff report indicates the average lot size is 3.9 acres and 86 percent of the lots have homes. Similar land uses exist in the following Metro study areas:

- Pleasant Home;
- Bluff Road;
- Oregon City East;
- Beavercreek;
- Wilsonville West;
- Sherwood East;
- Farmington;
- Jackson School Road;
- Gresham;
- Boring;
- Noyer Creek;
- Oregon City South;
- Borland Road South;
- Norwood/Stafford;
- Brookman Road;
- Sherwood West; and
- Oregon City North.[34]

These areas are not included in the COO UGB recommendation for numerous reasons, including the incompatible land use issue. Since the Norwood/Stafford

[34] Ibid, pages 13-25, April 15, 2004.

has a similar land use composition, it should continue to be excluded from the UGB expansion recommendation.

In summary, including the Tualatin, Borland Road North and considering the Norwood/Stafford areas requires addressing the conflicting uses inherent in the study areas and in adjacent urban areas. Similar to so many other areas, these three areas should not be considered as part of the COO recommendation for industrial land expansion due to conflicting uses both within and adjacent to the study areas. Maintaining that these lands should continue to be part of the recommendation violates the Metro Charter and the Urban Growth Management Functional Plan (UGMFP).

Other Land Use Issues

The Borland Road North area has two other primary arguments for exclusion from the UGB expansion recommendation that relate to land uses. First, the Borland Road North area has a very poor yield for industrial lands – 164 developable acres out of 575 acres, or 29 percent. Additionally, the provision of urban services to this area would be more like a "cherry stem" since this area only has one means of access from the immediate urban area.

It would not be economically feasible to extend services to this area for a relatively small amount of productive industrial land and extending such a long cherry stem is not good urban form. This argument applies to the Borland Road North area as it does to the following areas that are not part of the Metro recommendation:

- Pleasant Home;
- Oregon City East;
- Beavercreek;
- Gresham;
- Boring;
- Sherwood West; and
- Oregon City North.[35]

In the section on the Borland Road North area, there is no discussion of the poor yield and cherry stem nature of urban service provision. This needs to be part of the discussion. Since the Borland Road North area has a land use pattern like many other areas not considered for the UGB expansion, it too should not be considered for UGB expansion.

Bringing in this area for industrial lands violates Statewide Planning Goal 14, factor 4 – Maximum efficiency of land uses within and on the fringe of the existing urban area. Because there is such a poor yield, a measure of land use

[35] Ibid.

efficiency, the Borland Road North area should be excluded from the UGB recommendation. According to the Metro staff report, areas that fall below a threshold of 300 acres for an industrial neighborhood were removed from lands under consideration.[36] The Borland Road North area would yield 164, barely 50 percent of this threshold amount. Consequently, this area should be removed from the UGB expansion recommendation.

Not only is there a poor yield of industrial lands that would be served through a cherry stem, this area is also greater than 1 mile from other industrial lands. In the section on the Borland Road North area, there is no discussion of the distance to other industrial areas. This needs to be part of the discussion as it is for: Bluff Road, Oregon City East, Beavercreek, Wilsonville West, Sherwood East, Farmington and Jackson School Road.

ENVIRONMENTAL ISSUES

There is no critical discussion on environmental issues in the Borland Road North or Tualatin sections of the Metro Staff Report as there are in the sections of the staff report that exclude lands from the recommendation. However, many of the environmental arguments used to exclude lands from the recommendation also apply to the Borland Road North and Tualatin areas.

Both the Tualatin and Borland Road North areas are traversed by natural resources, as demonstrated in Appendix 7. The location of these resources and they way they divide the study area makes amassing industrial sites difficult and constrains the ability to develop the area. This is also the case for:

- Pleasant Home;
- Bluff Road;
- Sherwood East;
- Gresham;
- Boring;
- Sherwood West; and
- Forest Grove East.[37]

These environmental constraints must be part of the discussion on both the Tualatin and Borland Road North areas, as it is for these other areas, and must carry the same weight in decision-making as for these other areas. Again, there is an inconsistent application of decision criteria in the Metro staff report to the COO recommendation. Issues that become an argument to reject certain areas for further industrial land consideration are not even discussed in other areas.

[36] Ibid, page 4, April 15, 2004.
[37] Ibid, pages 13-25, April 15, 2004.

FAIR SHARE/BALANCE

Goals of fair share and balancing impacts are found in the statewide planning goals and regional plans.

Statewide Planning Goal 14 calls for a balancing of environmental, social, economic and energy consequences when considering boundary changes. (emphasis added)

Metro's Regional Framework Plan, Policy 1.1, Urban Form, states: "The quality of life and the urban form of our region are closely linked. The Growth Concept is based on the belief that we can continue to grow and enhance livability by making the right choices for how we grow."[38] (emphasis added)

Metro's Regional Framework Plan, Policy 1.2, Built Environment, states:

> Development in the region should occur in a coordinated and balanced fashion as evidenced by:
>
> - A regional "fair-share" approach to meeting the housing needs of the urban population
> - The provision of infrastructure and critical public services concurrent with the pace of urban growth and that supports the 2040 Growth Concept
> - The continued growth of regional economic opportunity, balanced so as to provide an equitable distribution of jobs, income, investment and tax capacity throughout the region and to support other regional goals and objectives
> - The coordination of public investment with local comprehensive and regional functional plans
> - The creation of a balanced transportation system, less dependent on the private automobile, supported by both the use of emerging technology and the location of jobs, housing, commercial activity, parks and open space.[39] (emphasis added)

Metro's Regional Framework Plan, Policy 1.5, Economic Vitality, states:

> The region's economy is a single dynamic system including the urbanized part of the Portland area and lands beyond the Urban Growth Boundary. The economic welfare of residents throughout the region directly impacts the ability of all citizens in the region to create economic vitality for themselves and their communities.

[38] Regional Framework Plan, Page 28, December 11, 1997.
[39] Ibid, Page 29, December 11, 1997.

The region's economic development must include all parts of the region, including areas and neighborhoods which have been experiencing increasing poverty and social needs, even during periods of a booming regional economy. To allow the kinds of social and economic decay in older suburbs and the central city that has occurred in other larger and older metro regions is a threat to our quality of life and the health of the regional economy. All neighborhoods and all people should have access to opportunity and share the benefits, as well as the burdens, of economic and population growth in the region.

To support economic vitality throughout the entire region, Metro shall undertake the following steps, beginning in 1998:

- Monitor regional and subregional indicators of economic vitality, such as the balance of jobs, job compensation and housing availability.
- If Metro's monitoring finds that existing efforts to promote and support economic vitality in all parts of the region are inadequate, Metro shall facilitate collaborative regional approaches which better support economic vitality for all parts of the region.[40] (emphasis added)

Metro's Regional Framework Plan, Policy 1.6, Growth Management, states:

The management of the urban land supply shall occur in a manner that:

- Encourages the evolution of an efficient urban growth form
- Provides a clear distinction between urban and rural lands
- Supports interconnected but distinct communities in the urban region
- Recognizes the inter-relationship between development of vacant land and redevelopment objectives in all parts of the urban region
- Is consistent with the 2040 Growth Concept and helps attain the region's objectives.[41]

Metro's Regional Framework Plan, Policy 1.11, Neighbor Cities, states:

Growth in cities outside the Metro UGB, occurring in conjunction with the overall population and employment growth in the region, should be coordinated with Metro's growth management activities through cooperative agreements which provide for:

- Separation - The communities within the Metro UGB, in neighbor cities and in the rural areas in between will all benefit from maintaining the separation between these

[40] Ibid, Page 33, December 11, 1997.
[41] Ibid, page 34, December 11, 1997.

places as growth occurs. Coordination between neighboring cities, counties and Metro about the location of rural reserves and policies to maintain separation should be pursued.

- Jobs Housing Balance - To minimize the generation of new automobile trips, a balance of sufficient number of jobs at wages consistent with housing prices in communities both within the Metro UGB and in neighboring cities should be pursued.[42] (emphasis added)

Title 1 of the Urban Growth Management Functional Plan (UGMFP) states:

> 3.07.110 Purpose and Intent: One goal of the Framework Plan is the efficient use of land. Title 1 intends to use land within the UGB efficiently by increasing its capacity to accommodate housing and employment. Title 1 directs each city and county in the region to consider actions to increase its capacity and to take action if necessary to accommodate its share of regional growth as specified in this title.[43] (emphasis added)

Generally, these policies and purposes talk about balancing jobs as a means to promote economic development, regional balance, good urban form and an enhanced built environment. Benefits are to be shared, as are the burdens, of economic development and jobs creation.

The Southwest portion of the Metro region already provides more industrial land as a proportion of the developed area than any other area in the Metro region. 36 percent of Tualatin is zoned for industrial development; approximately 32 percent of Wilsonville is zoned for industrial development. With the regional average of 12 percent of a jurisdiction zoned for industrial development, the southwest portion of Metro is already providing far more than its fair share.

Tualatin understands Metro is seeking to balance the region's jobs/housing balance. However, Metro is required to look at subregions as well, as described in Policy 1.5 of the Regional Framework Plan. Failure to do so violates the Framework Plan. As stated above, the southwest Metro region already provides an overabundant amount of industrial lands for jobs, far more than the regional average, thus demonstrating its willingness to provide opportunity for economic growth in the region. The subregion's jobs/housing balance must be maintained as well.

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[42] Ibid, Page 37, December 11, 1997.
[43] Urban Growth Management Functional Plan, page 6.

Further, encircling Tualatin with industrial lands, regardless of which jurisdiction they end up in, is not efficient urban form or a promotion of livability. The noise, smell, additional traffic and decrease in public safety from heavy vehicles diminish the livability for citizens in Tualatin and Wilsonville. Further, encircling a residential area almost completely by industrial lands does not enhance livability – on the contrary – it destroys livability. Metro's own policy on the built environment is "...balanced so as to provide an equitable distribution of jobs, income, investment and tax capacity throughout the region and to support other regional goals and objectives."[44] This UGB recommendation does not fulfill this policy since it is an imbalanced distribution of jobs in the region.

STATEWIDE PLANNING GOAL 14

Statewide Planning Goal 14 lays out seven factors for consideration when adjusting boundaries. These are:

1. Demonstrated need to accommodate long-range urban population growth requirements consistent with LCDC goals;
2. Need for housing, employment opportunities and livability;
3. Orderly and economic provision for public facilities and services;
4. Maximum efficiency of land uses within and on the fringe of the existing urban area;
5. Environmental, energy, economic and social consequences;
6. Retention of agricultural land as defined, with Class I being the highest priority for retention and Class VI the lowest priority; and
7. Compatibility of the proposed urban uses with nearby agricultural activities.

Tualatin raises issue with Metro's analysis related to factors 3, 4 and 5, which are addressed in Metro's Industrial Land Alternative Analysis Study, dated February 2004.

Tualatin Area

In the discussion on the Tualatin area, the Metro analysis indicates that the City of Tualatin appears willing to accept the study area if necessary.[45] The study continues to say that infrastructure improvements related to water and sanitary sewer may be needed and that subsurface rock will complicate the provision of urban services. Because of this complication, provision of public facilities cannot be provided in an orderly and economic fashion, as per Factor 3. Further, provision of infrastructure, not including transportation improvements, would exceed $30,000,000.

Additionally, urbanizing the Tualatin area for industrial purposes would not provide a maximum efficiency of land uses. Only 52 percent of the area is

[44] Regional Framework Plan, December 11, 1997, page 29.
[45] Industrial Land Alternative Analysis Study, page 61, February 2004.

developable, according to Metro's calculations. Further, the Alternatives Analysis indicates that of the 164 tax lots in the area, 105 (64%) have dwellings on them and 95 percent of the parcels are under 10 acres.[46] Amassing lots for industrial purposes will be difficult in this area given the pre-existing land uses and the bisecting of the area by natural resources.

Last, the environmental, energy social and economic analysis for the Tualatin area is insufficient and inaccurate. Metro indicates that 41 percent of the area is in Metro's Goal 5 inventory.[47] The analysis continues to say that since the resources are concentrated in the center of the study area, they will not hinder the possible urbanization of the study area. However, the Gresham area has the same characteristics but results in the exact opposite conclusion: "...is constrained by environmental resources along Kelley Creek, which flows through the center, reducing the feasibility of consolidating parcels and constructing a new industrial neighborhood."[48]

The social, economic and energy analysis states: "As the area is somewhat isolated by industrial uses to the west, the UGB to the north and south and I-5 to the east, the way of life for adjacent residential areas will not be impacted. Urbanization of this area would result in an increase in vehicle miles traveled along SW Boones Ferry Road and SW Grahams Ferry Road, which could negatively affect the residential neighborhoods to the north in Tualatin. Tualatin High School is located just north of the study area and could receive positive social and economic consequences depending on the specific type of industrial use." This analysis is incorrect. As has been demonstrated by the citizens of Tualatin, urbanization of this area for industrial purposes would most definitely affect adjacent residential areas.[49] The noise, air pollution and traffic will have negative social and economic effects on the existing residential area to the north.

Further, there is no specification of the positive social and economic impacts anticipated for the high school from this potential development. For that matter, there are no positive social and economic consequences highlighted for any school located near or in any of the industrial expansion areas. If any consequence on the high school is to occur from this industrial expansion, it would be a negative social impact due to the decreased safety of the area caused by increased truck traffic.

Metro failed to accurately analyze the economic, social, environmental and energy consequences of the urbanization of the Tualatin area. By failing to do so, Metro does not meet the fifth factor of Goal 14.

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[46] Ibid, page 61, February 2004.
[47] Ibid, page 63, February 2004.
[48] Staff report to Ordinance No. 04-1040, page 18, April 15, 2004.
[49] See testimony from Dave Volz, Mike Gillespie, Becky Tollenaar and others from April 22, April 29 and May 6, 2004 hearings as well as the petition with 1,000+ signatures that is part of the Metro record.

Borland Road North Area

In the discussion on the Borland Road North area, the Metro analysis indicates that the provision of infrastructure would be moderately difficult due to impacts on the existing system and other infrastructure improvements. Regarding transportation services, the area is considered difficult to serve due to the volume to capacity ratio on adjacent arterials and major collectors.[50] However, the difficulty of providing services is not discussed in the staff report to the ordinance. The cost of transportation improvements is approximately $50,000,000. The cost of other infrastructure improvements is approximately $25,000,000. Because of the difficulty of providing public facilities, this expansion cannot be considered either orderly or economic as per Factor 3.

Additionally, urbanizing the Borland Road North area for industrial purposes would not provide a maximum efficiency of land uses. According to Metro's calculations, only 29 percent of the area is developable for industry. This is the lowest yield of any of the recommended areas. Two public schools, one private school, a Buddhist temple and a regional church are located in this area. Over 44 percent of the study area is in Metro's Goal 5 inventory. Amassing lots for industrial purposes will be difficult in this area given the pre-existing land uses and the bisecting of the area by natural resources. There is insufficient justification for expanding the UGB 575 acres to industrialize 164 acres. Consequently, this recommendation does not meet Factor 4 of Goal 14.

Last, the environmental, energy, social and economic analysis for the Borland Road North area is insufficient and inaccurate. Metro indicates that 44 percent of the area is in Metro's Goal 5 inventory.[51] The area is crossed by natural resources that make aggregating industrial lots prohibitive. This is mentioned in the analyses of many other areas in the staff report to Ordinance No. 04-1040, but not in the analysis of this area. The prevalence of environmental features and steep topography need to have consideration in the environmental, energy, social and economic analysis required by Goal 14.

The social, economic and energy analysis states:

> *...the residential area south of I-205 would not be impacted by urbanization of the area. Urbanization of this area would result in an increase in vehicle miles traveled along SW Stafford Road, mainly between SW Borland Road and the I-205 interchange, although some traffic may head north into Lake Oswego and negatively affect the neighborhoods inside the UGB. Stafford Elementary School, Athey Creek Middle School and the Arbor School for Arts and Science are located within the large study area section south of the Tualatin River and could receive either*

[50] Industrial Land Alternative Analysis Study, page 38-39, February 2004
[51] Ibid, page 40, February 2004.

negative or positive social and economic consequences depending on the specific type of industrial use."[52]

This analysis is incorrect. As has been demonstrated by the citizens of Tualatin at the Tualatin Community Forum on April 6 and as voiced as the Tualatin Council special work session on April 27, 2004, severe negative consequences shall be had within Tualatin as well. This fact is totally and erroneously overlooked in the ESEE analysis for this area. Not only would traffic increase north and south on Stafford Road, traffic would increase heading west on SW Borland Road as well, through existing residential neighborhoods. The noise, air pollution and traffic will have negative social and economic effects on the existing residential area to the north.

Further, there is no specification of the social and economic impacts anticipated for the schools from this potential development. If any consequence on the schools is to occur from this industrial expansion, it would be a negative social impact due to the decreased safety of the area caused by increased truck traffic.

Metro failed to accurately analyze the economic, social, environmental and energy consequences of the urbanization of the Borland Road North area. By failing to do so, Metro does not meet the fifth factor of Goal 14.

Norwood/Stafford

The Norwood/Stafford area is not recommended for inclusion in the UGB for industrial purposes. If it were included as an amendment to the COO recommendation, the City of Tualatin would examine the Alternatives Analysis for this area with the same degree of scrutiny as evidenced in this testimony on the Tualatin and Borland Road North areas.

Metro's analysis failed to accurately consider the Goal 14 factors for changing the boundary. When accurate information is considered in the Goal 14 analysis, the Tualatin and Borland Road South areas clearly should be excluded from continued consideration as UGB expansion areas for industrial purposes.

INDUSTRIAL LAND NEED

Historically, Tualatin has provided information to Metro on the extremely low conversion rate of industrial lands to commercial uses. Tualatin has experienced a conversion rate of approximately five percent[53], far less than the amount used in the Urban Growth Report of 43.5 percent.[54] In fact Metro Attorney Dick Benner has indicated that the conversion rate of 43.5 percent is high, and a figure of 20 percent may be too high as well.[55] If the 20 percent figure were

[52] Ibid, page 40-41, February 2004.
[53] Letter to Metro dated November 13, 2003.
[54] Urban Growth Report, and Employment Land Need Analysis, Table 17, page 37, August 2002.
[55] Memo to President Bragdon from Dick Benner, page 5, January 26, 2004.

applied to the industrial land supply identified in 2002, it would decrease the demand for this expansion markedly.

The City of Tualatin recommends Metro reconsider the conversion rate used in the Urban Growth Report based upon the Metro Attorney's analysis of it.

OTHER JURISDICTIONS

On July 29, 2003, Metro staff prepared a memorandum discussing local cities' statements of areas to bring into the UGB. This memorandum identifies areas around Hillsboro, Sherwood, Cornelius and in Clackamas County for inclusion in the UGB and that are supported by local governments. Of these areas, the Cornelius, Sherwood and Clackamas County requests are part of the COO recommendation. Metro needs to reconsider the areas that have local government support – namely the area around Hillsboro (Evergreen) and in Clackamas County (Noyer Creek). The City of Tualatin did not submit any areas to Metro at that time that it could support for UGB expansion to meet the industrial lands need.

LOCATION FACTORS

In its analysis and recommendation for industrial lands, Metro employed four factors in identifying suitable land. These are:

- Apply 10% slope and floodplain coverage to all study areas (2002/2003) and remove tax lots from study areas those parcels of which a majority of land exceeds the floodplains and/or meet the 10% slope threshold or lies within a floodplain
- Remove areas that contain a concentration of parcels that are five acres or less and are already developed with rural residential uses
- Remove areas that are either isolated from industrial areas or are not contiguous to the UGB and contain less than 300 acres.
- Remove areas that may be contiguous to the UGB but are not located within one mile of existing industrial areas and are more than two miles from an interchange (including Highway 99 or Tualatin Valley Highway) unless these areas may be needed to provide services to areas suitable for industrial uses.[56]

These factors were mentioned in the staff report for Metro resolution 03-3386B as a means to decrease the inventory of studied land from approximately 69,000 acres to 29,000 acres. However, these factors were never adopted by the Metro Council as an ordinance to the Functional Plan as a valid method for examining possible industrial lands expansion. Consequently, these factors have no official

[56] Resolution 03-3386B, December 11, 2003.

foundation for identifying industrial sites and no ability to override the other legal factors that must be taken into consideration when expanding boundaries.

QUARRY SITE

While the City of Tualatin is opposed to expanding the UGB to include the Tualatin and Borland Road North sites for industrial lands, it is not opposed to expanding the UGB to include the Quarry site, with some rigorous conditions.

The Quarry site is relatively flat, free of floodplains and abuts other industrial lands in Tualatin and Sherwood.

The Quarry site meets the factors identified in Statewide Planning Goal 14. The environmental, social, energy and economic consequences of this expansion are not as negative as they are for the Tualatin and Borland Road North sites. The Quarry site does not abut residential lands, thus not causing major conflicting uses to occur with a residential population. Any existing residences in the area are already located near industrial development. Further, the yield of net developable land from this site is high – 236 of the 354 gross acres is developable, a yield of 67 percent. This yield indicates a greater efficiency of land uses when this area is brought into the UGB. Also, inclusion of part of this area is necessary to provide public facilities and services to the Tigard Sand and Gravel area, a UGB expansion that occurred in 2002.

However, the City of Tualatin is extremely concerned about the traffic and transportation impacts urbanizing this area will have on the existing transportation system. SW Tualatin-Sherwood Road is heavily congested with large truck traffic. Tualatin's willingness to accept industrial expansions without the needed and concurrent transportation improvements over the past decades has caused increased traffic congestion on its primary artery. The City will not continue to accept land expansions without concurrent transportation enhancements. To do so exacerbates the transportation challenge the City already faces.

As a condition of accepting the Quarry area into the UGB, the alignment and funding for extending SW 124th Avenue south to the future I-5/Highway 99W Connector must be fully identified and allocated by Metro through the MTIP process or other available regional funding programs. This must occur prior to the urbanization of the area. No new land development will occur in the Quarry area until an adequate transportation system is in place. A general alignment of SW 124th Avenue may be found in Appendix 9.

This condition is predicated on a couple factors. First, while this expansion area generally meets the factors identified in Statewide Planning Goal 14, it does not meet the third factor – orderly and economic provision for public facilities and services. Extending SW 124th Avenue is estimated to cost nearly $50,000,000.

The only way inclusion of this area could meet this factor is by allocating funding for the provision of public facilities, namely the extension of SW 124th Avenue to the Connector.

Second, Statewide Planning Goal 12 seeks to provide and encourage a safe, convenient and economic transportation system. If SW 124th Avenue is not extended to the south, the future traffic generated by the urbanization of this area would be directed onto SW Tualatin-Sherwood Road. As indicated before, this road is already experiencing major congestion and is operating at a very low level of service. Tualatin cannot continue to accept land without a concurrent investment in the transportation system. For that matter, the region cannot continue to accept land for expansion without concurrent investments in transportation given the congestion the region is experiencing.

The City of Tualatin recognizes that Metro is seeking to meet the region's industrial land need for the next 20 years and wants to do its part to help meet this need. Including the Quarry area fulfills Tualatin's regional responsibility to provide sufficient industrial land for the next 20 years.

CONCLUSION

Tualatin does not support the inclusion of the Borland Road North or Tualatin areas into the UGB to meet the region's industrial land need. Further, the City does not support potentially examining the Norwood/Stafford area to meet this need. However, the City does not oppose expanding the UGB to include the Quarry area for industrial lands, given the specific conditions listed above.

Many other jurisdictions have voiced interest in expanding the UGB in their area to meet the industrial land need. This includes Hillsboro with part of the Evergreen site, Clackamas County with the Noyer Creek, Boring and Damascus sites and Cornelius with sites to its north. Metro is beholden to listen and work with its local governments – Listen to the requests for UGB expansions in the east and west areas of the region and the opposition in the south. Metro has options to meet the region's industrial land need in a way that will meet the local governments' needs as well.

The City of Tualatin is also interested in helping to repair a land use planning system that places soils type as the apparent preeminent factor in urban growth boundary expansion. Tualatin asserts that this system is outdated and not responsive to the urban/rural issues experienced in 2004. The City understands conversations are occurring at the State level and would be interested in moving these dialogues along and helping to craft a land use process that is more responsive to today's environment.

Thank you again for the opportunity to share our concerns.

Regards,

Lou Ogden
Mayor

c: City Manager
Community Development Director
Associate Planner

Appendix 1: City of Tualatin Resolution 4224-04
Appendix 2: City of Tualatin Resolution 4225-04
Appendix 3: City of Tualatin Resolution 4226-04
Appendix 4: City of Tualatin Resolution 4227-04
Appendix 5: ODOT March 2004 memo
Appendix 6: Aerial photos of Borland Road North, Tualatin areas
Appendix 7: Natural Resources Map of Borland Road North, Tualatin areas
Appendix 8: October 28, 2002 letter to Metro
Appendix 9: Quarry area, general transportation system

Appendix 1

City of Tualatin

Resolution 4224-04

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.

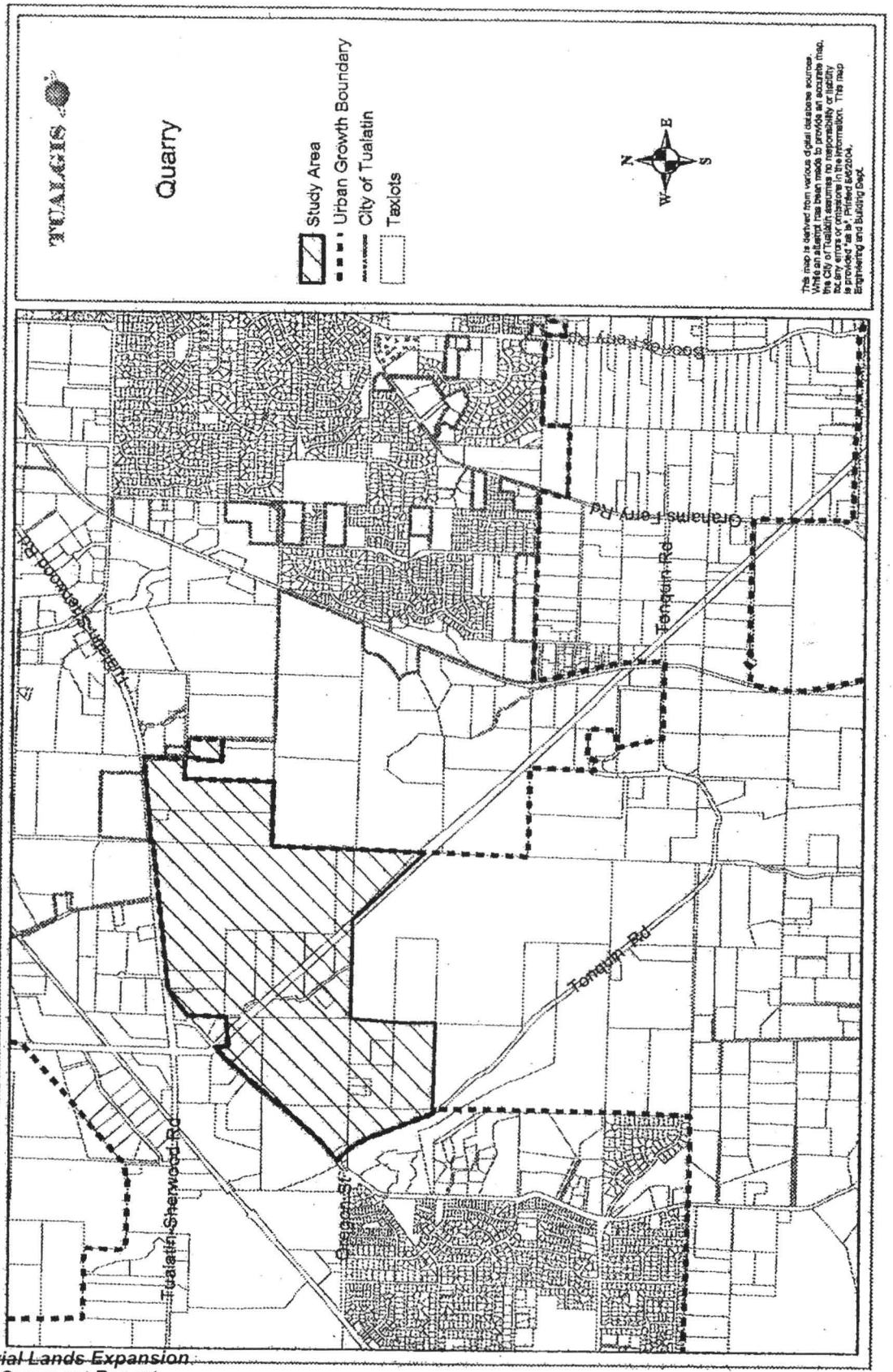
INTRODUCED AND ADOPTED this 10TH day of May 2004.

CITY OF TUALATIN, OREGON

BY _____
Mayor

ATTEST:

BY Steve Wheeler
City Recorder


TUALGIS
Quarry
Study Area
Urban Growth Boundary
City of Tualatin
Taxlots
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This map is derived from various digital database sources.
While an attempt has been made to provide an accurate map,
the City of Tualatin assumes no responsibility or liability
for any errors or omissions in the information. This map
is provided "as is". Revised 6/2/2004.
Engineering and Building Dept.
Boones Ferry Rd
Graham's Ferry Rd
Tonquin Rd
Tualatin-Sherwood Rd
Tualatin-Sherwood Rd
Tonquin Rd
Oregon St

Appendix 2

City of Tualatin

Resolution 4225-04

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 <u>housing</u> in urban growth areas, not <u>industrial</u> 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.

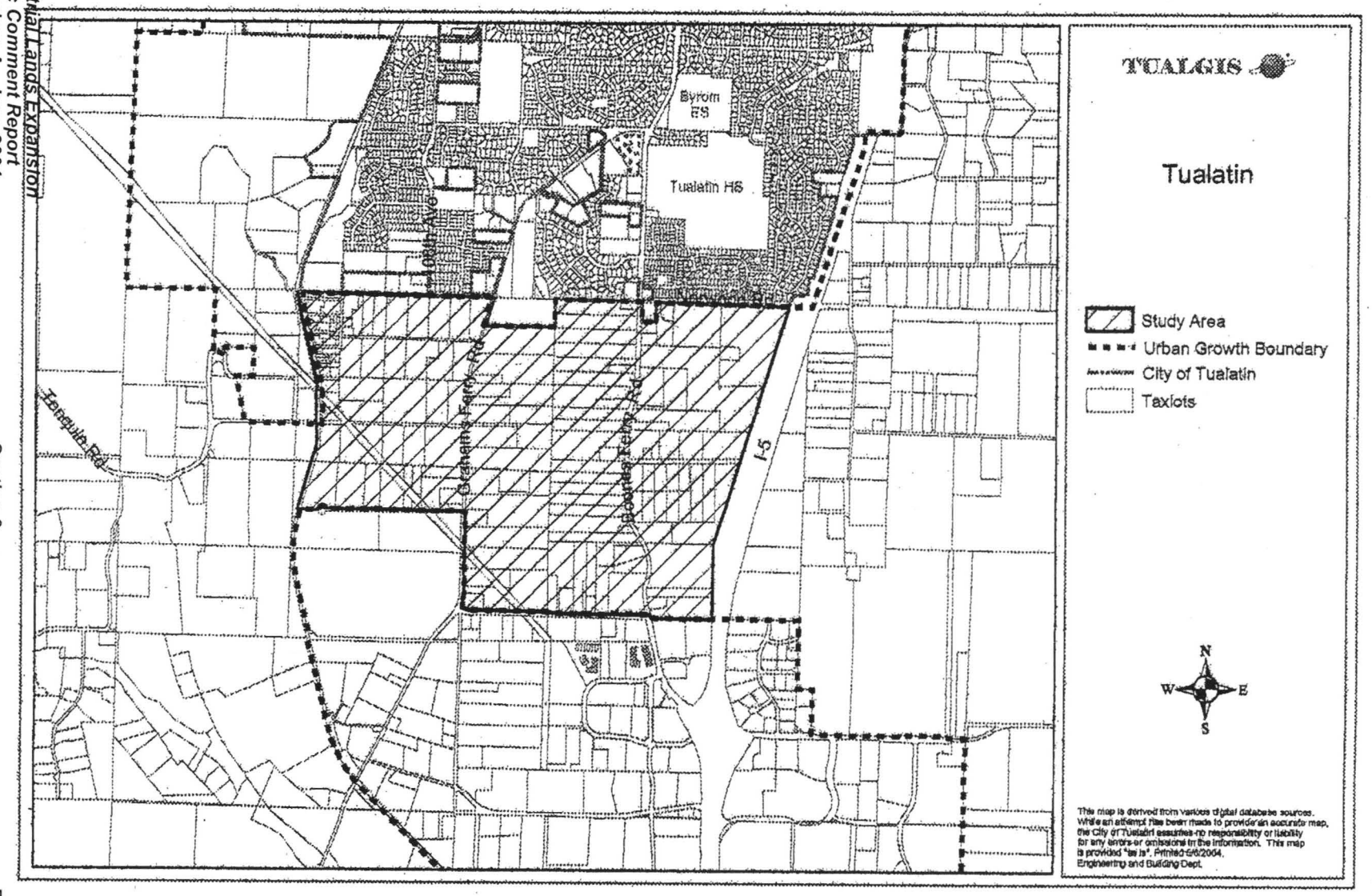
INTRODUCED AND ADOPTED this 10TH day of May, 2004.

CITY OF TUALATIN, OREGON

BY _____
Mayor

ATTEST:

BY _____
City Recorder


TUALGIS
Tualatin
Study Area
Urban Growth Boundary
City of Tualatin
Taxlots
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Byrom ES
Tualatin HS
Tonquin Rd
Graham's Ferry Rd
Boones Ferry Rd
I-5
This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Tualatin assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is". Printed 5/6/2004.
Engineering and Building Dept.

Appendix 3

City of Tualatin

Resolution 4226-04

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:

Section1. 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.

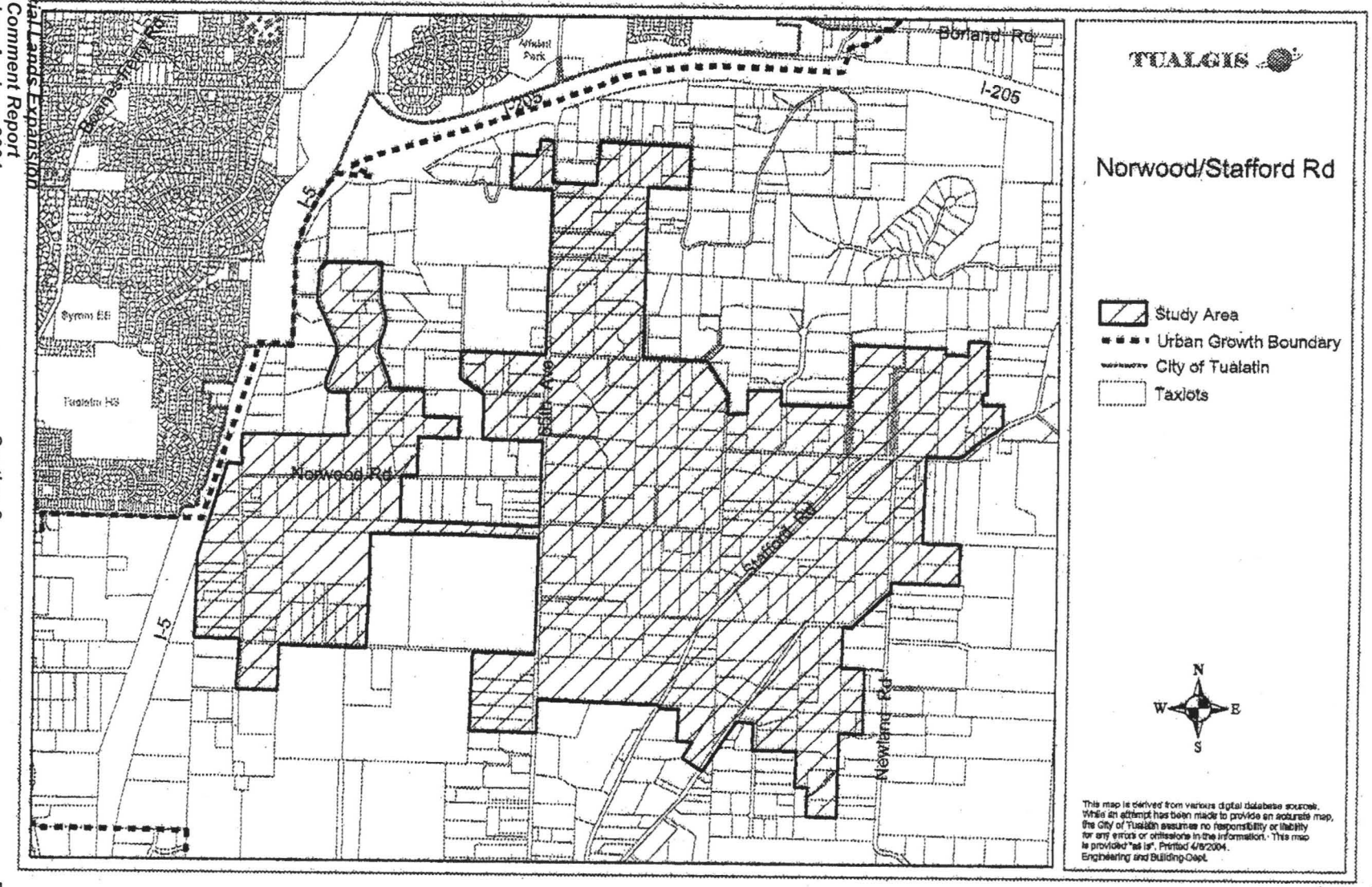
INTRODUCED AND ADOPTED this 10th day of May 2004.

CITY OF TUALATIN, OREGON

BY _____
Mayor

ATTEST:

BY _____
City Recorder


TUALGIS
Norwood/Stafford Rd
Study Area
Urban Growth Boundary
City of Tualatin
Taxlots
N
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This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Tualatin assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is". Printed 4/6/2004.
Engineering and Building Dept.
Borland Rd
I-205
I-5
Norwood Rd
Stafford Rd
Newland Rd
Tualatin HS

Appendix 4

City of Tualatin

Resolution 4227-04

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 <u>housing</u> in urban growth areas, not <u>industrial</u> 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.

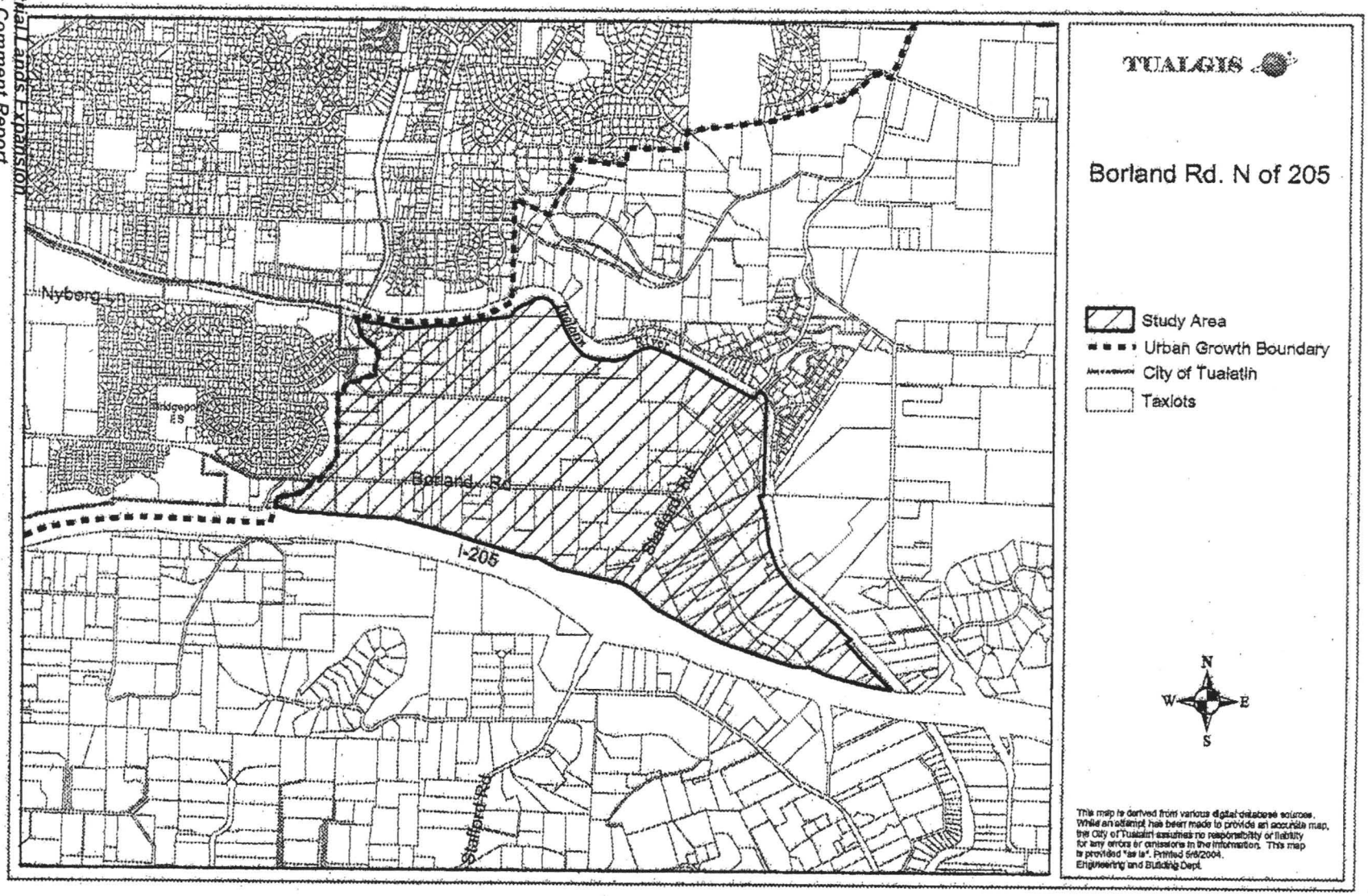
OREGON

CITY OF TUALATIN,

BY _____
Mayor

ATTEST:

BY _____
City Recorder


TUALGIS
Borland Rd. N of 205
Study Area
Urban Growth Boundary
City of Tualatin
Taxlots
Nyberg Ln
Borland Rd
I-205
Stafford Rd
Stafford Rd
N
W
E
S
This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Tualatin assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is". Printed 5/6/2004. Engineering and Building Dept.

Appendix 5

ODOT

March 2004 memo

Oregon
Theodore R. Kulongoski, Governor

Department of Transportation
Region 1
123 NW Flanders
Portland, OR 97209-4037
(503) 731-8200
FAX (503) 731-8259

March 22, 2004

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

Dear President Bragdon and Members of the Metro Council:

The Oregon Department of Transportation strongly supports the efforts of the region and the Governor to provide sufficient industrial land for jobs and economic development. We also applaud your effort to thoroughly analyze the potential impact on public facilities and services of adding various parcels for industrial development to the Urban Growth Boundary (UGB).

Metro has conducted a very thorough analysis of the study areas using the criteria of the Statewide Planning Goal 14, Urbanization. In addition, we encourage the Metro Council to consider the relative cost and difficulty of providing adequate state transportation facilities to serve the new areas.

Attached is ODOT's assessment of how the areas being considered for inclusion in the UGB may affect the state transportation system. The analysis is qualitative, not quantitative, but is intended to identify needed improvements and whether or not the improvements are scheduled for funding within the next 20 years. We believe it is important to assess transportation feasibility on the basis of whether a project is included in the Constrained Regional Transportation Plan (RTP) project list because that comes with some expectation of funding over the next 20 years.

We understand that the Metro analysis was based on the Illustrative System in the RTP. That means that if a site is added to the UGB in an area that needs transportation improvements identified only in the Illustrative System, there is no expectation of funding those improvements within the next 20 years unless the Constrained RTP project list is reprioritized and/or new funding becomes available.

MAR 2 3 2004

In spite of the difference in emphasis, the ODOT staff analysis of the study areas generally comes to the same conclusions regarding the feasibility of providing transportation services to a particular study area. In two cases, however, we believe the degree of difficulty of providing state transportation facilities is greater than projected by Metro. These are Brookman Road (because of forecasted congestion on Highway 99W) and Noyer Creek (because specific improvements to Highway 212 and/or the Sunrise Corridor phase 2 have not yet been identified, and funding, estimated at over $ 408 million, is not likely to be available for some time). In both cases, ODOT considers these areas **moderately difficult** rather than **easy** to serve.

For all study areas that ODOT considers **difficult** to serve, Metro's assessment is the same. This includes Sherwood West and East, Tualatin, Coffee Creek, Wilsonville West and South, Borland Road North and South, Beavercreek, and Oregon City East.

According to the February 2004 Industrial Land Alternative Analysis Study, five study areas, although considered **difficult** to serve with transportation facilities, are given an overall favorable Goal 14 suitability rating. These include Sherwood West, Tualatin, Coffee Creek, Borland Road North, and Oregon City East. We respectfully encourage the Metro Council to reconsider the suitability of these sites due to the enormous costs and/or difficulty associated with providing transportation facilities to these areas.

Finally, we understand that the level of transportation analysis provided by Metro, while rigorous, is not sufficient to meet the requirements of the Transportation Planning Rule for plan amendments, section OAR 660-012–060. We look forward to working with Metro and the affected jurisdictions to complete this analysis during the concept planning for areas added to the UGB.

We hope that our comments will be helpful as you undertake the very important task.

Sincerely,

Matthew Garrett,
ODOT Region Manager

Cc: Robin McArthur, ODOT Planning & Development Manager

Proposed Metro Urban Growth Boundary (UGB)
Industrial Expansion Areas

ODOT Assessment
March 2004

Following is ODOT's qualitative analysis of the impact on the state transportation system of expanding the UGB in various parts of the region for industrial development. This did not include a traffic model analysis. Rather it is a qualitative analysis based on an assessment of current and projected conditions in the vicinity of the proposed expansions.

For ease of comparison, ODOT used the same terms as Metro to assess the transportation impact: "**Easy**", "**Moderate**", and "**Difficult**"[1]. ODOT's definition of "Easy", "Moderate", and "Difficult" generally mirrors Metro's. To assess a transportation impact and assign a rating for each proposed expansion area, we:

1. Identified the site relative to the nearest major roadway links that it would impact.

2. Compared the Constrained Regional Transportation Plan (RTP) 2025 model output (in volume-to-capacity ratio) in the PM peak for the nearest major roadway links.

3. Reviewed traffic impact studies for proposed developments to determine if they provided more detailed v/c ratios and traffic mitigation projects, and,

4. Used engineering judgement to assess the level of impact to the state transportation system.

The term "**Easy**" means that whatever capacity problems exist now or will exist in the future on the transportation system, can be addressed by projects identified in the Constrained RTP. The necessary projects are relatively low cost and/or not considered complex. "**Moderate**" implies capacity problems currently exist and/or will exist in the future on the major roadway network but that they are more costly and complex to address. Needed projects may or may not be identified for funding in the current RTP. A designation of "**Difficult**" means that the major network is currently experiencing capacity problems that will worsen in the future even without the additional land added to the UGB. Needed

[1] Metro's transportation analysis methodology is based on:
- Potential trip generation;
- Expected volume to capacity ration;
- Availability of transportation facilities; and
- Environmental factors such as steep slopes and sensitive lands.

improvements will be very costly and difficult to construct with no guarantee of funding.

We note in the assessment where projects are included in the Constrained RTP and where they are included in the Illustrative RTP. This is an important distinction because only projects included in the Constrained RTP are projected for funding in the next 20 years. Illustrative RTP projects essentially are on the region's "wish list" at this point because the projected flow of dollars will not cover their costs.

Hillsboro North (Jackson School Road, Evergreen, Helvetia, and West Union)

Assessment of transportation services feasibility:

- ODOT: Moderate
- Metro: Moderate

The US 26/Shute Road Interchange is already inadequate to accommodate the 2003 Urban Growth Boundary (UGB) expansion in this area. The 2004 constrained Regional Transportation Plan (RTP) includes an interchange improvement to serve the lands already in the UGB (only partly funded at $6.38 million). Based on additional analysis prepared by ODOT for the Governor's Economic Revitalization Team (GERT) Opportunity Sites Initiative, the full cost of these needed improvements is estimated to be in the range of $22 to $33 million. This improvement project consists of a relocation of ramps and roads, addition of a loop ramp, and widening the overcrossing to add an additional southbound lane.

The Shute Road interchange improvements, described above, are needed to adequately serve the development of this area. In addition, the constrained RTP identifies the need for widening of US 26 to 6 lanes from Highway 217 to Murray Boulevard for $37.6 million, from Murray Boulevard to Cornell Road at $8.37 million, and from Cornell Road to 185th at $12.3 million. ODOT expects that expansion of the UGB in the vicinity of Shute Road would ultimately require further widening of US 26 to 6 lanes from 185th to Shute Road, at a cost ranging from $30 to 35 million, and this project is not in the RTP.

In summary, the cost of improving the Shute Road interchange to serve areas already in the vicinity of this area is estimated at $22 to $33 million, which is not included in the constrained RTP. An additional $58.27 + million would be needed to improve US 26. Those planned but not yet funded improvements will help serve a limited amount of additional industrial lands, but further expansion is likely to ultimately require additional widening of US 26 to 6 lanes from 185th to Shute Rd.

Forest Grove / Cornelius
(Forest Grove West and East and Cornelius)

Assessment of transportation services feasibility:

- ODOT: Moderate
- Metro: Moderate

Expansion in this area would affect the Glencoe interchange of US 26 at North Plains, which is outside the Metro boundary. Improvement of the Glencoe interchange is needed, and is estimated at $22.4 million. This project is not in the RTP because it is outside the Metro boundary (although included in the airshed for air quality conformance).

Expansion in this area would also further deteriorate the Level of Service on TV Highway between Hillsboro and Cornelius, for which no specific capacity improvements are planned in the RTP. Access from the study areas to the Forest Grove Bypass is limited since this is a designated Expressway. Access from the study areas to TV Highway through downtown Forest Grove and Cornelius may have a negative impact on the Forest Grove Town Center and Cornelius Main Street, as well as the recently designated Special Transportation Area (STA) in Cornelius.

Hillsboro South / Farmington

Assessment of transportation services feasibility:

- ODOT: Moderate
- Metro: Moderate

The volume to capacity (v/c) ratios[2] on TV Highway here are very poor, with no improvements identified. This area has poor access to the rest of the region and to the Interstate system. Due to the level of existing development and the proximity of the railroad tracks, it will be extremely difficult and expensive to upgrade the highway in this corridor. The Illustrative 2004 RTP includes a placeholder project for the years 2016-2025 for $38.3 million to create a limited access facility from Murray Boulevard to Brookwood, with five lanes from Brookwood to 10th Avenue. However, this is not in the constrained RTP so it is unlikely funds would be available for these projects in the next 20 years.

[2] V/C ratio is ODOT's highway mobility standard measurement and is used to evaluate performance of highways in the p.m. peak hour. The standard for highways in the region ranges from .95 to 1.0 – refer to the Oregon Highway Plan or the Regional Transportation Plan for more details.

Sherwood West and East, Quarry, Brookman Rd, Tualatin, Coffee Creek, Wilsonville West

Assessment of transportation services feasibility:

- ODOT: All Difficult except Brookman: **Moderate** and Quarry: Easy
- Metro: All Difficult except Brookman and Quarry: Easy.

Any expansion in this area would accelerate the need for the I-5/99W Connector, which could cost anywhere from $55 million for arterial improvements to over $300 million for an expressway connection. The constrained RTP includes a Study at $1.73 million and a Phase 1 Arterial at $55 million. The 2025 RTP Illustrative System includes $15 million for Preliminary Engineering for the I-5 to 99W Connector in 2010-2015, and $288.75 million for construction of a four-lane tollway with access control.

Expansion here would also adversely affect I-5, Boones Ferry Road, and 99W. Forecasts show extremely poor v/c ratios in Wilsonville on I-5 and poor v/c ratios in Sherwood on 99W, even after assuming the I-5/99W Connector. The Illustrative RTP identified a need in the 2016-2025 timeframe for auxiliary lanes on I-5 between the Stafford Road and Charbonneau interchanges at $11.3 million, consistent with the identified need in the City of Wilsonville Transportation System Plan (TSP).

In addition to the mainline freeway, expansion in this vicinity will impact I-5 interchanges at North Wilsonville and possibly at South Wilsonville, and Charbonneau. The 2025 forecast shows Boones Ferry Road in this area as having some of the worst v/c ratios in the entire region, in part due to impacts of the assumed I-5/99W arterial connector. This forecast is based on the 2004 constrained RTP, which does not include a project to improve Boones Ferry Road for $11.55 million in years 2016-2025.

In summary, any expansion of the UGB in the vicinity of the I-5 to 99W Connector will accelerate the need for arterial improvements estimated at $55 million, and for construction of the freeway Connector which is estimated at over $303 million. In addition, there would be an accelerated need for yet to be determined improvements to 99W and Boones Ferry Road, as well as to the North Wilsonville interchange and points south, for a minimum of $23 million.

Wilsonville South

Assessment of transportation services feasibility

- ODOT: Difficult
- Metro: Difficult

The 2025 forecasted v/c ratio on I-5 here is 1.27 (A v/c ration of 1.0 indicates that the facility is at capacity) in the vicinity of the South Wilsonville interchange. UGB expansion south of Wilsonville would require rebuilding the Charbonneau Interchange, adding a northbound off-ramp (estimated by the City of Wilsonville at $16.4 million), widening the Boone Bridge to add an additional southbound lane, and extending the northbound lane to the Wilsonville Interchange (estimated by the City of Wilsonville at $75.1 million).

Finally, this would necessitate construction of the South Wilsonville Interchange improvement project, which is currently in the constrained RTP for $20.9 million through Preliminary Engineering (PE) and Right-of-Way (ROW) only, not construction.

In summary, based on estimates provided by the City of Wilsonville, the total additional cost of needed improvements to I-5 to serve the South Wilsonville area is close to $128.2 million, only $20.9 million of which is included in the constrained RTP

Wilsonville East, Norwood/Stafford Road

Assessment of transportation services feasibility

- ODOT: Moderate
- Metro: Moderate

Projected 2025 v/c ratios on I-5 in this vicinity are extremely poor. The I-5/Elligsen (North Wilsonville) interchange may need to be reviewed for impact – as there is no RTP project. The Wilsonville Transportation System Plan (TSP) identified several improvement projects to local roads including Elligsen, 65th, and Stafford Rd. UGB expansion in this area may accelerate the need for a Boeckman Road interchange, which has been estimated to cost $56.6 million. Although more detailed analysis is needed to determine if this is correct. This project is not included in either the constrained or the illustrative RTP.

Borland Road North and South of I-205

Assessment of transportation services feasibility

- ODOT: Difficult
- Metro: Difficult

The I-205 corridor in this area is experiencing congestion caused by imbalanced lane and weaving movements between I-5 and Stafford Road. While the constrained RTP identifies a project (added auxiliary lanes) to correct the problem, congestion on I-205 east of Stafford will continue to increase due to greater future demand.

Some of this will be addressed with a project in the constrained RTP that includes PE and ROW only for I-205 SB climbing lane from the Willamette River to 10th Street in West Linn for $46.2 million. Additional needed improvements in the Illustrative RTP include $81 million of improvements from West Linn to I-5, to be determined through the I-205 South Corridor Study. In addition, ODOT would have to rebuild the Stafford Interchange from a rural to an urban design (it is currently one lane in each direction), with possibly minor ramp/turn lane improvements, which is not in the RTP

Oregon City North and East

Assessment of transportation services feasibility

- ODOT: North: Moderate; East: Difficult
- Metro: North: Moderate; East: Difficult

Although a study to determine the actual level of improvements needed is years away, ODOT estimates that many intersections along Hwy 213 and the I-205 corridor will fail if additional industrial lands are added without improvements.

The Constrained RTP includes a project on Hwy 213 for a grade separation at Washington Street ($10.4M), Hwy 213 intersection improvements at Abernethy Road ($3.5M;), improvements of Hwy 213 from I-205 to Leland Rd ($17.3M), and I-205/213 interchange improvements ($1.15M), for a total of $32.35 million for the RTP program years 2010-2015.

Additional improvements to I-205 are needed to serve either the Oregon City North or Oregon City East area or both, eventually include $34.65 million of improvements from Hwy 213 to I-84, and $87 million of improvements from OR 99E to OR 213. Improvements in either segment may include general purpose, express, HOV or peak period pricing capacity improvements, to be determined through the I-205 South Corridor Study (The Study is in the Constrained RTP for $5 million in 2010-2015. The Improvements are in the Illustrative RTP, program years 2016-2025).

In summary, to serve lands north or east of Oregon City will require over $159 million in study and improvements to Hwy 213 and I-205, for which no funding has been identified. Improvements to Hwy 213 totaling $32.35 million are in the constrained RTP but not until the 2010-2015 timeframe. Over $122 million of improvements to I-205 are needed but are not in the constrained RTP; the study to determine actual improvements is not scheduled to take place until 2010-2015.

Oregon City South, Beavercreek

Assessment of transportation services feasibility:

- ODOT: Oregon City South: Moderate; Beaver Creek: Difficult
- Metro: Oregon City South: Moderate; Beaver Creek Difficult

Future forecasts for year 2025 on Hwy 213 indicate the added industrial lands will severely congest the system without additional improvements.

The constrained RTP includes $17.3 million to add capacity to Hwy 213. While this will alleviate some of the impacts of further expansion in this area, it is not likely to be sufficient. Widening of Hwy 213 south of Leland Road is likely to be required, and it is not planned in the RTP. Expansion in this area is likely to accelerate the need for a $21 million new interchange (grade separation of existing intersections at 213 and Beavercreek), which is now in the Illustrative RTP only. It is not clear whether Metroscope assigned any development to this area, so it is possible that impacts will be far greater than can be estimated based on the 2025 forecast.

Springwater (Gresham, Pleasant Home, Boring, Bluff Road)

Assessment of transportation services feasibility

- ODOT: Moderate
- Metro: Moderate

Gresham and other east Multnomah County cities (Troutdale, Fairview, and Wood Village) will have severe congestion problems with additional expansion in this vicinity. Connection from these areas to the Interstate system (US 26 to I-84) is poor and is limited to two arterials not designed as a connector between the two highways. Three ongoing projects initiated by Gresham are looking at arterial capacity and solutions:

-Springwater Master Plan.
-Springwater US 26 Access Plan, and
-North/South Transportation/Telecommunication Study

These projects are all in early stages. When completed, they will help identify solutions for improving access to the areas already in the UGB. The US 26 Access Plan (funded by a Transportation and Growth Management grant) will identify specific improvements to refine or replace a Constrained RTP placeholder project; a US 26 Springwater Interchange improvement ($25 million). Since the region has not yet agreed on solutions for improving connections between I-84 and US 26, it is premature for ODOT to assess what the impacts might be on the state system.

Damascus and Noyer Creek/Boring

Assessment of transportation services feasibility

- ODOT: Damascus: Moderate; Noyer Creek: **Moderate**
- Metro: Damascus: Moderate; Noyer Creek: Easy

There will be impacts on Highway 212, which is forecast to be severely congested by year 2025, especially in "downtown Boring" and in the stretch between Boring and US 26. The Sunrise Highway Unit 2 eventually will help, but the range of alternatives has not been determined yet, and construction dollars are not in the constrained RTP. It is estimated to cost over $408 million in the 2016-2025 timeframe. Also, the intersection of Highway 212 with the Mount Hood Highway would need improvement and would need to be rebuilt from a rural to an urban interchange. This project is not in the RTP.

Appendix 6

Aerial photos of

Borland Road North, Tualatin areas

Borland Road North - Aerial

26-May-04 12:38 PM

Legend

BORLAND ROAD NORTH STUDY AREA

Scale 1:16,000
1 in = 1,333 ft

Tualatin - Aerial
26-May-04 12:34 PM

Legend

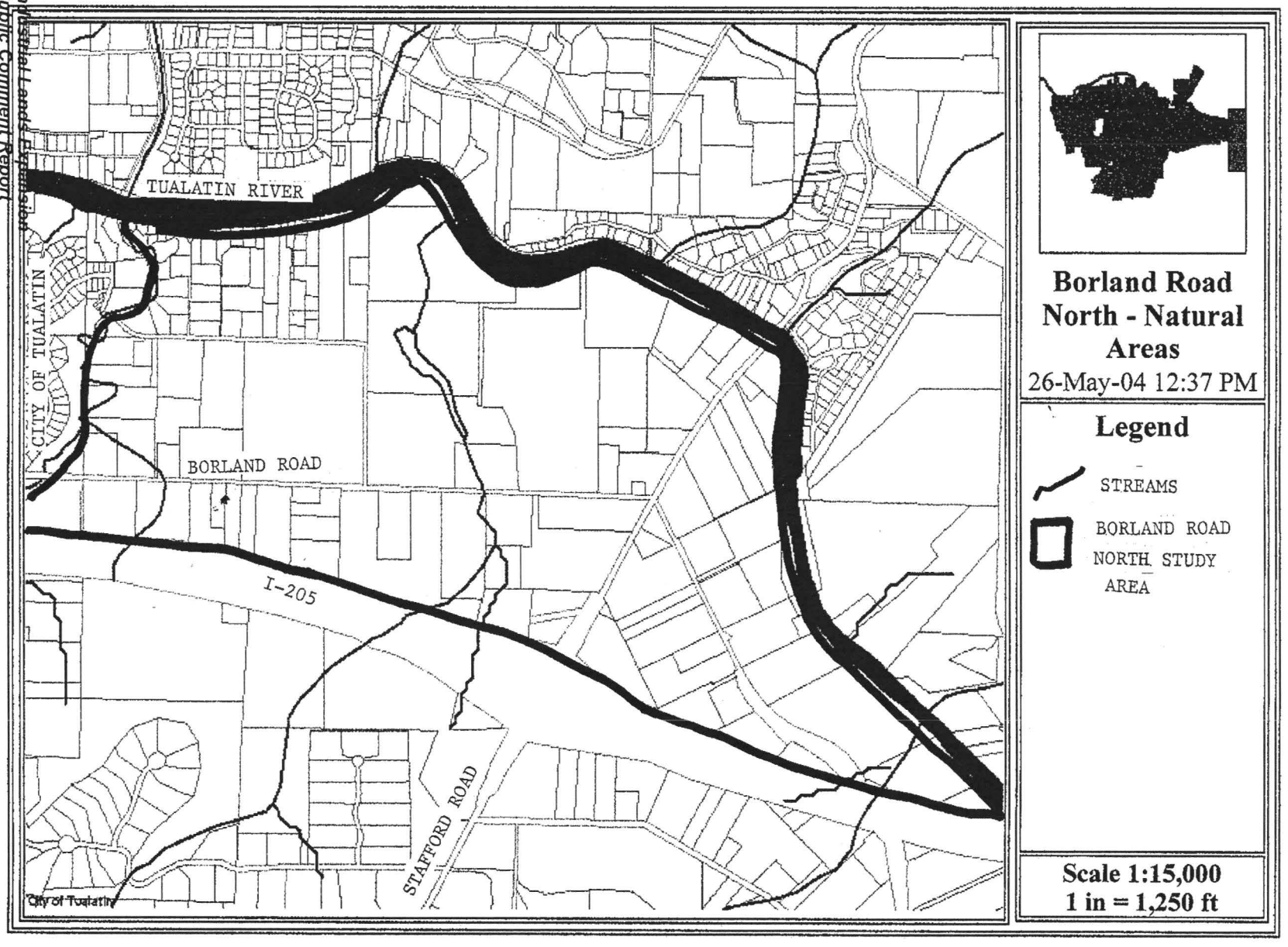
TUALATIN STUDY AREA

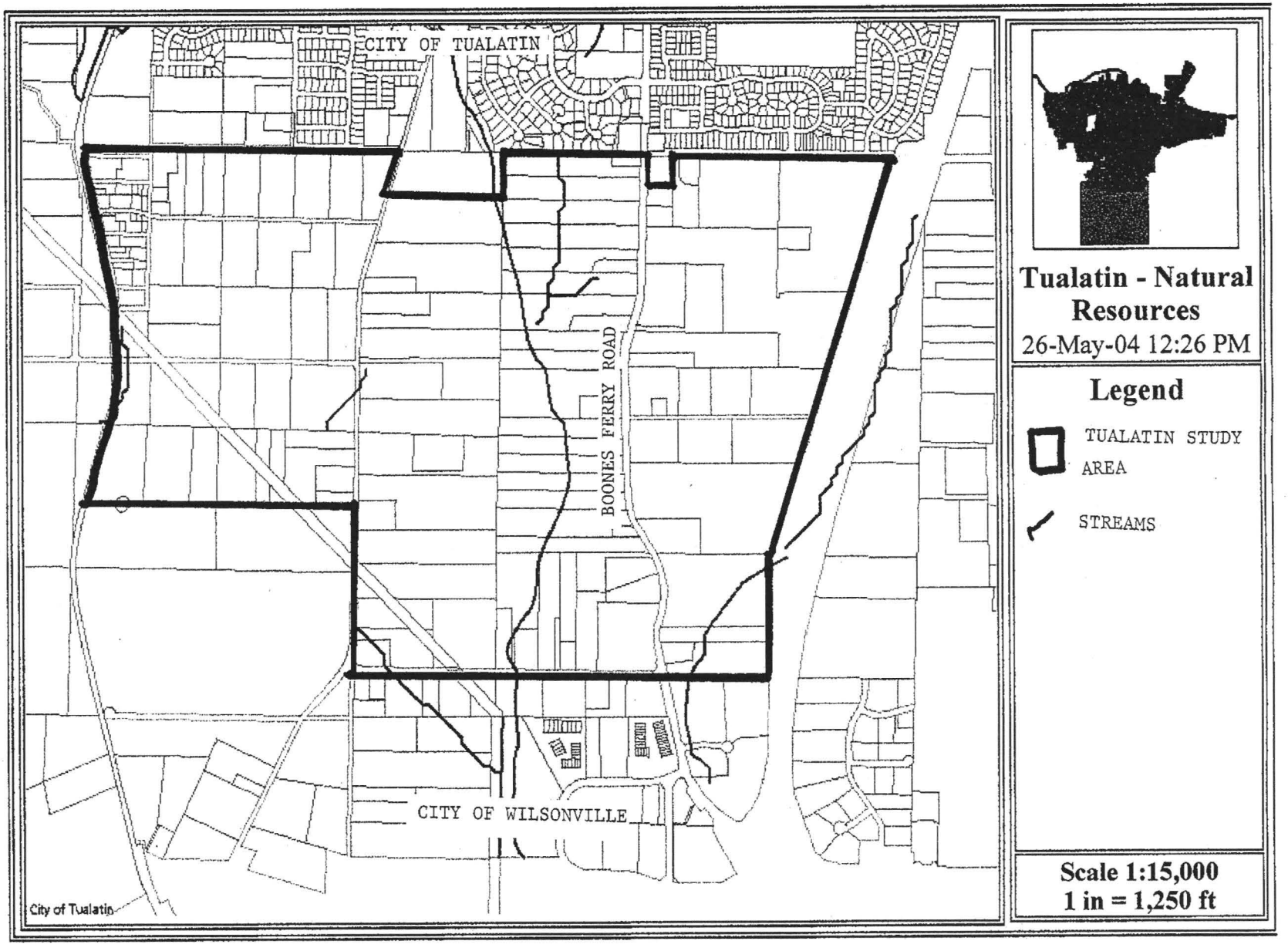
Scale 1:15,000
1 in = 1,250 ft

Appendix 7

Natural Resources Map of

Borland Road North, Tualatin areas


TUALATIN RIVER
CITY OF TUALATIN
BORLAND ROAD
I-205
STAFFORD ROAD
City of Tualatin
Borland Road North - Natural Areas
26-May-04 12:37 PM
Legend
STREAMS
BORLAND ROAD NORTH STUDY AREA
Scale 1:15,000
1 in = 1,250 ft


CITY OF TUALATIN
BOONES FERRY ROAD
CITY OF WILSONVILLE
City of Tualatin
Tualatin - Natural Resources
26-May-04 12:26 PM
Legend
TUALATIN STUDY AREA
STREAMS
Scale 1:15,000
1 in = 1,250 ft

Appendix 8

October 28, 2002 letter to Metro

City of Tualatin
18880 SW Martinazzi Avenue
Tualatin, Oregon 97062-7092
Main 503.692.2000
TDD 503.692.0574

October 28, 2002

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

Dear Councilor Park:

Thank you for the opportunity to clarify the City of Tualatin's position on the Urban Growth Boundary (UGB) expansion and lands around Tualatin. Previously, Tualatin has submitted testimony from me, the Planning Director Jim Jacks and the Economic Development Director Doug Rux.

On behalf of the City of Tualatin Council, I am presenting a summary of our position on possible UGB expansion near Tualatin. I am also attaching letters sent earlier this year that demonstrate these positions.

1. Tualatin neither advocates nor opposes the inclusion of Study Area 42 in the UGB. However, the City recognizes the possibility that this may be designated for growth in the future. To that end, the City commissioned a fiscal impact study in 2000. The study provides guidelines as to how the City envisions development occurring. If this area is added to the UGB, Tualatin is the logical municipality to provide governance and urban services to the area. Further details on this area may be found in my letter to Presiding Officer Hosticka dated October 16, 2002.

2. Tualatin asserts Study Area 43 is difficult to serve with urban services. The parcelization pattern, topography, streams, limited access and difficulty in serving the area make it challenging to urbanize.

3. The area between Tualatin and Wilsonville, the majority of Study Area 47, should not be brought into the UGB until the route of the I-5/Highway 99W Connector is clearly identified. Additionally, a separation should be maintained between these two cities.

4. The Regional Economic Development Partners support the inclusion of Study Area 48 (Partial) to the UGB. This area also includes a small portion of Study Areas 47 and 49. Acting as part of the Regional Economic Development Partners, Tualatin

provided detailed testimony supporting inclusion of this area. Inclusion of this land helps the region move closer to the overall industrial land need. See the two enclosed letters dated September 10, 2002.

5. Metro has recommended inclusion of the part of Study Area 61 south of Highway 99W, 15 acres, on the west side of Tualatin. Tualatin does not oppose this inclusion of land, given the land is considered for industrial uses. However, Tualatin does not support the addition of the 35 acres of Study Area 61 north of Highway 99 for residential purposes. The reasons for this are detailed in the letter dated August 28, 2002.

Thank you again for the opportunity to state Tualatin's position on the Urban Growth Boundary expansion. If I can be of further assistance, please contact me.

Warm Regards,

Lou Ogden
Mayor

c: City Council
Metro Council
Mike Burton, Metro Executive Officer
Andy Cotugno, Planning Director
Steve Wheeler, City Manager
Brenda Braden, City Attorney
Jim Jacks, Planning Director
Doug Rux, Economic Development Director
Mike McKillip, City Engineer
Stacy Hopkins, Associate Planner

enc: Study area map
Letter, January 29, 2002, Comments on Alternatives Analysis
Letter, August 12, 2002, Executive Officer Recommendation
Letter, August 28, 2002, Area 61-1, UGB Recommendation
Letter, September 10, 2002, City of Tualatin support for Regional Economic Development Partners Recommendation
Letter, September 10, 2002, Industrial Land Need
Letter, September 12, 2002, 2040 Refinement Report: Policy Recommendations
Letter, October 16, 2002, Letter from Lake Oswego Mayor Hammerstad

M:/Other Governments/Metro/Metro UGB Decision 2002/Summary letter of CoT position to Metro 10182002.doc

Appendix 9

Quarry area

General Transportation System

TUALGIS
Quarry
Study Area
Urban Growth Boundary
City of Tualatin
Taxlots
N
W
E
S
Tualatin-Sherwood Rd
Oregon St
124th AVE (Proposed)
Tonquin Rd
Grahams Ferry Rd
Boones Ferry Rd
Future I-5/99W Connector - Alignment Not Determined
This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Tualatin assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is". Printed 5/26/2004.
Engineering and Building Dept.

* SUBMITTED AS PART OF MAY 27, 2004, TESTIMONY AT METRO HEARING

57 052704c-07

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

MEMORANDUM

DATE: MAY 24, 2004

TO: MAYOR CHARLOTTE LEHAN

FROM: JEFF BAUMAN, PUBLIC WORKS DIRECTOR JB

CC: TIM O'BRIEN, METRO STAFF
CHRIS NEAMTZU, WILSONVILLE STAFF

RE: GROUNDWATER IN WILSONVILLE EAST

At a recent MTAC meeting, the subject of groundwater availability in Wilsonville East was discussed. Wilsonville Planner Chris Neamtzu noted the rapid rate of aquifer recharge since Wilsonville transitioned to its new surface water supply two years ago. A comment ensued implying a local farmer had suffered a "90-foot drop" in the water level of his well, and that by comparison the recent aquifer recharge was not particularly helpful.

I did not attend the MTAC meeting, but would like to address what appear to be misunderstandings regarding groundwater in Wilsonville East. With Tim O'Brien's help, I was able to track down the source of the "90-foot" statistic. Fred Edmonds (a land owner in Wilsonville East) stated this number during his testimony before the Metro Council on May 6, 2004. Mr. Edmonds was referring to the 90-foot depth of his well, not a 90-foot decline in the water level.

As groundwater users know, in order to sustain a given rate of water production it is necessary from time to time to deepen one's well. If conditions reach a point where further deepening can no longer satisfy the needs of all users, then the water rights seniority system is invoked. The recent and extensive rebound in the aquifer serving Wilsonville East is particularly significant in this regard. It clearly shows that groundwater supplies in Wilsonville East are more than enough to meet the current demands of existing agricultural users. In other words, the combined pumping by all current users of this aquifer is significantly less that the volume of water that is recharging this aquifer. Hence the dramatic rise in the water level.

Let me also comment on an apparent misunderstanding regarding the classification of the aquifer as being groundwater limited. This designation was based on aquifer conditions prior to 2002 - - i.e., before Wilsonville's conversion to its new municipal water supply. Given the significantly changed conditions, the Oregon Water Resources Department may (or may not) wish to reconsider this designation. In either event, the groundwater-limited designation applies to new water users. Existing users are entitled to full use of the water rights they now hold.

To provide further perspective on this matter, I've attached a copy of the testimony I presented at the May 6th hearing before the Metro Council. I hope this helps clarify whatever misunderstanding may have arisen from the reference to the "90-foot" statistic.

Attachment

May 6, 2004
Metro Hearing on Industrial Lands
Testimony by Jeff Bauman

I am Jeff Bauman, Public Works Director for the City of Wilsonville. For the past 9 years I've been the City's lead staff person for water supply issues. My remarks are about the availability of irrigation water for agricultural lands in "Wilsonville East."

Viable agricultural use hinges primarily on two factors: good soils, and water for irrigation. The Department of Agriculture reported to Metro that soils in "Wilsonville East" are of high value for agricultural uses, but irrigation water was questionable.

This assessment was based on groundwater data prior to 2002. At that time Wilsonville was heavily pumping its 8 wells for municipal water supply. Such pumping by the City and others caused the water table to decline at an alarming rate. Each year the water level was 4 feet lower than the year before. This caused production to drop in everyone's wells. Numerous users (including the City) had to deepen their wells.

All this changed in April 2002, when the City turned off its wells and began using treated river water. People were cautiously optimistic the aquifer would gradually recover. No one, however, predicted the dramatic rate at which this recharge is taking place.

Water Resources Department data show the water level at Wilsonville's Elligsen well (i.e., the well closest to "Wilsonville East") has not only stabilized, it has risen **39 feet** in the past two years. In round numbers, this reverses a decade of decline in this portion of the aquifer.

The recovery is not limited to this one Wilsonville well. While the numbers vary somewhat from site to site, this dramatic rebound is widespread. To the east, aquifer recharge has been measured as far away as the Sandelie Golf Course. To the west, the water level has regained approximately 20 feet in height at the site of the former Dammasch State Hospital.

(continued)

Prior to 2002, the City pumped groundwater at an average rate of 2 million gallons per day, with rates as high as 5 million gallons on peak summer days. By comparison, the combined agricultural water rights in "Wilsonville East" total less than 1 million gallons per day.

Wilsonville retains the water rights to its wells as a back-up and emergency supply. However, the City's use of groundwater is expected to be rare, short duration, and sustainable in terms of aquifer recharge.

Although historically this aquifer has been designated as groundwater limited, such a designation does not affect existing agricultural water rights. Nor does this designation take into account the recharge that is occurring.

In conclusion, agricultural lands in "Wilsonville East" have excellent soil characteristics. Best available evidence shows groundwater recharge will provide adequate irrigation for agricultural use there. The Agriculture Department's ranking of areas for inclusion into the urban growth boundary should be revised accordingly, with "Wilsonville East" moving further down the list.

Thank you for this opportunity to testify.

Jeff Bauman

052704c-04

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COUNCILOR CHRIS BARHYTE – Metro Meeting May 27, 2004
Comments on Ordinance 04-1040

Council President and members of the Council, I am Councilor Chris Barhyte from the City of Tualatin. Our City recently adopted a formal position on the Chief Operating Officer's UGB expansion recommendation in the form of four resolutions.

We oppose bringing in the Borland Road North and Tualatin areas, located east and south of Tualatin, respectively. If all the lands in the COO recommendation were to be brought in, Tualatin's industrial base would increase from 36 percent of its planning area (already the highest percent in the region) to over **50 percent**! This is **absolutely unprecedented** in the State of Oregon and is most certainly **not Tualatin's vision for itself.**

Metro's recommendation essentially **dictates that Tualatin will be industrial**. It doesn't *matter* that Tualatin does not want these areas and cannot serve these areas. Tualatin will become an industrial city. Tualatin's years of careful planning to be a city balancing residential, commercial and industrial uses will be ignored.

We also object to Metro using the four *unadopted* factors for this expansion analysis. These direct us to look at large, flat parcels with interstate access as the future industrial sites. These parcels may look good for industrial development on a map, but maps cannot show reality. For example, when I took the Metro Bus Tour earlier this month to look at the industrial sites, the bus got stuck in the daily traffic jam of I-205. It was so bad that we

rerouted through Lake Oswego and opted not to visit the proposed Damascus industrial sites. *If a bus cannot get through the traffic, how are we supposed to move several thousand more vehicles through these streets and roads?* And if we keep looking only at large flat parcels near freeways, then we will have no choice but to continue to march through the valley.

Tualatin is extremely worried about securing an alignment for the **I-5/ Highway 99W Connector,** which has been promised for 30 years. This facility would help the local traffic issues in the southerly cities of the region. Tualatin opposed bringing in the area between Tualatin and Wilsonville in 2002 for the express purpose of maintaining a viable study area for locating this corridor. Now, Metro wants to bring in this area. If this area is brought in, the Connector may never happen. The introduction of even more industrial lands without the transportation facilities to support them would destroy the quality of life our citizens currently enjoy.

Metro is required to coordinate with the cities in the region. Including lands against cities' wishes does not suggest coordination.

Metro has choices. Metro has options that don't dictate industrializing the southern cities more than they already are. Clackamas County wants the Noyer Creek area added – for industry and to serve the areas brought into the UGB in 2002. Hillsboro wants part of the Evergreen site to be brought into the UGB. These recommendations do not face the strong local opposition that the Borland Road North and Tualatin sites do. Metro can substitute the Tualatin site for the Noyer Creek site.

Additionally, Metro and the local jurisdictions have an opportunity to look at the land use laws that result in the unfortunate superiority of soils over good planning principles. We need to reexamine the state laws.

Metro also has the choice to acknowledge an emerging consensus that the industrial land need number may be too high.

Oppose bringing in the Tualatin and Borland Road North areas.

Support bringing in areas where it fits the local vision – Noyer Creek and Evergreen.

Thank you.

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Accoyo America

Date: May 27, 2004

To: Portland Metro Commissioners
Industrial Survey Hearings
600 NE Grand Av.
Portland, Oregon

From: Greg Mecklem
Pacific Crest Accoyo America
12995 NW Bishop Rd.
Hillsboro (Helvetia), Oregon

My name is Greg Mecklem. My family and I run a profitable livestock and timber business in Washington County. Our livestock business is located in Helvetia North of Highway 26—an area in which you and your staff are considering converting farmland to industrial development. Helvetia is historically a German/Swiss farming community with some of the most idyllic rural settings in Oregon. Many of the original homesteading families still live and farm their ancestors' lands. Much of the basis for our success depends on this idyllic rural setting, the high value soils in the area, and the close proximity to the transportation of the metropolitan area. Buyers and clients for livestock breeding services from across the US have much better access because of our location. It is presumably for this transportation access that you are considering paving over this high value farmland. I would suggest to you that this is very short-sighted.

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You take a cohesive, profitable farming community that has supported itself for over 100 years off of the fruits of the land and convert it to industrial or residential land. Unless you can show me where you're converting developed land back to farmland, I would presume that once the farm land and its community are gone, they're gone for good. You get your short term fix of an increased tax base and narrow vision of progress. This vision seems to include the overburdened roads with their traffic jams, overloaded and underfunded schools, increased property crime, and reduced air and water quality. The self-sustaining rural community and its economy are gone forever. I know this hearing is not the forum to debate and develop long term vision. You're just doing your job—projecting and directing growth in an orderly fashion for the foreseeable future. The problem is that the endpoint is the same as for unplanned growth. We still eventually end up with an urban environment from the Cascade foothills to the Coast Range. It just takes a little longer. Oregon as we know it is no longer Oregon. It's San Jose or Orange County. We all still lose. Our children still lose.

We need to change our long term vision and re-evaluate our concept of growth. Is conversion of a sustainable agricultural economy and its communities to an ever expanding urban area with all of its associated problems a reasonable concept of growth?—or would we all be better off defining growth as improving our quality of life by improving our existing urban and rural areas by channeling residential and industrial growth into existing urban areas and protecting our high value farm land? Build up—not out. Reconvert industrial land not currently in use or in less intensive use.

Until we are able to resolve this question of vision and growth, however, please stay out of our high value agricultural land and our rural communities. The vast majority of our citizens in Helvetia don't want the industry or the housing developments. We know in our hearts it isn't real growth in quality of life for Oregon and we don't want it.

Sincerely,

Greg Mecklem

Greg Mecklem
Pacific Crest Accoyo America

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May 27, 2004

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

Subject: City of Tualatin's Testimony Regarding Proposed Urban Growth Boundary Expansion for Industrial Land

Dear Council President Bragdon and Metro Council:

We represent the City of Tualatin ("City") in the above-noted matter. Please accept this letter into the record as the City's legal analysis of Metro's proposed amendments to include certain territories adjacent to the City within the Metropolitan Urban Growth Boundary ("UGB") for industrial development. This letter is intended to complement City staff's detailed analysis of the factual bases for the City's argument, dated May 27, 2004 (City Staff Report).

The City Council has opposed the addition of two of the three study areas recommended for inclusion: Tualatin and Borland Road North. We do not believe that inclusion of these areas complies with Goal 14 or other applicable criteria. Our analysis follows:

I.

The evidence in the record does not support the identified land need.

Goal 14 Factors 1 and 2 require a demonstrated land need to accommodate long-range urban population growth and the need for housing, employment opportunities, and livability. Metro's estimate of total industrial land need of 1,575 net developable acres is based on the analysis of such need in the August 2002 Urban Growth Report.[1] The latter report discounts the existing net industrial acreage within the UGB by applying an historic conversion rate of 43.5%. In its May 6, 2004, testimony, the City of Wilsonville ("Wilsonville") notes that Metro's legal counsel, Richard Benner, has testified that this assumption is too high, and that a conversion rate of even 20% is too high.[2] Wilsonville testified it has never experienced a conversion rate close to that high, and argued that this assumption violated Goal 14 Factors 1 and 2 by inflating the land need.

[1] 2002-2022 Urban Growth Report ("UGR"), Table 17.
[2] January 26, 2004, Memorandum from Dick Benner to David Bragdon, included in the record as Exhibit 9 to the City of Wilsonville's May 6, 2004, testimony.

The City agrees. As the City Staff Report notes, Tualatin has experienced an historic conversion rate of approximately 5%, dramatically less than the historic 43% rate used by Metro. If Tualatin's historic rate is applied to the existing land supply as set forth in the UGR, then the additional land need is reduced to approximately 450 net acres, without considering any of the RSIA and Title 4 policy savings. The latter policy savings are estimated to reduce the conversion rate by approximately 50%, which would drop the need to about 225 acres. This much more limited need could be met simply by adding the 200 gross acres of vacant and redevelopable industrial land identified by Wilsonville in its May 6 testimony but missed by Metro in its initial calculation of existing vacant industrial lands. Even if Metro assumes a 20% conversion rate, applying the above analysis would reduce the land need by more about half, which would permit the exclusion of Borland Road North and Tualatin South (and Wilsonville East, as requested by the City of Wilsonville).[3]

Goal 2 requires all land use decisions to be supported by an "adequate factual base." LUBA has held that this requirement applies to legislative, as well as quasi-judicial, decisions and that it generally imposes a "supported by substantial evidence" requirement similar to that of ORS 197.835(9)(a)(C). 1000 Friends of Oregon v. City of North Plains, 27 Or LUBA 372, 377, aff'd 130 Or App 406 (1994). Substantial evidence is evidence that a reasonable person would rely on in reaching a decision. City of Portland v. Bureau of Labor and Industries, 298 Or 104, 119, 690 P2d 475 (1984). Whether a decision is supported by substantial evidence must be based upon the evidence in the entire record. Based upon the experiences of Tualatin and Wilsonville and the testimony of Metro's own staff, there is not an "adequate factual base" supporting Metro staff's decision to discount the amount of available industrial land with the UGB by 43.5%. Metro has not demonstrated a land need for 1,575 additional net acres within the meaning of Goal 14 Factors 1 and 2.

II.

Metro's determination of need does not adequately consider the negative livability impacts on the City of Tualatin.

A determination of need under Goal 14 Factors 1 and 2 requires consideration of both factors in a regional context. Baker v. Marion County, 120 Or App 50, 54, 852 P2d 254 (1993); Residents of Rosemont v. Metro, 173 Or App 321, 328-330, 21 P3rd 1108 (2001).

Goal 14 Factor 2 requires a consideration of livability when determining land need. As noted in the City Staff Report, 36% of the City is currently zoned for industrial use, as compared to the 12.5% average for jurisdictions within the Metro UGB. Wilsonville, with 32%

[3] The actual need could be even less. Table 4 of the Metro Staff Report (page 12) deducts 2,317 acres of industrial land added as a result of the 2002 amendment from the estimated land need. According to the description on page 3 of the Staff Report, however, the 2002 UGB expansion included over 4,000 acres of industrial land. The difference between these numbers would indicate that the added acreage was also discounted by the 43.5% conversion rate. Applying a 20% conversion rate would add 900 acres to this number, and applying the policy savings would add another 450 acres.

industrial zoned lands, also exceeds the regional average. The COO's recommendation would bring the City of Tualatin's industrial lands base to over 50% of the City. This will have a substantial negative impact on the governance and livability of the City for the reasons outlined in the City Staff Report.

In the Rosemont case, the Court of Appeals held that any expansion of the UGB to accommodate a subregional need had to be considered in the context of the needs of the region as a whole. We submit that the reverse is equally true: Any attempt to satisfy a regional need by imposing the bulk of that need on an identified subregion, as Metro is doing here, must include a regional livability analysis. Tualatin and Wilsonville are already doing far more than their fair share toward meeting the regional industrial lands need. Goal 14 Factor 2, as well as Metro's own policies in its Regional Framework Plan,[4] requires that Metro analyze whether it should spread the benefit and the burden around. Metro has not done so, so the inclusion of Borland Road North and Tualatin violates both Goal 14 and the Metro Regional Framework Plan.

III.

Lands were improperly excluded from the alternatives analysis based upon unsupported or inadequately considered factors unrelated to Goal 14.

Once a determination of "needed land" is made under Goal 14 Factors 1 and 2, the location of the lands to be added to meet that need is determined based upon Goal 14 Factors 3 through 7 and ORS 197.298 (and the Goal 2 Exceptions process, if the lands are resource lands). Page 4 of the Metro Staff Report indicates that Metro reduced the lands under consideration for inclusion from the 68,334 acres designated in its 2003 Alternative Lands Study to 29,000 acres. This reduction was based upon four factors, none of which are responsive to the five locational factors under Goal 14 or the priorities under ORS 192.298. Metro's elimination of 58% of the designated lands available for expansion based on criteria that are unresponsive to the Goal and statutory requirements precludes effective compliance with those requirements – limiting the Goal 14 and statutory analysis to a small subset of available lands impermissibly skews the result. Once lands have been identified and determined suitable for urbanization and ranked under the Goal and statute, Metro can analyze which of those lands can meet the identified need, but doing the opposite puts the cart before the horse in a way that violates the Goal and statute. A similar error by Metro resulted in the remand of its urban reserve designation in D. S. Parklane et al v. Metro et. al, 35 Or LUBA 516, 548-551 (1999) ("Parklane").

The record also casts doubt on the factors that were used to reduce the lands studied. For example, areas containing a majority of parcels less than five acres in size were removed from further consideration. However, on page 2 of the Metro Staff report, Metro identifies that 70% of the industrial land need is for warehouse and distribution use. According to the Staff Report, the type of land needed to meet this demand is "small to mid range" lots from 1 to 25 acres. An additional 13% of the land need is for general industrial, of which one to five-acre parcels are sought by 80% of the uses. Only 17% of the identified industrial demand

[4] See City Staff Report.

("tech/flex") requires larger parcels. The record does not adequately explain why areas with lots smaller than five acres were excluded from consideration at the threshold when a substantial portion of the identified demand can be accommodated on lots smaller than five acres.

This parcelization threshold also appears to be inconsistent with Metro Code ("MC") 3.01.020(b)(1)(E)(iii). This provision states that "[m]arket availability and level of parcelization shall not render a site unsuitable" unless justified by findings demonstrating compliance with some specific findings. Although this section applies to the determination of whether there is sufficient land within the UGB to meet the need, it seems inconsistent from a policy standpoint to apply a different standard to the alternatives analysis for lands outside of the existing UGB.

Lands were also removed if they were more than two miles from an interchange. This was done without any kind of analysis regarding whether a particular interchange would have the capacity to serve such uses. As noted in Wilsonville's testimony, Goal 14, Factor 3 requires consideration of whether public facilities will have adequate capacity to serve the contemplated uses over the planning period. As noted in the City's Staff Report, the Oregon Department of Transportation ("ODOT") has concluded that Borland, Tualatin, and Norwood/Stafford are "difficult" to serve: They are currently experiencing capacity problems, with those problems getting worse over the planning period even if no additional land is added; and that needed improvements are costly, difficult to construct, and are not funded. Transportation facilities will not have adequate capacity to serve the contemplated uses in these areas during the planning period. A factor that automatically includes all lands within two miles of an interchange and automatically excludes from consideration all lands outside that area, without some analysis of the adequacy of the particular interchange, is inconsistent with Goal 14 Factor 3.

IV.

The inclusion of the Borland Road North and Tualatin areas violates Goal 14 Factors 3-7 and is not supported by an adequate factual base.

As the City Staff Report details, many of the area characteristics that vMetro used to exclude other areas from consideration apply to Borland Road North and Tualatin, including conflicting uses, parcelization, physical constraints, and significant transportation problems. In light of the evidence in the record that Borland Road North and Tualatin have at least as many of the same constraints as other properties that have been excluded from consideration, the inclusion of these areas are not supported by an adequate factual base.

This discrepancy, plus other testimony in the record from the Port of Portland and other interest groups, suggests that the concentration of the proposed expansion in Tualatin and Wilsonville is driven more by market desire for more available land along I-5, rather than the applicable Goal 14 factors. Had the market been the driving force when Metro amended the UGB to meet the regional housing need, the majority of the expansion would have gone to Hillsboro. Goal 14 Factors 3-7 and the related Metro Code provisions in MC 3.01.020 require

Metro to choose the expansion areas based upon orderly and cost effective extension of services, using land efficiently, and selecting lands where the environmental, energy, economic, and social consequences of expansion outweigh the negative impacts in these areas on existing uses. The Borland Road North and Tualatin areas fail in these areas on all counts. Placing market considerations above the Goal 14 factors violates those factors.

We note that Tualatin and Wilsonville currently possess undeveloped or redevelopable industrial lands within their planning areas, including an additional 320 acres added in 2002. The City of Tualatin does not oppose adding the third adjacent study area, the Quarry area, as long as Metro's decision does not preclude the City from requiring completion of the necessary transportation improvements prior to development as part of its plan. There will thus be plenty of available industrial lands in the area along I-5 even if Borland Road North and Tualatin are excluded.

V.

The Tualatin and Borland Road North study areas cannot reasonably accommodate the identified land need.

As the City Staff Report indicates, adding Tualatin and Borland Road North to the UGB would create unsolvable conflicts with existing uses, would impose very expensive service obligations, and would require transportation improvements that would be extremely difficult to design and locate and are highly unlikely to be funded during the twenty-year planning period. This evidence demonstrates that these sites cannot "reasonably accommodate the identified land need" within the meaning of Goal 2 and ORS 197.298. Such a determination permits Metro to locate such need on lower priority land.

The Quarry site, although it contains some lower priority lands, will reasonably accommodate part of the identified land need, subject to the caveats and concurrency requirements as outlined in the City Staff Report. To the extent that Metro determines there is additional need, it should consider the Noyer Creek area proposed by Clackamas County and the Evergreen area proposed by Hillsboro.

VI.

The detailed conditions that Metro proposes to place on the territory to be added to the UGB effectively dictate the zoning of such territory and thereby impermissibly interfere with the City's home rule power.

ORS 221.410 grants cities home rule power by providing that cities have the "right to take all action necessary or convenient for the government of its local affairs." ORS 197.175 requires cities and counties to exercise their planning and zoning responsibilities in accordance with their acknowledged comprehensive plans and land use regulations. By attempting to add land to the UGB with the condition that it be used for industrial purposes, and

even more particularly, for warehouse and distribution, Metro usurps Tualatin's responsibility to plan for and zone the proposed additions. This exceeds the scope of Metro's authority.

ORS 268.380 provides in relevant part that a metropolitan services district may adopt land use planning goals and objectives, review comprehensive plans of the cities and counties within the district, and coordinate land use planning activities. There is no language that gives Metro the authority to dictate how land must be zoned when it is annexed to a city. That is a matter of local concern that falls within the home rule power of the city and under the planning and zoning requirements imposed on all cities under ORS. 197.175.

VII.

A decision by Metro to include Borland Road North and Tualatin over the City's reasoned objections (and the objections of every other local government in the subregion) violates Metro's Goal 2 Coordination Requirement.

Metro is required to "coordinate" proposed UGB amendments with affected local jurisdictions by ORS 195.025, 268.385, and Statewide Land Use Planning Goal 2.

ORS 197.015(5) describes what is required for a comprehensive plan to be "coordinated:"

> A [comprehensive plan] is "coordinated" when the needs of all levels of governments, semipublic and private agencies and the citizens of Oregon have been considered and accommodated as much as possible.

One of the grounds for remand in Parklane was Metro's failure to adequately accommodate the needs of Lake Oswego and West Linn within the meaning of Goal 2. The Court of Appeals emphasized the importance of compliance with the spirit, as well as the letter, of the coordination requirement:

> While we agree with the foregoing synopsis of the *legal* requirement, we also note that the essence of coordination must be a cooperative effort on the part of the governmental bodies involved. LUBA and the courts can require findings or other procedural devices to demonstrate that the necessary efforts have been undertaken. But in the last analysis, the participating bodies alone are responsible for undertaking the efforts. It is difficult to imagine a process that depends more for its success than this one on the participants' active desire and efforts to make it successful. The findings and other procedural trappings that LUBA and the courts may require can be nothing more than shadows if the parties are not committed to achieving any underlying substance for them to reflect. 165 Or App at 27.

In this case, the City of Tualatin strongly objects to inclusion of the Borland Road North and Tualatin areas for many principled planning and service-based reasons. The City's objection is not a NIMBY response – as the City's Staff Report indicates, the City's industrial "back yard" is already much bigger than most, and the City is willing to accept the Quarry area in

addition to its existing lands. Adding Borland Road North and/or Tualatin, however, is contrary to the community vision as expressed in the City's planning documents and imposes unacceptable costs and negative impacts that will overwhelm the City's ability to plan and serve the area and maintain its identity and livability. Goal 2 requires Metro to give great weight to the City's concerns and to accommodate them "as much as possible."

The City of Tualatin has always been a willing regional partner with Metro. It has embraced and implemented its regional responsibilities. In this case, it is willing to accept one of the three adjacent study areas proposed for inclusion. It is time for Metro to reciprocate by deleting the Borland Road North and Tualatin areas from the proposed expansion and looking elsewhere to meet any unmet need. If this is done, the City and Metro can move forward in partnership, as contemplated by the coordination requirement and as has been so effectively done in the past. If Metro imposes these areas on the City notwithstanding its objections and those of its citizens, the City will have no choice but to resist that effort for as long as it takes.

We appreciate the opportunity to testify.

Very truly yours,

Jeffrey G. Condit

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Health Care and the Economy: A Summary

William B. Conerly, Ph.D.

This summary gives information on economic issues related to clinical service sites. Comparison information on hospitals is also provided, though no new hospital is currently proposed.

1. Health care is a growing, high paying, stable industry.

The Oregon Employment Department recently said,

> "Over the past few years, employment opportunities in Oregon have been more limited than in the late 1990s. Unemployment has been higher, and growth has been slow or nonexistent. Throughout this turmoil, the health services industry has performed well and likely will continue to do so."[1]

Average annual pay in ambulatory health care (clinics and doctors' offices) was over $49,000 in 2002—and that figure includes part-timers.

2. Health care spending within a metro area is variable, not fixed.

A simplistic analysis says that for a metropolitan area of a given size, there is a given level of health care services provided. That simple view is contradicted by the evidence. Nationally, dollar earnings in health care as a percentage of total earnings in a metropolitan area vary dramatically.

	Earnings in Sector as % Total Earnings (2001)		
Metropolitan Areas	Ambulatory health care services	Hospitals	Ambulatory + hospitals
Maximum	29.1%	6.9%	17.7%
75th percentile	6.0%	4.2%	10.1%
Median	5.0%	3.2%	8.3%
25th percentile	4.2%	2.5%	6.8%
Minimum	2.0%	0.4%	3.5%
Portland 3-county area	**4.1%**	***2.4%***	***6.5%***

Source: Raw data from U.S. Bureau of Economic Analysis, Oregon Employment Department, Oregon Association of Hospitals and Health Systems. Calculations by William B. Conerly, Ph.D. Italics indicate estimated data.

[1] Dwayne Stevenson, "Health Care Workers Are in High Demand," Oregon Employment Department, March 31, 2004.

What determines how much health care spending there will be in an area, relative to the size of the region? Several factors are at work. Geography is important, such as how large a population resides in the rural areas just outside of the metropolitan area. But a number of important factors can be changed by the health care industry and public policy to lead to a higher number of health care professionals earning high wages:

- **Quality:** High quality health care will attract out-of-area patients, and will retain in-area patients who might consider going elsewhere for treatment.
- **Convenience:** Some non-critical conditions may be neglected or deferred if care is not convenient.
- **Price:** Overly expensive care will deter usage.

If the Portland metro area could stimulate growth of this sector, the potential gains are substantial. The "What if" analysis in the following table shows the potential gains to the region in jobs and earnings. This analysis does not count multiplier effects on the economy as the health care sector expands.

What if ...	Ambulatory health care services	Hospitals	Ambulatory + hospitals
	Employment		
Portland 3-county area, current	27,595	21,775	49,370
Gain if Portland were at median	6,415	7,416	**13,831**
Gain if Portland at 75th percentile	13,109	16,036	29,145
	+ + Plus multiplier effects + +		
	Earnings, millions		
Portland 3-county area, current	$1,881	$1,112	$2,993
Gain if Portland were at median	$437	$379	**$816**
Gain if Portland at 75th percentile	$894	$819	$1,712
	+ + Plus multiplier effects + +		

Estimates by William B. Conerly, Ph.D.

3. Economic impact of health care spending

A simplistic view holds that health care is a "non-traded" sector, and thus health care spending and employment is a result of economic growth, not a contributor to growth. This is a short-sighted view.

- **Some of health care is a traded sector.** Some patients, especially those who need specialized care, will consider out-of-town treatment.

- **Convenience helps grow this sector.** When health care is less expensive and more convenient, people will spend more on local health care than on other goods and services. This is important because most of the health care dollar stays in the local economy. In contrast, other kinds of spending may go entirely or mostly out of the area (such as vacations, new cars, and some retail spending).
- **Less expensive health care stimulates job growth.** A simulation of the Oregon Tax Incidence Model (OTIM) by the Legislative Revenue Office showed that if health care were more expensive, there would be a loss of non-health private sector jobs. In other words, health care affects the competitive environment for business. This is common sense: businesses that provide medical benefits are better off when those benefits are less expensive to provide.
- **Competition lowers prices of health care.** Although few consumers shop for health care on the basis of price, employers offering health benefits are very sensitive to price. Competition thus lowers prices, stimulating economic growth.

4. Local community impacts

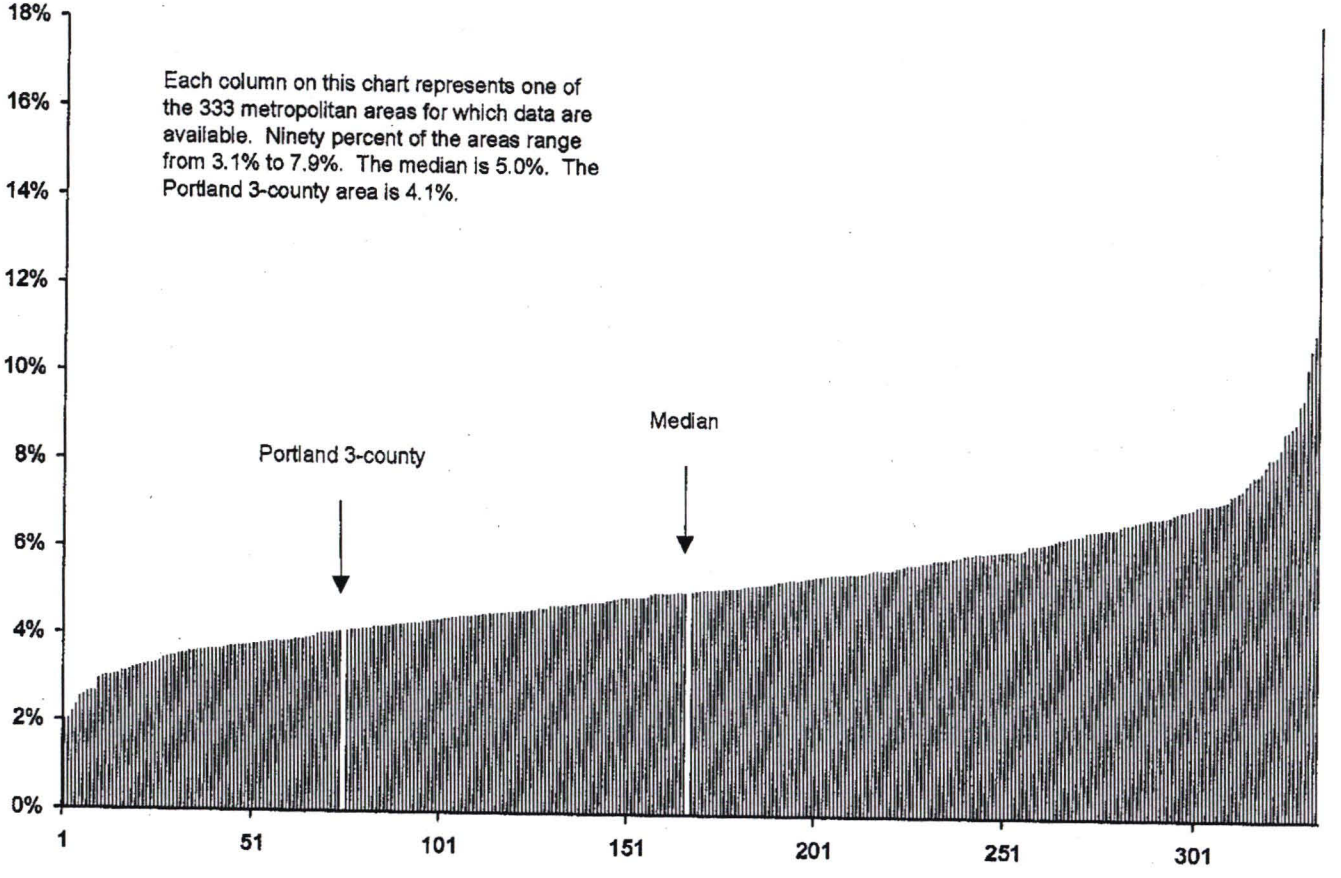
Health care cannot be treated as simply a metro-wide topic. For advanced care, that may be appropriate. But for the vast majority of health care visits, convenience is a prime concern. Communities with inadequate local facilities will find:

- **Less price competition** among health plans makes it more difficult for local employers to offer medical coverage while competing with out-of-community businesses.
- **Less convenience** means that **companies** that provide sick leave have employees taking more time to commute to medical facilities.
- **Less convenience** means that **people without sick leave** either do without health care, or loss wages to get health care.

In the context of land use decisions, the need for local competition and convenience must be balanced against other community needs. Determination of local need for health care, versus other priorities for land use is best made by people within the community.

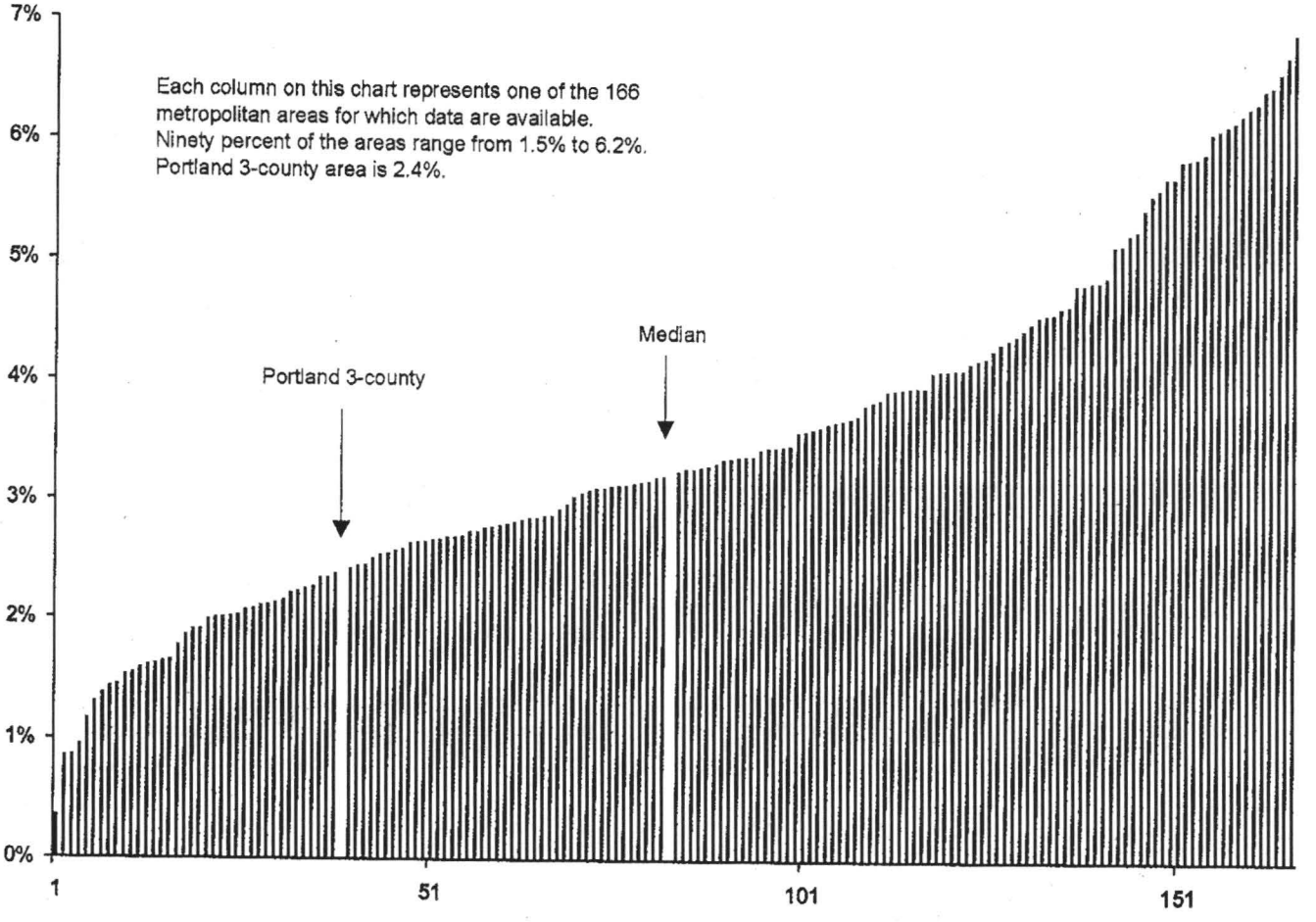
William B. Conerly, Ph.D., May 21, 2004

Earnings in Ambulatory Care as % Total Earnings in MSA



Prepared by William B. Conerly, Ph.D. based on data from the U.S. Bureau of Economic Analysis

Earnings in Hospitals % Total Earnings in MSA



Prepared by William B. Conerly, Ph.D. based on data from the U.S. Bureau of Economic Analysis.

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For Metro Hearing, May 27, 2004

Testimony of Dave Volz regarding South Tualatin UGB

Good afternoon Council President and Members of the Council:

My name is Dave Volz, and I live at 22930 SW Erio Place, Tualatin, Oregon. I want to go on record as supporting yesterday's MPAC proposed amendment to Ordinance #04-1040, in which the South Tualatin Study Area was unanimously removed from the list of areas to be zoned as industrial.

I will not repeat the reasons why MPAC unanimously agreed to remove the South Tualatin Study Area from the areas to be zoned industrial. Those were all valid reasons and they stand on their own merits. I do, however, want to add one important item that was not included in yesterday's discussion. Please remember that, when you consider the "Newman/Hammerstad" amendment, the petitions from over 1000 south Tualatin residents who told you that they did not want the properties adjacent to their neighborhoods zoned industrial. These Tualatin residents are telling you that it is inappropriate to have industrially zoned land adjacent to an area that is highly developed with residential neighborhoods. My southern Tualatin neighbors strongly support MPAC's recommendation. Please listen to what all these people are telling you.

Thank you for your consideration.

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WESTSIDE
ECONOMIC ALLIANCE
The leader in advocating
for a healthy economic environment

Testimony presented by
Jonathan F. Schlueter
Executive Director,
Westside Economic Alliance

METRO Council's Phase II
UGB Expansion Public Hearing
Thursday, May 27, 2004

Introduction:

As Metro Councilors and staff are already well aware, the Westside Economic Alliance represents 175 employers and businesses representing in excess of 40,000 jobs on the westside of the Portland metro area, who are dedicated to improving the business climate and economic vitality of their communities. As such, our members and community partners have a clear and significant interest in the proposed expansion of Metro's Urban Growth Boundary to include more industrial land sites, and allow for the economic growth of our communities and service areas.

To this end, the Westside Economic Alliance has consistently favored and advocated for additional new sites and inclusion of more industrial land within this region. In previous testimony, we have explained that location, parcel size and topography are all clear and consistent factors when choosing industrial land parcels, whether these sites are intended for high-tech business clusters, or for their proximity to freeway access and transportation-dependent businesses.

At a time when the Portland metro area is plagued by some of the highest unemployment rates in the country, it is vital for our community and business leaders to concentrate their efforts at improving the business climate of our region. As study after study has shown, the region (and state) are very deficient in adequate inventories of industrial land, capable of serving our existing industrial users, as well as being attractive to future industrial users and their job base.

10200 S.W. Nimbus Avenue, Suite G-3 ■ Portland, Oregon 97223
Phone: 503.598.3100 ■ Fax: 503.624.0641 ■ E-mail: westside@westside-alliance.org ■ URL: www.westside-alliance.org

The key concept is that Metro needs to join agencies like OECDD, the Governor's office and Port of Portland in addressing the acute near- and long-term need for good and attractive industrial sites.

In our meetings with Councilors both before and during the current UGB process we stressed the importance of optimal industrial sites. These are sites that are:

1. Physically capable of accommodating significant industrial use;

2. Are attractive to the end users – meaning that the sites suit their needs in an increasingly competitive environment; and

3. have infrastructure or can receive infrastructure services on a realistic, and cost-effective basis.

It doesn't do the region or state any real good to identify an industrial site that COULD work but carries a hefty infrastructure price tag to make it truly work. That imposes burdens on our state and local governments and will inevitably force a collision over priorities for access to relatively small, static and uncertain funding sources. For example, we think it is not good policy to pit funding much-needed improvements on Highway 217 against improvements necessary for realization of a new industrial site.

Site Selection Criteria Is Key To Westside Business Growth

To this end, it is critical that a sufficient land base be made available to attract new business and encourage the necessary growth and development of the metro area's established industry clusters. And with this objective in mind, it becomes even more critical for Metro and the region to recognize the factors and considerations that influence site selection decisions among these various industry clusters.

Late last year, a Governor's Task Force (in which several of our members were actively involved) compiled a list of 25 "shovel ready" industrial sites. Westside Economic Alliance supported the Task Force's work product. We concur with the Task Force that the shovel ready sites were merely the starting point. As the Task Force concluded, the next step – Metro's step – is to identify the "near" shovel ready sites. These are sites ready to be added to the UGB, which offer the prospect of being readily usable without major and lengthy discussions of how to provide services to them and

which neither leave it to local communities to figure out how to pay for new services nor cost a new user so much that the user walks away.

From previous discussions with Metro Councilors and staff, it has been our understanding that special consideration would be given to classifying industrial parcels based on specific market-driven, and industry-sensitive factors, rather than identifying only generic industrial needs and / or aggregate industrial acreage offered in the metro area.

Particularly important to the Westside business was Metro's commitment to enlist the expertise of private and public sector economic development and industrial lands specialists. The objective---then as now---was to identify the region's best sites for future industrial development. This would give our region an industrial lands inventory that is well-suited to industry and market acceptance, and would support the opportunities for existing business clusters to expand and grow.

But the RFP amendment ordinance recently offered by Councilor Hosticka directly undermines and contradicts the regional objectives and long-term regional interests outlined above. The proposed ordinance would artificially disrupt and constrain the site selection process for industrial land development, without regard to whether a particular site meets the accepted criteria for a desirable industrial lands site, and would exclude these sites from UGB consideration, based solely on their geographic location. Respectfully, the Westside Economic Alliance, continues to disagree with this approach.

Assessing Proposed Sites For UGB Inclusion

We have been asked to respond to the specific sites currently recommended for inclusion as new industrial lands in the Metro UGB. We do so with some trepidation. The site selection process has become both exclusionary and political -- two concepts which our organization feels may impede focusing on our best sites and our best economic return. We have repeatedly stated that industrial siting by its nature requires thoughtful, market-centered analysis. This should continue to guide our collective thinking on this UGB expansion.

We believe that there are numerous potentially good industrial sites, some listed, some not. Our comments below should not be interpreted as being critical or negative about sites not commented upon. Of the five sites Westside Economic Alliance sees as offering best opportunities for region-wide industrial expansion, we note that none of the five listed below qualifies as a warehouse/distribution/logistics location proximate to the all-important I-5 corridor. That circumstance needs to be addressed by Metro. We also are concerned with the infrastructure costs that may be connected to "industrializing" some of these sites.

Priority Sites For Inclusion

Evergreen (Hillsboro)	310 acres
Quarry (Tualatin)	236 acres
Coffee Creek (Wilsonville)	97 acres
Cornelius (Cornelius)	91 acres
Helvetia (Hillsboro)	149 acres

In addition, the Alliance strongly encourages the removal of restrictions on health service and medical facilities from the industrial area language and prefer the elimination of a cap on sales and service areas, although we are willing to entertain a 5,000 square foot parcel limit, with the condition it be reviewed by Metro at the start of the next periodic review.

Conclusion:

While we have much more work to do on this important topic, the Westside Economic Alliance appreciates the work that has been done by Metro councilors and staff, MTAC and MPAC to complete the industrial land needs expansion and the Title 4-RSIA efforts in a timely manner. We also appreciate having the opportunity to share the business concerns and needs as this process progresses, and look forward to a decision that will contribute to the economic vitality of this region. To this end, we pledge our continued support and assistance in serving the needs of our region. .

For additional information or comments, we invite you to contact:

Jonathan Schlueter
Executive Director
Westside Economic Alliance
10200 S.W. Nimbus Avenue, Suite G-3
(503) 968-3100

67

Dear Metro Councilors,

As a property owner and voter on the east side of SE 172nd Avenue I wish to address an urgent matter that threatens to have an irreversible impact on our neighborhood. The City of Happy Valley's intended annexation of property between SE 172nd and SE 177th against the wishes of 80 percent of the residents in the area has made us unwilling pawns in a game in which we have not been consulted.

Only 21 property owners in the area south of Hemrick Rd. have indicated a desire to annex to Happy Valley. Of the remaining 100 a much larger number of us would prefer to annex to the City of Damascus that will likely be formed by voters on January 1, if we must be part of a city at all. Happy Valley's proposed annexations of a few lots here and there, along with the cherry-stem annexation of roads, is an aggressive move to island property owners against their will and is a blatant attempt to circumvent democracy by evading a vote on the matter.

Furthermore it results in a tangle of city boundaries that makes for inefficient government. One need only look at the Damascus Heights (West) neighborhood to see what a mess would be created. On one block of SE 177th Avenue there would be four houses in Damascus, four under county jurisdiction, and two in Happy Valley. Not only does this divide a neighborhood against the wishes of its residents, it sets up a senseless tangle of jurisdictions that would poorly serve the area.

While I understand the legal right of the City of Happy Valley to pursue this strategy, as well as the rights of individual property owners, I believe it to be unethical and detrimental to entire neighborhoods.

I call upon you to exercise your moral duty to represent the majority in this matter. That is how a democracy should operate. I urge you to intervene in this process before it is too late. Either the matter should be put to a vote of the affected property owners or, at the very least, Happy Valley should refrain from annexing the roadways in order to deprive certain homeowners from exercising their choice to choose annexation to Damascus along with their neighbors.

For our elected representatives to ignore the wishes of a nearly 5-to-1 majority of voters in this matter would be a serious breach of the public trust and an evasion of duty. Please consider the long-term effects of this irreversible action and act accordingly.

Sincerely,

Signed: Perry Allard

Name: _____ Date: _____

Address: 12855 S.E. RACHELLA CT.
BORING, OR. 97009

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MAY 28 2004

68

May 28,2004

Dear Brian,

We are writing to urge you to vote not to include the eighty-two acres west of Damascus as industrial land.

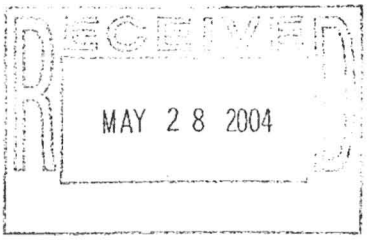
We live just west of this industrial land study area and it's inclusion would significantly alter our quality of life and property value, particularly if access to the area is via Tong and Keller roads.

I think the Noyer Creek study area east of Damascus is better suited for industrial development. It is more accessible,larger, flatter, and less likely to pollute the Clackamas River.

It might be advisable to postpone your consideration of either one of these properties until after the Damascus incorporation vote in November. If Damascus becomes a city it should be the city who decides where the industrial land is located.

Sincerely,

Robert W. Holt
Robert W Holt
Marie Jennings-Holt
Marie Jennings-Holt
15959 S.E. Keller Rd.
Clackamas OR. 97015



69

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Roughly 20 property owners in the area south of Hemrick Rd. have indicated a desire to annex to Happy Valley. Of the remaining 100 a much larger number of us would prefer to annex to the City of Damascus that will likely be formed by voters on January 1, if we must be part of a city at all. Happy Valley's proposed annexations of individual lots here and there, along with the cherry-stem annexation of roads, is an aggressive move to island property owners against their will and is a blatant attempt to circumvent democracy by evading a vote on the matter.

Furthermore it results in a tangle of city boundaries that makes for inefficient government. One need only look at the Damascus Heights (West) neighborhood to see what a mess would be created. On one block of SE 177th Avenue there would be four houses in Damascus, four under county jurisdiction, and two in Happy Valley. Not only does this divide a neighborhood against the wishes of its residents, it sets up a senseless tangle of jurisdictions that would poorly serve the area.

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I call upon you to exercise your moral duty to represent the majority in this matter. That is how a democracy should operate. I urge you to intervene in this process before it is too late. Either the matter should be put to a vote of the affected property owners or, at the very least, Happy Valley should refrain from annexing the roadways in order to deprive certain homeowners from exercising their choice to choose annexation to Damascus along with their neighbors.

For our elected representatives to ignore the wishes of a nearly 5-to-1 majority of voters in this matter would be a serious breach of the public trust and an evasion of duty. Please consider the long-term effects of this irreversible action and act accordingly.

Sincerely,

Signed: Robert G. Gsell

Name: ROBERT G. GSELL Date: 5-28-2004

Address: 17225 S.E. VOGEL RD.
Boring, OR 97009

MAY 28 2004

70

Dear Metro Councilors,

As a property owner and voter on the east side of SE 172nd Avenue I wish to address an urgent matter that threatens to have an irreversible impact on our neighborhood. The City of Happy Valley's intended annexation of property between SE 172nd and SE 177th against the wishes of 80 percent of the residents in the area has made us unwilling pawns in a game in which we have not been consulted.

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Sincerely,

Signed: Steven Belknap

Name: Steven Belknap Date: 5/28/04

Address: 17300 S.E. Troge Rd. Boring, 97009

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MAY 28 2004

71

May 20, 2004

Metro Commissioners
Industrial Survey Hearings
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Commissioners:

I am a longtime resident of the community of Helvetia. I would like to express my opposition to inclusion of Helvetia acreage into industrial lands. This is a historical area with many of the residents being descendants of original settlers in the mid-1800s. It is primarily farmland being used as farmland, and the land you are considering should continue as a buffer zone from industries to enable farmers to effectively farm. Industries do not belong in communities. I feel obligated to protect the quality of life that I enjoy in my rural environment and community here in Helvetia.

Thank you for your consideration.

Henry McCuen

H. McCUEN
27240 NW Meek Rd
Hillsboro, Or.
97124

72

May 20, 2004

Metro Commissioners
Industrial Survey Hearings
600 NE Grand Avenue
Portland, OR 97232-2736

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Thank you for your consideration.

Larry Goodwin
11617 NW Helvetia Rd
Hillsboro, Or. 97124

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MAY 28 2004

73

May 20, 2004

Metro Commissioners
Industrial Survey Hearings
600 NE Grand Avenue
Portland, OR 97232-2736

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Thank you for your consideration.

Kathrine Goodwin
11617 N.W. Helvetia Rd.
Hillsboro, OR. 97124

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MAY 28 2004

74

May 20, 2004

Metro Commissioners
Industrial Survey Hearings
600 NE Grand Avenue
Portland, OR 97232-2736

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Thank you for your consideration.

Brian P. Beinlich

BRIAN BEINLICH
10440 NW JACKSON QUARRY RD.
HILLSBORO, OR 97124

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MAY 28 2004

75

May 20, 2004

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Industrial Survey Hearings
600 NE Grand Avenue
Portland, OR 97232-2736

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Thank you for your consideration.

Sharon Beinlich
10446 NW Jackson Quarry Rd
Hillsboro, OR 97124

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MAY 28 2004

76

May 26th, 2204

Dear Metro,

I am a long time resident of Helvetia and am writing in opposition to the inclusion of the Helvetia acreage into industrial lands. My family has been farming in Helvetia for 100 years. It is some of the best farmland in the country. Helvetia is home to 2 of the 20 dairy farms left in Washington County. We need to preserve our buffers to these and other vital farms in Helvetia. The recent incident of Mad Cow Disease is a primary example why. Local, small family owned farms are vital to us in these incidences. Other sources of food may not always be available because of disease, or and sadly perhaps even terrorism. Farming is a industry in Washington County and it can't withstand anymore encroachment. We need buffers from urban growth and we must preserve farming, the first industry in Washington County, our lives may depend on it.

Teresa Grossen Brandt

Ms. Teresa Brandt
20921 N.W. Bendemeer Rd.
Hillsboro, OR 97124-8519

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MAY 28 2004

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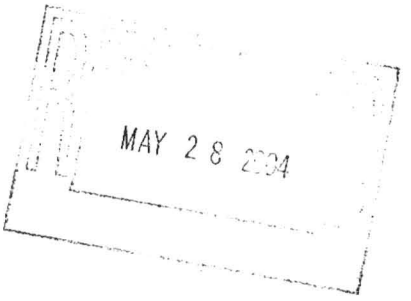

May 20, 2004

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Industrial Survey Hearings
600 NE Grand Avenue
Portland, OR 97232-2736

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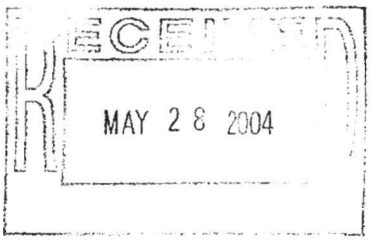
Thank you for your consideration.

Richard J Clarke ?

23000 NW MEIER RD
Hillsboro OR 97124
503 647-0194

78

3105 N.E. 25th Ave.
Portland, OR 97212
May 26, 2004



Metro Council
600 N.E. Grand Ave.,
Portland, OR 97232

Dear Metro Council:

I wish to comment on the proposed fish and wildlife habitat protection plan for the Portland area. Let me say right off that I strongly support the plan. I live in the Northeast part of the city, so the plan provisions are not likely to affect my property or activities directly. But I am pleased and encouraged to learn of this proposal for our city, which as I understand it aims to make our life as a city as compatible as reasonably possible with the populations of plants, fish and animals that also call this place home. It is a splendid vision, a worthy aim, and I am proud to be a member of an urban community which is seriously attempting to implement this vision and aim.

Now on specifics:

1. For me, the single most important element of the plan calls for protection of "a continuous ecologicallyviable stream corridor for fish and wildlife habitat". Yes. Please do not compromise on this critical tenet of the plan.

2. The city's abundance of trees in residential areas, and upland forest tracts, need strict limitation on cutting and development. This not only subserves fish and wildlife viability, e.g. by minimizing runoff, but also adds to the livability of the city for us humans, e.g. by enabling a cleaner and cooler atmosphere.

3. Finally, I wish to put in a word for the protection from development of our remaining floodplains. Floodplains in natural condition are important for fish and wildlife habitat. And they serve as hedge against the destructiveness of floods. Roads, home building, and industrial develpment in our floodplains should be simply prohibited except for imperative public purposes. (Not sure what would qualify for an exception. Perhaps an emergency medical station?)

Thank you for this opportunity to support the habitat protection plan. And thank you for your good work on this project.

Sincerely yours,
John Hammond
John L. Hammond

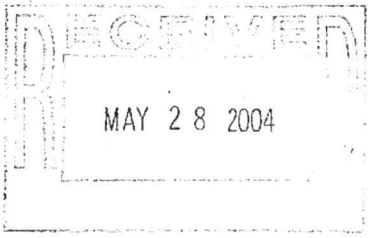
80

Dear metro,

my name is Charlie, and I'm ten. why are you industrializing Frogpond? So many people are apposed to it in Wilsonville, but in hillsboro so many people want it in hillsboro. And I half to walk to school and I don't want trucks racing by me and taking the risk of getting ran over. so please do not industrialize Frogpond industrialize somewhere in [redacted] hillsboro. please, I'm counting on you.

Sincerely
Charlie Shinn

28080 SW. Wagner St.
Wilsonville Or. 97070



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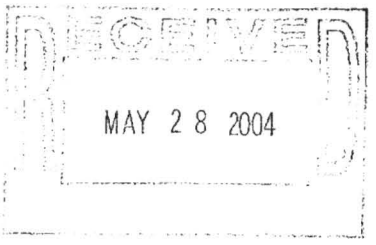


May 28, 2004

Councilor Brian Newman
Metro Regional Center
600 NE Grand Ave.
Portland, OR 97232-2736

Dear Councilor Newman:

My wife, daughter, and I live in Metro Council District 2, and our daughter attends school in District 2 at Arbor School, which falls within an area you are considering for expansion of the UGB (Urban Growth Boundary).

If you have never known children who have attended the K-8 classes at Arbor School or visited its campus, you may not appreciate the rare value it offers families throughout such cities as Tualatin, Sherwood, West Linn, Wilsonville, and Lake Oswego who are seeking quality independent education for their children in a natural setting, with small class sizes, and with a faculty and curriculum that is nationally renown. For the past six years, we have had the pleasure of being a part of this rare community and watching its facilities slowly and carefully expand to meet the growing needs of its stable student body. This is done as funds permit and without increasing Arbor's capacity.

The proposed expansion of the UGB has the potential to stop Arbor's ability to develop facilities in the future. While the school has no intention of increasing its student body size, it ultimately will have needs for new buildings to meet new needs. One such is the school's current need for a new library, having outgrown its current one. This structure and other ones can be built only as the school has money for them—a long-term project to provide all the structures the school needs to function optimally as it matures.

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 surrounding cities. 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, like our home in the Palisades area of Lake Oswego, 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, and our family, opposes the inclusion of the North Borland area within the UGB for purposes of its use as industrial land.

Therefore I strongly urge that you not include this area within the UGB for purposes of making it into an industrial zone. But if you do finally bring these acres in, it is my hope that you will maintain the integrity of the charity institutions that line Borland Road and are scattered throughout the area. These institutions need to know that they can continue to respond to the very pressures for service that Metro must respond to. Thank you for your consideration.

Dave Corey
1412 Cherry Crest Drive
Lake Oswego, Oregon 97034
503-635-2811

8 2

Oregon
Theodore R. Kulongoski, Governor

Department of Transportation
Region 1
123 NW Flanders
Portland, OR 97209-4037
(503) 731-8200
FAX (503) 731-8259

RECEIVED
MAY 28 2004

May 25, 2004

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

Dear President Bragdon and members of the Metro Council:

I am writing with regard to the Proposed Expansion of the Metro Urban Growth Boundary (UGB) and suggest you consider amending "Exhibit F of Ordinance No. 04-1040 Conditions" to assure that areas brought into the UGB may be served with an adequate, efficient and safe transportation system.

Background
I want to express my appreciation to you and your staff for the extensive process you have used to consider expansion of the urban growth boundary (UGB) for industrial lands. You have done an admirable job of balancing the interests of multiple stakeholders.

The Governor established in February 2003 the Industrial Lands Task Force to address the critical issue of maintaining an adequate supply of industrial lands to meet the needs of a growing and prosperous state. The Task Force findings indicated the importance of providing an adequate supply of industrial lands and building an adequate infrastructure to support development. This memo is intended to outline steps to support construction and maintenance of the transportation improvements needed to contribute to a healthy economy.

ODOT submitted detailed comments dated March 22, 2004 to clarify the magnitude of transportation improvements and investments needed to adequately serve the proposed industrial expansion areas, in addition to serving lands already inside the UGB. At this time, we want to recommend that you include the following language in Exhibit F of Ordinance No. 04-1040.

Amendments to Exhibit F of Ordinance No. 04-1040, Conditions

We recommend that Exhibit F be modified with two amendments. The first amendment is intended to make it clear to local jurisdictions that they will need to address the Transportation Planning Rule (TPR) as part of the re-zoning effort.

Title 11 of the Urban Growth Management Functional Plan (UGMFP) requires a plan for guiding the conversion of rural to urban use or areas brought into the UGB. To accomplish this conversion of land, a concept plan must be developed, which includes a conceptual transportation plan consistent with ORS Chapter 660, Division 12 (Metro Code 3.07.1120.F).

As you know, the level of transportation analysis provided by Metro to date is insufficient to meet the requirements of the TPR for Plan Amendments, section OAR 660-012-060. It may not be clear to local jurisdictions that as part of the concept plans, they must provide the level of analysis required to comply with the Transportation Planning Rule, section –060.

The TPR sets forth three approaches for assuring that allowed land uses are consistent with the planned function, capacity, and level of service of transportation facilities: (a) "limiting allowed land uses to be consistent with the planned function, capacity, and level of service of the transportation facility", (b) "amending the TSP to provide transportation facilities adequate to support the proposed land uses; or (c) "altering land use designations, densities, or design requirements to reduce demands for automobile travel and meet travel needs through other modes". Our first proposed amendment is intended to clarify this requirement.

General Conditions
Add F. Each City or County with land use responsibility for the study area shall apply Title 11 of the Urban Growth Management Functional Plan for a conceptual transportation plan consistent with ORS Chapter 660, Division 12 Transportation Planning. The transportation plan must address the requirements of the Transportation Planning Rule, including OAR 600-012-Section-060.

Second, all the industrial lands proposed for addition to the UGB are located within two miles of an existing or planned interchange. To protect the function and operation of those interchanges, we recommend that an interchange area management plan (IAMP) be developed as part of the concept planning for the area. This will place protections on the transportation infrastructure prior to development of the industrial area.

Concept planning is a good time to plan for how to manage both land use and transportation in the interchange area, before the area becomes available for urban development, and in conjunction with the required concept plan. The Oregon Transportation Commission has been investigating ways to improve the IAMP process for over a year, and is scheduled to give direction to ODOT for next steps at its June 2004 meeting. An added benefit is that an interchange management plan can help meet the requirements of section-060 of the TPR.

An interchange area management plan should include the following elements:

- Identify the proposed function of the interchange and how it relates to the mainline freeway as well as nearby interchanges.
- Identify how the local, regional and statewide roadways should function and interconnect. This includes consideration of bicycle and pedestrian circulation.
- Identify and implement access management standards to protect the function of the interchange and mainline.
- Analyze traffic impacts of proposed zoning and existing and proposed development patterns in the surrounding vicinity.
- Identify a funding strategy for financing improvements required by the land use intensification.

Specific Conditions

C. Borland Area – North of I-205

Add 3. A Stafford Road Interchange Area Management Plan consistent with the Oregon Highway Plan (OHP) Policy 3C and ORS 734.051.0200 shall be included in the conceptual transportation plan per Title 11 planning.

D. Tualatin Area
Add 4. A North Wilsonville Area Management Plan consistent with the OHP Policy 3C and ORS 734.051.0200 shall be included in the conceptual transportation plan per Title 11 planning.

G. Wilsonville East
Add 4. North Wilsonville and Stafford Road Interchange Area Management Plans consistent with the OHP Policy 3C and ORS 734.051.0200 shall be included in the conceptual transportation plan per Title 11 planning.

I. Helvetia
Add 3. A Shute Road/Helvetia Road Interchange Area Management Plan consistent with the OHP Policy 3C and ORS 734.051.0200 shall be included in the conceptual transportation plan per Title 11 planning.

Thank you for your consideration of these amendments. They are intended to make sure the region develops in a way that complements the huge investment the public has made and will continue to make in its transportation infrastructure.

Sincerely,

Matthew L. Garrett
Region 1 Manager

Cc: Michael Jordan
Andy Cotugno
Dick Benner
Lydia Neill

84

May 29, 2004

Industrial land comments
Metro
Planning Department
600 NE Grand Avenue
Portland, Oregon 97232-2736

Metro Growth Mgmt.

JUN 0 2 2004

To whom it may concern:

The Citizen Participation Organization # 8 of Washington County met this past May 11th and reviewed Metro's inclusion of Helvetia acreage in its Industrial Lands Survey. **The CPO then voted to recommend against inclusion of the Helvetia acreage into industrial re-zoning.** The following are among our issues of concern, leading to this recommendation.

Industrial Suitability

- The lands west of NW Helvetia Road and between NW Grovenor and north to NW Phillips are "Tier 5" high quality agricultural soils that are in active agricultural use, are high value farm lands, and they are part of a large block of agricultural lands leading to the west. We support the recommendation of the Metro Agricultural Lands Technical Workgroup (April 2004) that this area be "precluded from future expansion". This acreage also includes the only public building in Helvetia, the West Union Elementary School. It has provided support to the community in multiple ways over the years.
- The lands to the east of NW Helvetia Road south to NW Jacobsen Roads are not suitable because of their expanse of floodplain, and the recharge and drainage function this area serves for Gulch Creek and the highlands of Helvetia. In the middle of this acreage, there are multiple 5-acre parcels with houses and farming agreements with Schaaf. The owners here indicate they are not motivated to "aggregate" their properties for sale to industry. This would clip over a third of the acreage out of the middle, and take it well below the optimal 300-acre minimum for industrial siting. The several active farmers have infrastructure in this area, and require movement of farm machinery onto NW Helvetia Road from NW Pubols and NW Schaaf.

Air Quality, Emissions, and Trip Generation

- Making soils in this area impervious through paving or construction brings risk to the remaining Helvetia. Winter storms come in from the south and industrial emissions would blow north into the highlands with little chance of dissipation. Any toxic release would likewise blow quickly onto crops, forests, and residents. Helvetia is in a microclimate characterized by less rainfall and higher ambient temperatures than surrounding areas. Acres of impervious industrial use would cause warming, decrease recharge and bring other impacts to this microclimate. Industrial development here would substantially increase truck and automobile trips and increase the numbers of "cut-through" commuters on Helvetia's narrow rural roads. Law enforcement resources are scarce from Helvetia to the west.

Socio-Cultural Considerations

- CPO# 8 has already submitted a letter to Susan McLain expressing concern that community organizations, and in particular, that this CPO were not included in the planning process. The resulting Industrial Lands Survey, then, does little to identify and assess the "community" of Helvetia, its identity, its sense of place. Both areas constitute the entry to Helvetia, and frame the opening vista of its farms and forestlands. The lands include historic features: the West Union Elementary School and the West Union Baptist Church. Portions of the lands contain Indian artifact sites. This would bring a hard edge of urban-industrial use right into Helvetia, impact the night skies, increase noise, and compound traffic. This would then create demand for housing in the area, further threatening the Helvetia Community. For years, many travelers have enjoyed the Helvetia area for what it is, the way it is.

Respectfully,

Henry Oberhelman, Chair
Citizen Participation Organization # 8
Cc: Committee for Citizen Involvement

Henry Oberhelman
26185 NW Evergreen Road
Hillsboro, OR 97124





Metro Growth Mgr.

JUN 0 2 2004

Metro
Planning Department
600 NE Grand Avenue
Portland, Oregon 97232-2736

97232+2736 01

87

AURORA FIRE DIST. 63

P.O. BOX 231 • AURORA, OR 97002
(503) 678-5966

May 26, 2004

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

RE: PROPOSED EXPANSION OF INDUSTRIAL UGB SOUTH OF WILLAMETTE RIVER

Dear President Bragdon:

The Aurora Rural Fire Protection District appreciates Metro's commitment to protecting agricultural land as required by the State of Oregon (ORS. 215.243). We also agree with your staff that the area South of the Willamette River under consideration for inclusion in the June 2004 expansion of the UGB is not suitable. The Willamette River provides a natural barrier for the separation of existing agricultural land and Industrial land.

This natural border also serves as the dividing line for our Fire District and Tualatin Valley Fire And Rescue (TVF&R). At this time the only land in TVF&R on the South Side of the Willamette River is Charbonneau. We routinely have delays in getting emergency calls from this area because of the confusion at the dispatch center over our border with TVF&R. If METRO extended up Airport Road or Hubbard cutoff Road, it would make this situation worse.

We feel that there is enough vacant Industrial lands North of the Willamette River and lands that can be redeveloped for Industrial uses for the current and future needs.

We also feel that land use policies should not be violated to benefit one entity or special interest for it's financial gain at the expense of our citizens' safety and lost revenue to our District.

Sincerely,

Aurora Rural Fire Protection District
Board Of Directors

Fred W Netter
Chair - Fred Netter

Erwin Nyquist
Board Member – Erwin Nyquist

Donna McAdams
Board Member – Donna McAdams

Rosella Yoder
Board Member – Rosella Yoder

Debra Garner
Board Member – Debra Garner

96

May 31, 2004

Councilor Rex Burkholder,

The Fiala Family has owned property in the Stafford Triangle for almost 100 years. For many years this area was productive agricultural land; however, this is no longer the case. We are aware that the UGB is allocating properties this June to be included in the Urban Growth Boundary (UGB) for future development. We strongly urge that the Stafford Triangle be included in these properties.

We definitely would like to urge you to put this area into the UGB for the following reasons. First, it is no longer productive as farm land. Second, it has the perfect location and land requirements for the residential and business customers this community is trying to attract. Third, it is close to downtown Portland and to the major freeways. Including the Stafford Triangle in the UGB so that it might be used for future development, we believe would add to the cohesiveness and the great vision our public officials are currently implementing in regards to improving Oregon's sagging economy.

At this time we completely support the idea of using this land for commercial business parks and/or residential housing. We believe this is the highest and best use of this land for our local economy, while at the same time generating an excellent tax base for our municipals. We strongly disagree with the usage of this prime property and its ideal location for warehousing and/or trucking depots. We, as property owners, urge you to consider the economy of the state as a whole and include this prime land in your plans for the future. We would like to know that our now unproductive farm land is being wisely used to help rebuild Oregon's economy.

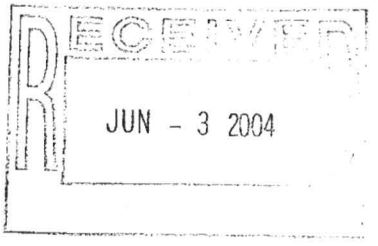
Sincerely,

Art Fiala

The Fiala Family
Art, Pat, Dave, Trina, John, and Meg

21225 Johnson Road
West Linn, OR 97068
Artf5757@hotmail.com
1-888-862-9757





Michael Jordan
Chief Operating Officer, Metro
Metro Regional Center
600 NE Grand Ave.
Portland, OR 97232-2736



30 May 2004

Re: June annexation plan of the City of Happy Valley

Dear Mr. Jordan,

I have received a copy of your letter addressed to Eugene Grant, mayor of Happy Valley, relative to the concerns expressed by residents of our neighborhood. Thank you for your consideration of our request and the attention you have given this matter.

We appreciate very much the opinion you expressed in support of our request that our neighborhood not be divided by Happy Valley's annexation plans. However the specifics that you cite do not seem to coincide with situation as we understand it.

Namely, your letter urges the City of Happy Valley to "move the ultimate city boundary to 177th Avenue in order to remain consistent with the Fire House MOU." The existing proposal is already in compliance, however, with the referenced MOU (with the exception of a single parcel on the east side of the street disallowed by the MOU; we assumed this to be an error.) Nevertheless, strict adherence to the 177th line along the single block in question would result in the homes on the west side of the street being separated jurisdictionally from the balance of our neighborhood.

In spite of this division being permissible under the MOU, our letter to Happy Valley requesting that the city reconsider this action maintains that the division of a historically united neighborhood—platted as one-acre parcels back in the '60s and built out over the subsequent decade—is unnecessarily disruptive to our community and of no fiscal or other benefit to the City of Happy Valley.

As we pointed out previously, the proposed annexation would leave four houses on the street in the City of Damascus, four under county jurisdiction, and two in the City of Happy Valley (see map on reverse), resulting in inefficient government.

It is our hope that Happy Valley can be persuaded to refrain from annexing the roadway and the single proposed parcel on the west side of the street (Ryan, Mike E & Jeanne M), effectively drawing the line at the *back* of the properties on 177th Avenue—or perhaps at Sunnyside Rd., omitting only one other residential parcel on the block (Trump, Ermal). The 35 neighbors who have thus far signed our request include three who are adjacent to both these properties. These residents would be "islanded" by the annexation action although they wish to be part of Damascus along with the rest of the neighborhood.

Sincerely,

Marty Beaudet
13825 SE 180th Avenue
Damascus, OR 97009-8280
503-658-2949
martinbeaudet@comcast.net

cc: City of Happy Valley
Committee for the Future of Damascus
Rock Creek CPO
Ray Valone

May 31, 2004

RECEIVED
JUN - 2 2004

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

RE: "WILSONVILLE EAST/FROG POND" - DO NOT AUTHORIZE UNNECESSARY AND INAPPROPRIATE INDUSTRIAL SITES TO DESTROY FARMLAND AND HARM OUR RESIDENTIAL COMMUNITY

To President Bragdon and Council:

Our names are Mike and Christine Reynolds. We currently live at 8542 SW Jessica Street, Apartment 908 in Wilsonville. We are in the process of purchasing a new house in the Arbor Crossings neighborhood that is right next to the proposed industrial site. We urge you scrap the costly, complicated, destructive, and poorly conceived proposal for a new industrial site in Wilsonville, known as the "Wilsonville East/Frog Pond area," now and in the future.

The Regional Framework Plan emphasizes that urban design needs to be responsive to needs for privacy, community, sense of place, and personal safety. This area is primarily residential in nature, with a preschool, primary school, high school, and several churches, parks, and trails. On any given day, kids walk and ride bikes to school, families walk to church, people walk their dogs, parents push strollers, and kids play in yards, parks, and on sidewalks. The roaring presence, both day and night, of industrial trucking would clash with the residential uses in this area. The proposed industrial site is a direct threat to public safety and will result in more pollution (chemical, noise, and traffic).

Due to the existing residential uses and character, the "Wilsonville East/Frog Pond" area is not suitable for industrial development. The proposed industrial site has no buffer zone between industrial use and residential use. It should be obvious to regional planning authorities that you cannot and should not place industrial sites directly adjacent to existing residential areas.

We are strong supporters of land use planning that is balanced and makes sense. However, allowing a new industrial site on prime farmland and near a major residential area would destroy the fair and balanced approach that is intended by our land use planning system. Goal 14 of the State Land Use Planning Goals directs that agricultural land must be protected and lands in this area are primarily Class II soils, and are in exclusive farm use zones. Industrial use on farmland wastes valuable resources and is incompatible with other current uses.

Our Governor has stated that he wants us to find "shovel ready land" in Oregon for development. Wilsonville has already met this goal, with 35% of our land zoned for industrial use, which is the second highest percentage in the region. Wilsonville has over 542 acres of vacant

industrial land within city limits and another 222 acres ready for industrial expansion next to the Coffee Creek Correctional Institution on non-agricultural lands. Furthermore, other cities are actively seeking this kind of expansion - Wilsonville is not!

I tried to think of a great analogy that illustrates why this proposal is such a horrible idea, but nothing I came up with tops the actual proposal: "Let's put an industrial site right next to a residential area." Please do not make that plan a reality.

Respectfully submitted,

Mike Reynolds

Christine Reynolds

cc:

Mayor Charlotte Lehan
City of Wilsonville
30000 SW Town Center Loop E.
Wilsonville, OR 97070

Carl Hosticka
Metro Councilor
600 NE Grand Ave.
Portland, OR 97232-2736

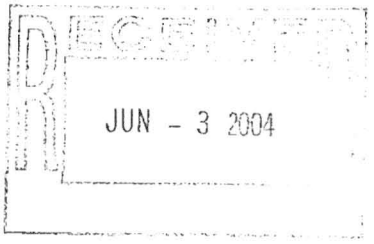
Mike & Christine Reynolds
8542 SW Jessica St #908
Wilsonville, OR 97070

ROHLFING & OBERHOLTZER

ATTORNEYS & COUNSELORS AT LAW

820 S.W. Second Avenue, Suite 200, Portland, Oregon 97204
Telephone 503 224 8050 Facsimile 503 224 8087
Oberholtz@Oberholtz.com

June 1, 2004



Mr. Rod Monroe
Metropolitan Regional Center
600 NE Grand Avenue
Portland, Oregon 97232-2736

Re: Expansion of Urban Growth Boundary

Dear Rod,

I am writing to you in your capacity as my councilor to urge you to prevent the urbanization of the area along Borland Road. I am particularly interested in this area because my children attend the Arbor School. The area has developed a very nice character of schools, churches, plan nurseries and residences. The proposed designation of the area as an industrial zone is incompatible with these successful uses.

As you may know, Arbor School is quite simply one of the best schools in the United States. We moved from Chicago two years ago to Portland. In Chicago, our children attended the Baker Demonstration School at the National Louis University. This is a 100 year old school used as a laboratory school for training teachers and for research into teaching methods. We were reluctant to move to Portland unless we could find a comparable school for our children.

Arbor School met our expectations and exceeded them. Our children are receiving a first class education in arts and sciences as well ethics and the development of personal character and social responsibility. Our daughter, whose science and math education at Baker had been slipping, prospered at Arbor. She attained the highest score on the OES math placement test for entering freshman and was placed in its honors math and science courses. Her OES freshman Humanities teacher thought so highly of her understanding of literature that he gave to her his personal novel to read at home and give to him her comments.

The 8th grade graduation is a wonder to behold. Barely 13 years old, each student presents his or her senior project to the assembled parents, teachers and friends. Each presentation lasts from 20 to 30 minutes and it is riveting. The students work from 8 to 10 months on a project of their own choosing with the assistance of an adult mentor outside their family that they have

approached. I could go on and on. Instead, I suggest that you visit the school. It is an extraordinary place. Later on you will be glad to say that you were there.

This proposed expansion has the potential to stop Arbor's capacity to develop its facilities. While the school has no intention of increasing its student body size, it ultimately will have needs for new buildings to meet new needs. One such is the school's current need for a new library, having outgrown its current one. But each of these structures can be built only as the school has money for them -- a long-term project to provide all the structures the school needs to function optimally as it matures.

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 is clearly 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.

I strongly urge that you not include this area within the UGB for purposes of making it into an industrial zone. But if you do finally bring these acres in, it is my hope that you will maintain the integrity of the eleemosynary institutions that line Borland Road and are scattered throughout the area. These institutions need to know that they can continue to respond to the very pressures for service that Metro must respond to.

Thank you.

If you have any questions or need any additional information, please contact me at your convenience.

Best wishes,

James Oberholtzer

100

Dear Metro Councilors,

As a property owner and voter on the east side of SE 172nd Avenue I wish to address an urgent matter that threatens to have an irreversible impact on our neighborhood. The City of Happy Valley's intended annexation of property between SE 172nd and SE 177th against the wishes of 80 percent of the residents in the area has made us unwilling pawns in a game in which we have not been consulted.

Roughly 20 property owners in the area south of Hemrick Rd. have indicated a desire to annex to Happy Valley. Of the remaining 100 a much larger number of us would prefer to annex to the City of Damascus that will likely be formed by voters on January 1, if we must be part of a city at all. Happy Valley's proposed annexations of individual lots here and there, along with the cherry-stem annexation of roads, is an aggressive move to island property owners against their will and is a blatant attempt to circumvent democracy by evading a vote on the matter.

Furthermore it results in a tangle of city boundaries that makes for inefficient government. One need only look at the Damascus Heights (West) neighborhood to see what a mess would be created. On one block of SE 177th Avenue there would be four houses in Damascus, four under county jurisdiction, and two in Happy Valley. Not only does this divide a neighborhood against the wishes of its residents, it sets up a senseless tangle of jurisdictions that would poorly serve the area.

While I understand the legal right of the City of Happy Valley to pursue this strategy, as well as the rights of individual property owners, I believe it to be unethical and detrimental to entire neighborhoods.

I call upon you to exercise your moral duty to represent the majority in this matter. That is how a democracy should operate. I urge you to intervene in this process before it is too late. Either the matter should be put to a vote of the affected property owners or, at the very least, Happy Valley should refrain from annexing the roadways in order to deprive certain homeowners from exercising their choice to choose annexation to Damascus along with their neighbors.

For our elected representatives to ignore the wishes of a nearly 5-to-1 majority of voters in this matter would be a serious breach of the public trust and an evasion of duty. Please consider the long-term effects of this irreversible action and act accordingly.

Sincerely,

Signed: James Flath Diane E Flath

Name: JAMES FLATH DIANE E. FLATH Date: 6/1/04

Address: 13885 SE 177th Ct, Boring, OR 97009

RECEIVED
JUN - 3 2004

101

Dear Metro Councilors,

As a property owner and voter on the east side of SE 172nd Avenue I wish to address an urgent matter that threatens to have an irreversible impact on our neighborhood. The City of Happy Valley's intended annexation of property between SE 172nd and SE 177th against the wishes of 80 percent of the residents in the area has made us unwilling pawns in a game in which we have not been consulted.

Only 21 property owners in the area south of Hemrick Rd. have indicated a desire to annex to Happy Valley. Of the remaining 100 a much larger number of us would prefer to annex to the City of Damascus that will likely be formed by voters on January 1, if we must be part of a city at all. Happy Valley's proposed annexations of a few lots here and there, along with the cherry-stem annexation of roads, is an aggressive move to island property owners against their will and is a blatant attempt to circumvent democracy by evading a vote on the matter.

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RECEIVED
JUN - 3 2004

Sincerely,

Signed: Kerry Montgomery

Name: Kerry J Montgomery Date: 6-1-04

Address: 12600 SE Rachella Ct.
Boring, OR 97009

102

Dear Metro Councilors,

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Sincerely,

Signed: _____

Name: Robb & Stacey Simons Date: 6/1/04

Address: 14150 SE 177TH Ct Boring, OR 97009

RECEIVED
JUN - 3 2004

RECEIVED
JUN - 2 2004

103

Dear Metro Councilors,

As a property owner and voter on the east side of SE 172nd Avenue I wish to address an urgent matter that threatens to have an irreversible impact on our neighborhood. The City of Happy Valley's intended annexation of property between SE 172nd and SE 177th against the wishes of 80 percent of the residents in the area has made us unwilling pawns in a game in which we have not been consulted.

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Sincerely,

Signed: Klard Holbrook

Name: KLARD HOLBROOK Date: 5/28/04

Address: 17409 SE Sunnyside Rd Boring OR 97009

RECEIVED
JUN - 2 2004
104

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Sincerely,

Signed: Ronald McMurry

Name: Ronald McMurry Date: 5/31/04

Address: 14060 SE 177 Court Borring, OR 97009

RECEIVED
JUN - 2 2004

105

Dear Metro Councilors,

As a property owner and voter on the east side of SE 172nd Avenue I wish to address an urgent matter that threatens to have an irreversible impact on our neighborhood. The City of Happy Valley's intended annexation of property between SE 172nd and SE 177th against the wishes of 80 percent of the residents in the area has made us unwilling pawns in a game in which we have not been consulted.

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While I understand the legal right of the City of Happy Valley to pursue this strategy, as well as the rights of individual property owners, I believe it to be unethical and detrimental to entire neighborhoods.

I call upon you to exercise your moral duty to represent the majority in this matter. That is how a democracy should operate. I urge you to intervene in this process before it is too late. Either the matter should be put to a vote of the affected property owners or, at the very least, Happy Valley should refrain from annexing the roadways in order to deprive certain homeowners from exercising their choice to choose annexation to Damascus along with their neighbors.

For our elected representatives to ignore the wishes of a nearly 5-to-1 majority of voters in this matter would be a serious breach of the public trust and an evasion of duty. Please consider the long-term effects of this irreversible action and act accordingly.

Sincerely,

Signed: Barbara A. Loffink

Name: John & Barbara Loffink Date: 5/28/04

Address: 17666 S.E. Vogel Rd Boring, OR 97009

126

Dear Metro Councilors,

As a property owner and voter on the east side of SE 172nd Avenue I wish to address an urgent matter that threatens to have an irreversible impact on our neighborhood. The City of Happy Valley's intended annexation of property between SE 172nd and SE 177th against the wishes of 80 percent of the residents in the area has made us unwilling pawns in a game in which we have not been consulted.

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RECEIVED
JUN - 4 2004

Sincerely,

Signed: Andrew McDonald

Name: Andrew & Sylvia McDonald Date: 6/2/04

Address: 17505 S.E. Sunnyside Rd. Boring Or

127

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As a property owner and voter on the east side of SE 172nd Avenue I wish to address an urgent matter that threatens to have an irreversible impact on our neighborhood. The City of Happy Valley's intended annexation of property between SE 172nd and SE 177th against the wishes of 80 percent of the residents in the area has made us unwilling pawns in a game in which we have not been consulted.

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Sincerely,

Signed: [signature]

Name: PETER B. TOBEY Date: 6/2/04

Address: 17516 SE HEMRICK RD.

RECEIVED
JUN - 4 2004

128

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Sincerely,

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JUN - 4 2004

Signed: Larry G. Logsdon

Name: LARRY G. LOGSDON Date: 6/1/04

Address: 13630 SE 172nd CLACKAMAS, OREGON 97015

129

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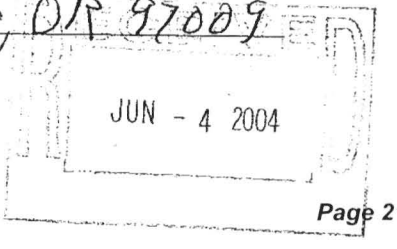
Sincerely,

Signed: Charles L Bolsinger

Name: Charles L. Bolsingen Date: 6/3/04

Address: 17568 SE Hemrick Rd Boring, OR 97009



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Sincerely,

Signed: Roger W. Kuchinka

Name: Roger W. Kuchinka Date: 06-02-2004

Address: 11268 S.E. 172nd Ave., Boring, OR. 97009-8670

RECEIVED
JUN - 4 2004

131

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Sincerely,

Signed: Martin J Hietpas + Elizabeth A. Hietpas

Elizabeth A. Hietpas

Name: MARTIN J HIETPAS JR Date: 6/1/04

Address: 14195 SE 177th Boring OR. 97009

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JUN - 4 2004

15

Metro Staff:

Ed and Alta Walters own the property at 20373 S. Molalla Avenue, Oregon City, Oregon. This 2.85 Acre is only 1 mile from a shopping center and Clackamas Community College.

Due to health reasons we are unable to attend the hearing on the proposed recommendations.

We would like this piece of property to be included in the urban growth boundary Clackamas County and the State of Oregon are in need jobs. There are other neighbors who think this area would be good to be annexed into the urban growth boundary

May 12, 2004

Sincerely,
Edward Walters
Alta F. Walters



Edward Walters
19353 S Hazelgrove Dr.
Oregon City, OR 97045-6943





METRO REGIONAL GOVT.
600 N.E. GRAND AVENUE
PORTLAND, OREGON 97232

97232+2732

060304c-0

107

RECEIVED
JUN - 3 2004

Fax from the Office of
Mayor Vera Katz
City of Portland

To: President Bragdon

Fax Number: 503-797-1582

URGENT

Phone Number:

From: Hannah Kuhn for Mayor Katz

Date: June 3, 2004

Number of Pages (including cover): cover + 1

Message:

Please hand deliver to President Bragdon
No later than 2:00 pm. June 3, 2004.
Thank you very much!

Please note: Same correspondence sent by email.

1221 SW Fourth Avenue, Suite 340 ♦ Portland, Oregon 97204-1995
(503) 823-4120 ♦ FAX (503) 823-3588 ♦ TDD (503) 823-6868 ♦ www.portlandonline.com/mayor/

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Office of Mayor Vera Katz
City of Portland

June 3, 2004

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

Dear David and Members of Metro Council:

I am writing concerning your upcoming hearing on Title 4. As you know, the City of Portland has participated in discussions at MTAC and MPAC concerning both Code Language and mapping of industrial areas. The City worked many months with its stakeholders to designate over 94% of the City's industrial sanctuary lands as Regionally Significant Industrial Areas (RSIAs). Near the end of these discussions, an issue arose concerning siting of both medical and dental office buildings and hospitals, for which there has been little time for study and deliberation. I would like to make clear the City of Portland's position concerning both medical and dental office buildings and hospitals. Our experience is that these facilities can and should be located in 2040 centers, main streets, and corridors. Such facilities generate a high volume of client and customer traffic. Located outside of centers, such facilities may consume both large amounts of land and generate large volumes of auto traffic.

As you know, the City of Portland has a long history of industrial sanctuary policies that encourage the retention of industrial lands and key industrial employers and restrict incompatible uses. We believe these policies are consistent with the intent of Title 4. As a result, we reached the conclusion that allowing for the siting of these facilities in the RSIAs and regional employment areas would be inappropriate. We do support examining the specific needs of such facilities as part of the GMELS.

Thank you for your consideration.

With warm regards,

Vera Katz
Mayor

1221 SW Fourth Avenue, Suite 340 ♦ Portland, Oregon 97204-1995
(503) 823-4120 ♦ FAX (503) 823-3588 ♦ TDD (503) 823-6868 ♦ www.portlandonline.com/mayor/

060304c-07

109

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

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JUN - 3 2004

June 3, 2004

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

RE: Ordinance No. 04-1040, MPAC recommendation

As the Metro Council considers the COO's recommendation regarding expansion of the UGB for industrial lands, the City of Wilsonville encourages the adoption of the MPAC recommendation of May 26, 2004. Like any proposal, the MPAC recommendation required compromise on the part of local governments in order to meet the industrial land supply goals, but in the end there was agreement that this represents a plan local governments can support.

Most importantly for the future of industrial development, all the hosting jurisdictions are supportive of the MPAC recommendation. At a time when infrastructure dollars are scarce it is difficult enough to provide services for new lands even with full support from all the partners involved. Without the enthusiastic support of the host jurisdiction, the ability to actually develop these lands is seriously compromised.

Expanding onto EFU lands anywhere in the region is a serious and irreversible decision. In order to avoid doing so, we should reassess the needs analysis, redouble our efforts to redevelop existing vacant industrial lands, clean up existing brownfields, and provide the infrastructure necessary for industrial lands that are currently constrained by lack of infrastructure. When we must expand onto EFU lands, at the very least it should be with the concurrence of both the regional and local governments.

There was some discussion at last week's Metro Council meeting about whether or not industrial lands are a benefit or a burden to local communities. That depends largely on whether the specific industrial lands fit with local planning goals. Communities like Wilsonville with a large percentage of industrial land for our size (33% vs. 22% for Portland) know that the key to successful accommodation of industrial land is good planning for location and infrastructure, especially where trucking is involved.

Wilsonville is very proud of our industrial and trucking community and we appreciate the benefits it provides us. We will continue to actively provide for even more industrial lands, but with careful and thoughtful planning. No one's vision of a complete

community is Swan Island. For more than thirty years we have been trying to achieve that delicate balance between residential, commercial, and industrial uses that results in a complete community and that accommodates all three with minimal conflicts. We have enjoyed Metro's leadership and support in reaching those planning goals in the past and look forward to our mutual commitment to those goals in the future.

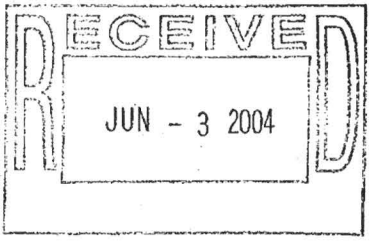
Sincerely,

Charlotte Lehan
Mayor of Wilsonville

060304c-01
110

CITY OF CORNELIUS

Cornelius - Oregon's Family Town



June 3, 2004

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

Re: Addition of 78 Buildable Acres to Cornelius Industrial Related UGB Expansion

Dear President Bragdon and Metro Councilors:

Our Mayor Steve Heinrich asked us to follow up his letter to you, dated May 18 and requesting that parcels representing 78 buildable acres be added to the 91 acres Metro staff has recommended for future industrial uses. The letter is to delineate the reasons why this additional land would benefit our community and result in better consistency with state land use goals and guidelines and economic development objectives.

Metro staff determined that the recommended UGB expansion netting 91 buildable industrial acres north of Council Creek scored highly for urban suitability and met the difficult test of "use EFU land only when necessary". Following are the reasons the addition of another net 78 acres of land for industry is necessary. This additional land:

1. Creates industrial area of an estimated 170 contiguous acres instead of 91 acres, presenting a more attractive location for a large job-intense development(s). It also makes the site eligible for Governor/state assistance for sites > 100 acres. The locations of Merix (high-tech) in Forest Grove and Stewart Stiles Trucking (national transport) in Cornelius are evidence of the suitability of large industrial sites in Washington County well off the I-5 corridor.

2. Increases the probability of full street and utility improvements rather than partial improvements along Hobbs and Susbauer Roads, which is a more efficient and safer provision of urban services.

3. Implies a 30% savings in construction costs of urban services, including streets, storm drainage, water and sanitary sewer lines, because twice the development (both sides of the road) share the cost burden.

4. Allows for the best east/west collector street and storm water, water, power, cable and telephone utility network development through the industrial area, and the least disruption of existing development. The additional parcel west of Susbauer provides for the logical extension of Hobbs Road to the west, with all appropriate utilities. The Metro recommended west frontage of Susbauer creates a less than ideal utility network and implies displacement of established homes and new outbuilding on both sides of Susbauer at the only appropriate location to bring an east-west collector street through.

5. Best meets Cornelius great need for suitable land for employment-intensive uses, recognizing the following characteristics of our City:
   - Highest poverty rate in Metro region
   - Longest average commute in Metro region
   - Lowest land/improvement market value in Metro region
   - Lowest property tax revenue per capita (despite above average tax rate per capita)

6. Results in a healthier proportion of total land zoned for industrial use (17% rather than current 9%), healthier land use balance and allows us to move further down the road of building a complete and sustainable community.

7. Is EFU land similar to the land in the Helvetia and Evergreen expansion recommendations, but different in that it more compellingly meets a "last resort" test and is absolutely necessary to meet other state land use goals and other regional goals for this area. Please note that the Washington County Farm Bureau has not taken a position on Cornelius' UGB expansion recommendations. Many farmers in this immediate area understand the symbiotic relationship of our community and surrounding agriculture industry and do not fear a reasonable compromise that assures the sustainability of both urban and rural business and life.

We hope that these reasons will be of help to Metro staff in writing the findings necessary to support what we believe to be simple common sense and good subregional planning. We hope the Council will seriously consider this new total of an estimated 170 acres of buildable industrial land for inclusion in the UGB. We all have an important common goal of protecting agricultural land in this rich Tualatin Valley AND building a healthy urban region made up of complete sustainable communities. This limited expansion for future urban uses is a good decision.

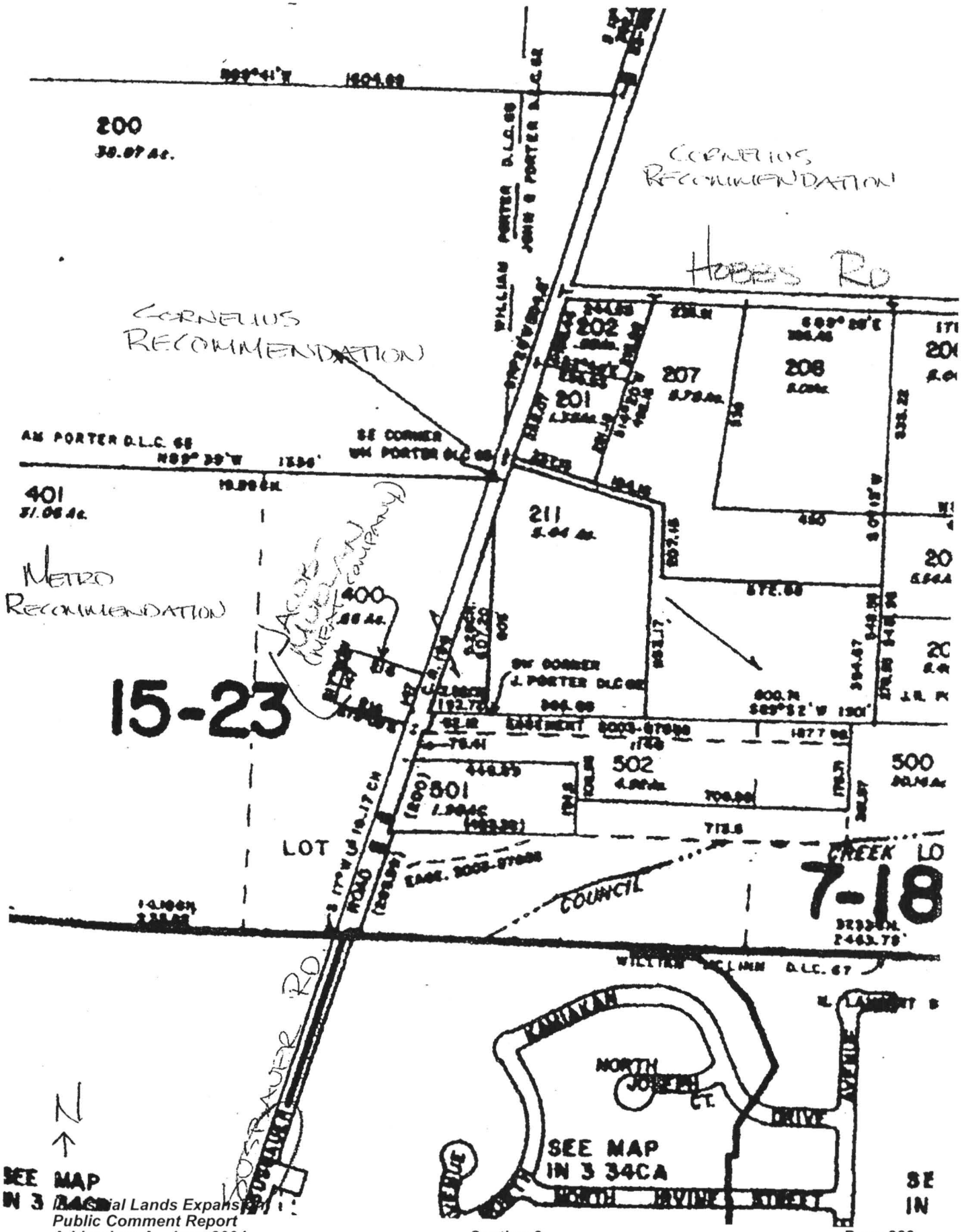
Along with our Mayor, we thank you for Metro's partnership and your continued efforts in reaching the best possible regional solutions to regional and local issues.

M.K. Kline

Dick Kline
City Manager

Rob Dixon
City Engineer

Richard Meyer
Planning Director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CORNELIUS RECOMMENDATION
HOBBS RD
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AM PORTER D.L.C. 68
SE CORNER
401
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METRO RECOMMENDATION
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15-23
SW CORNER
J. PORTER DLC 68
502
500
501
LOT
CREEK
7-18
COUNCIL
WILLIAM McLINN D.L.C. 67
KAMIAKAN
NORTH JOSEPH CT.
DRIVE
SEE MAP IN 3 34CA
NORTH IRVINE STREET
N
SEE MAP IN 3 34CA

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VIEW LOOKING WEST
ELEVATION VIEW

PLAN VIEW

CITY OF CORNELIUS

Cornelius - Oregon's Family Town

111

May 18, 2004

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

Re: Addition of 170 Buildable Acres to Cornelius Industrial Related UGB Expansion

Dear President Bragdon and Metro Councilors:

We want to help you with a problem.

Because of the considerable opposition to the expansion of certain Metro recommended industrial lands in the vicinity of Tualatin and Wilsonville, we think it appropriate to recommend more suitable land adjacent Cornelius as an alternative way for Metro to meet its industrial land goal. Please consider this addition to our April letter of support for Metro staff recommendations for industrial land related Urban Growth Boundary expansion, as they affect the area north of the City of Cornelius.

There are an estimated 78 buildable acres in five lots at the west end and along the north side of Hobbs Road east of Susbauer Road that would make it easier for Cornelius to provide urban utilities to the 91 acres of Metro recommended industrial area. These parcels are separated from farmland to the north by the expansive Dairy Creek floodplain and are a natural extension of Metro recommendations.

Most of the owners of these lands support being included in the UGB. All of this land scored highly for suitability for industrial use in Metro's Industrial Lands Study, except that they are EFU lands. They are all, however, south of Dairy Creek, which has been commonly mentioned as a "hard" boundary between future urban reserve land and rural reserve land. This land would add to the attraction of industry to this area and would make extension of urban services even more logical, easier and cost effective.

Our City participated in all the public discussion of industrial land and agricultural land protection. We are committed to work at both building a complete sustainable community and long-term support and protection of a sustainable agricultural industry in western Washington County. We can responsibly handle projected urban development and management of the considerable natural resources in this area at the same time. Our emphasis on citizen and landowner support and participation in local government is a big help.

It will be much easier and cost effective to extend utilities and street improvements if both sides of Hobbs Road can be developed at urban standards and much safer if Hobbs Road is extended to the west to serve the new industrial area between Susbauer and Cornelius-Schefflin Roads. Since most public improvements are paid for, as private development requires them, the expansion currently recommended by Metro staff limits the efficiencies of urban service extension possible with a little more room. A plan that results in half-street improvements and unaligned industrial collector streets is unnecessarily costly, unsafe, and inefficient and is not good planning.

We propose that the Metro staff recommended UGB boundary be extended one tax lot deep along the north side of Hobbs Road as it turns west and to include the tax lot just west side of Susbauer Road at the end of Hobbs Road. A map of these additions to our support of Metro recommendations is attached.

Again, we have done our best in our area of western Washington County to clarify our City's reasoning and intentions and the process for citizens participating in this decision. The City of Cornelius has long identified land north of Council Creek for UGB expansion to serve six critical community and regional needs.

1. Increase the meager supply of medium-large lot industrial land,
2. Support specific agriculture and high-tech industries that are regionally significant, locally based, publicly invested in and widely acclaimed,
3. Provide efficient cost-effective urban services for existing & projected citizens & businesses, and for adjacent exception and rural lands,
4. Sustain regionally significant natural resources, particularly along Council Creek,
5. Provide local jobs for the community with the longest average commute in the region, thus saving time, energy and relieving traffic congestion, and
6. Make Cornelius a more complete, balanced and financially sustainable community.

We have made it clear to folks that inclusion within the Regional UGB does not mean that annexation to the City is imminent. The City of Cornelius has no intention of annexing land unless and until the owner wishes to annex. It is also our understanding that inclusion within the UGB will not affect property taxes until it is presented for sale or development for urban uses.

We appreciate Metro's listening to our small voice and recommending a reasonable expansion this year. We hope you will consider this new total of an estimated 170 acres of buildable industrial land for inclusion in the UGB. We all have an important common goal of protecting agricultural land in this rich Tualatin Valley and building complete sustainable communities. This limited expansion for future urban uses is a good decision.

Your partner in reaching all of Oregon's land use goals,

Steve Heinrich
Mayor, City of Cornelius

Metro Recommended Additions = M Cornelius Recommended Additions = C Proposed street and utility connection ---

For more information, call Richard Meyer 354-7099

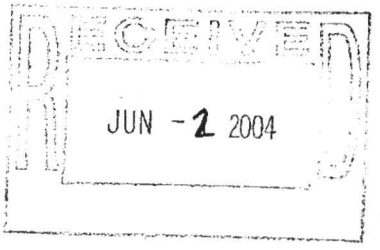
060304c-04
112

CITY OF HILLSBORO

June 1, 2004

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





RE: Potential Evergreen Road Industrial Site UGB Expansion.

Dear President Bragdon and Metro Councilors:

The Evergreen Road Site (372 gross, 310 net acres) is included in Metro Councilor Newman Amendment to Ordinance 04-1040 and in the list of proposed Industrial UGB expansion sites that are recommended for Council approval by unanimous MPAC vote taken on May 26th. Hillsboro fully supports its inclusion in the Newman Amendment and the recommended MPAC list of Sites. Should the Metro Council decide to add the Site to the UGB in June, we respectfully request that the approximately 147 acres of "exception lands" immediately west of the Site also be add to the UGB as a part of the Evergreen Road Site for the practical and legal reasons cited below. This additional area is shown on the attached map.

Legal Considerations

The 147 acres of "exception lands" are right next to the Evergreen Road Site. In terms of location and access to public infrastructure, they are similarly suited for industrial use as the 310 net acres of resource lands within the Site. Thus, a literal reading of the ORS 197.298 land priority hierarchy would suggest that these exception lands be brought into the UGB ahead of similarly suitable resource lands.

Bringing in the 147 acres as a part of the Evergreen Road Site would eliminate this possible legal issue relative to adding the resource land within the Evergreen Road Site to the UGB as currently described in the Newman Amendment and MPAC list of Sites. This action would result in the resource land being bracketed by two exception land areas (to the west and northeast) and industrial areas inside the UGB (to the east and south). It would, then, strengthen the conformance of the Evergreen Road Site under both the statutory land priority system, the Goals 2 Exceptions Criteria and the Goal 14, Factors 3-7 land suitability criteria.

Practical Concerns:

The following practical concerns support inclusion of the 147 acres of exception lands into the UGB as part of the Evergreen Road Site:

123 W. Main Street · Hillsboro, Oregon 97123-3999 · 503/681-6113 · FAX 503/681-6232 · www.ci.hillsboro.or.us
AN EQUAL OPPORTUNITY EMPLOYER PRINTED ON RECYCLED PAPER

Hard Agriculture Boundary

We presume that the current Evergreen Road Site boundary in the Newman Amendment and MPAC list of Sites, which stops at NW Sewell Road, seeks to set a clear and firm edge between urban industrial development within the Site and rural and agricultural uses west of Sewell Road. As you may know, the west edge of the 147 acres of exception lands generally abuts a Hillsboro Airport Runway Clear Zone. Federal and State regulations prohibit the construction of buildings and urban activities within this Zone as do Hillsboro Zoning regulations. The Clear Zone can provide a permanent "hard edge" between industrial uses east of the Zone and agriculture uses within, and to the west and north of the Zone which would be equally firm as a Sewell Road agriculture-urban edge.

Airport Compatibility

Scattered rural residences, open areas and forest patches occupy the 147 acres. Public testimony at your recent hearing on Ordinance 04-1040 in Hillsboro informed you that some residents within this area directly north of the Hillsboro Airport are very concerned about Airport noise impacts and possible future safety issues on their community arising from airport departures and landings and flight training exercises. Industrial use of the area would eliminate these land use compatibility issues. The Port of Portland has long supported conversion of areas immediately north of Evergreen Road to industrial use.

Full Accommodation of "Industrial Land Need"

MPAC discussions on May 26th indicate that, ultimately, a few sites contained in the Newman Amendment and the MPAC list of Sites may be unacceptable to a majority of the Council and/or the LCDC. If the Evergreen Road Site is accepted by the Council and LCDC, adding the 147 acres of exception lands to this Site could offset any loss of acreage needed to fulfill the 20-year Industrial Land Need caused by one or more of the other pending Sites either in the Newman Amendment and/or MPAC list of Sites being dropped from Metro Council consideration during its June deliberations and final action on Ordinance 04-1040.

Thank you for considering this request.

Sincerely:

CITY OF HILLSBORO

Tom Hughes
Mayor

Attach:
copy: Hillsboro City Council

113

OregonLive.com
Everything Oregon

Urban growth boundary is key to noise issue

Monday, May 31, 2004

B eginning next week, Hillsboro Aviation's student helicopter pilots will begin practicing in a new flight pattern to reduce noise over homes near Hillsboro Airport.

It isn't a perfect solution, but it appears it is about all that can be done right now. But that may change.

The new pattern was the best deal Hillsboro Mayor Tom Hughes could broker given the hostility between neighborhood activists and the folks who operate and use the airport.

The Hillsboro mayor agreed three months ago to try to get everyone involved in the noise issue at the same table.

"I was pretty pragmatic about the situation," he says. "I didn't think the sky was going to open and we were going to have a solution everyone liked."

He got a compromise no one likes.

"I guess if everyone is kind of mad at you, you've done your job," he says.

This is the airport's third helicopter pattern, and it is only a temporary one.

The airport runways form an X, with the landing strips going northwest and northeast. The Alpha pattern is in the V formed on the west side, the Bravo pattern is in the V on the east.

The new pattern, called Delta, lies over airport property in the V on the north side of the X along the eastern runway. Eventually, most of that area will become another pattern, Charlie.

Hughes and Max Lyons, who operates the helicopter school, hope the Delta pattern will reduce noise over nearby homes. While that pattern is being used, additional landing sites will be built in the northern V to accommodate the larger Charlie pattern.

The Charlie pattern will take the helicopters over land that is mostly owned by the Port of Portland, which also owns the airport. Some of the property is used for industry and is home to a few high-tech plants, and a few parcels are owned by private individuals.

One of the private property owners is Henry Oberhelman, who has been active in airport noise issues for the past few years and is treasurer of the group complaining about the choppers.

"Poor Henry," Hughes says. "I really do feel sorry for him. The problem is that no matter what you do to alleviate noise in one place, you shift it someplace else."

And because Oberhelman and his wife work from their home, they have little chance to escape it.

There may be help on the way for him and his neighbors, though.

Last week, Metro was asked to consider expanding the urban growth boundary to accommodate more industry north of Hillsboro. The land the city wants to see developed is under the proposed Charlie pattern. If the land comes inside the boundary, its value will jump and the homeowners may have enough incentive to sell and move elsewhere.

It is the best chance the Port has to resolve the noise issue.

For Hughes, one of the issue's greatest frustrations is that the city and the Port have little authority over airport operations because of Federal Aviation Administration rules.

But Hughes says the face-to-face discussions by neighbors, Lyons, the Port, the FAA and the city have elevated the problem to one where "the Port takes it pretty seriously now."

It is overdue.

For years, the Port -- focused on similar problems at Portland International Airport – dragged its feet and generally tried to ignore the complaints in Hillsboro. But now it is time to get serious.

First, the Port needs to encourage Metro to bring that land inside the growth boundary.

Once that happens, the Port should begin writing checks for whatever it takes to convince people living there that their lives would be better if they had different, quieter addresses.

The airport noise is a problem that won't go away. The city knows it, and the Port knows it. The city has done all it can. Now it's the Port's turn to do the same.

Jerry F. Boone's columns appear Mondays and Wednesdays. Contact him at 503-294-5960; jfboone@aol.com or jerryboone@news.oregonian.com. His columns can be found online at www.oregonlive.com/news/oregonian/jerry_boone/

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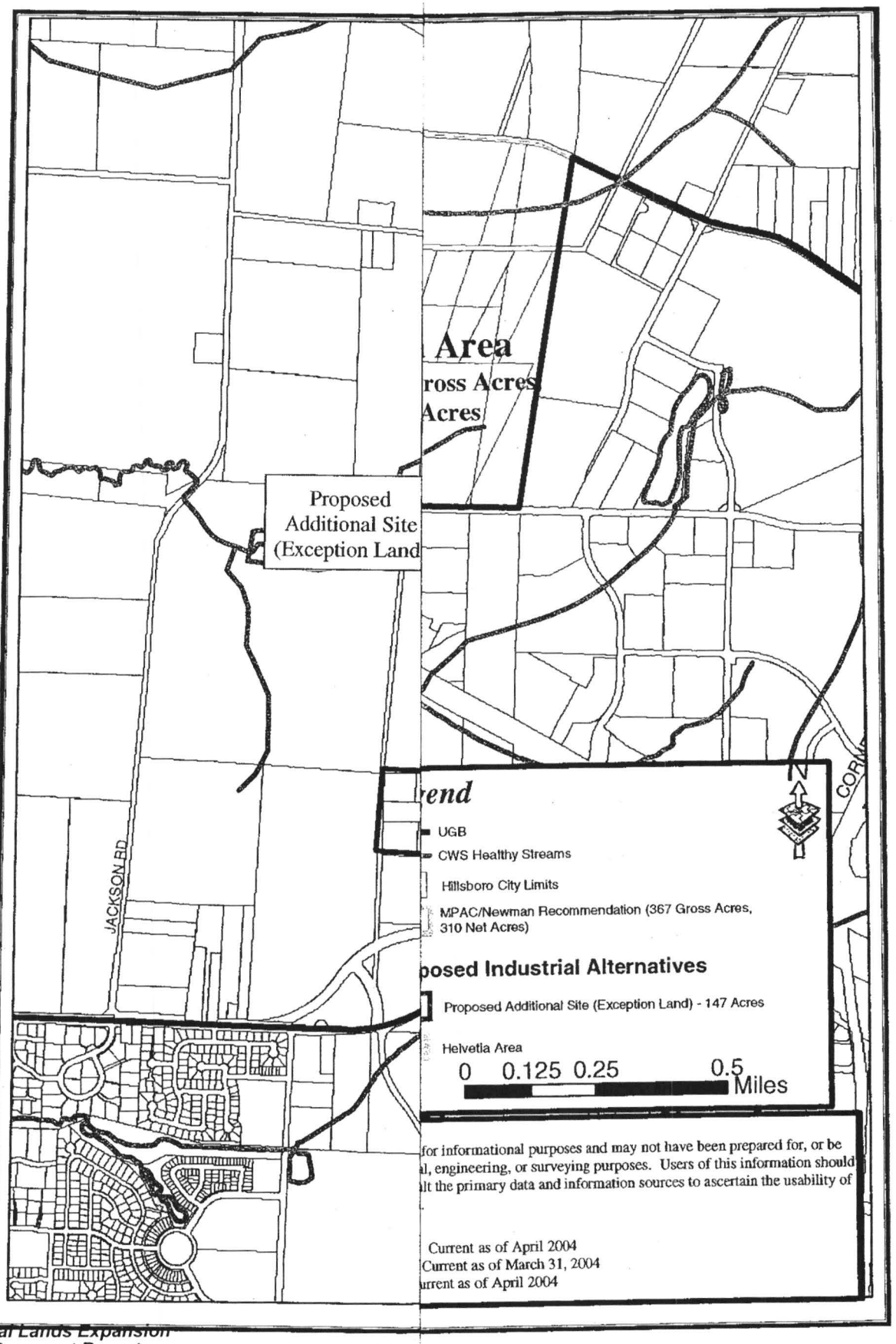
Area
ross Acres
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Proposed
Additional Site
(Exception Land
JACKSON RD
rend
UGB
CWS Healthy Streams
Hillsboro City Limits
MPAC/Newman Recommendation (367 Gross Acres, 310 Net Acres)
posed Industrial Alternatives
Proposed Additional Site (Exception Land) - 147 Acres
Helvetia Area
0 0.125 0.25 0.5 Miles
for informational purposes and may not have been prepared for, or be
l, engineering, or surveying purposes. Users of this information should
lt the primary data and information sources to ascertain the usability of
Current as of April 2004
Current as of March 31, 2004
urrent as of April 2004

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I'D LIKE TO MAKE A COUPLE OF COMMENTS ABOUT THE CRITERION INVOLVED IN SELECTING LAND FOR DEVELOPMENT AS YOU EXPAND THE METRO AREA.

FARMLAND IS PRECIOUS - PLEASE CONSIDER TIMBERLAND BEFORE LOW GRADE FARMLAND.

YOUR RESTRICTION OF LOCATING BUSINESS PARKS NEXT TO FREEWAY EXITS CONTROLS EXPANSION ONTO FARMLAND. GOOD ACCESS SHOULD FOLLOW INDUSTRIAL + RESIDENTIAL EXPANSION, NOT VICA VERSA. MOST FREEWAYS IN THE VALLEY CUT THROUGH PRIME FARMLAND. AFTER ALL,

YOUR CURRENT POLICIES GIVE THE APPEARANCE OF SAVING WHAT HAS BEEN LOST IN SO MANY OTHER PLACES. TRUTH IS THE SIMPLY SLOW AND CONSOLIDATE THE EXPANSION, FOLLOWING THE SAME DESTRUCTIVE PATH.

PLEASE DIRECT EXPANSION AWAY FROM FOOD PRODUCING AREAS, WHATEVER THEIR PERCIEVED VALUE. ONCE LOST,

THEY WILL NEVER BE REPLACED.
THE FOREST IS SOMEWHAT MORE
RESILIENT HERE IN WESTERN OREGON,
JUST TAKE NOTE OF ANY NEGLECTED
PARCEL OF LAND.

THANKS FOR THE OPPORTUNITY
TO COMMENT,

Mike Tingey

MIKE TINGEY
PO BOX 264
BEAVERTON, OR
97075

132

Dear Metro Councilors,

As a property owner and voter on the east side of SE 172nd Avenue I wish to address an urgent matter that threatens to have an irreversible impact on our neighborhood. The City of Happy Valley's intended annexation of property between SE 172nd and SE 177th against the wishes of 80 percent of the residents in the area has made us unwilling pawns in a game in which we have not been consulted.

Roughly 20 property owners in the area south of Hemrick Rd. have indicated a desire to annex to Happy Valley. Of the remaining 100 a much larger number of us would prefer to annex to the City of Damascus that will likely be formed by voters on January 1, if we must be part of a city at all. Happy Valley's proposed annexations of individual lots here and there, along with the cherry-stem annexation of roads, is an aggressive move to island property owners against their will and is a blatant attempt to circumvent democracy by evading a vote on the matter.

Furthermore it results in a tangle of city boundaries that makes for inefficient government. One need only look at the Damascus Heights (West) neighborhood to see what a mess would be created. On one block of SE 177th Avenue there would be four houses in Damascus, four under county jurisdiction, and two in Happy Valley. Not only does this divide a neighborhood against the wishes of its residents, it sets up a senseless tangle of jurisdictions that would poorly serve the area.

While I understand the legal right of the City of Happy Valley to pursue this strategy, as well as the rights of individual property owners, I believe it to be unethical and detrimental to entire neighborhoods.

I call upon you to exercise your moral duty to represent the majority in this matter. That is how a democracy should operate. I urge you to intervene in this process before it is too late. Either the matter should be put to a vote of the affected property owners or, at the very least, Happy Valley should refrain from annexing the roadways in order to deprive certain homeowners from exercising their choice to choose annexation to Damascus along with their neighbors.

For our elected representatives to ignore the wishes of a nearly 5-to-1 majority of voters in this matter would be a serious breach of the public trust and an evasion of duty. Please consider the long-term effects of this irreversible action and act accordingly.

Sincerely,

Signed: Pauline McGee

Name: Pauline McGee Date: 6-2-04

Address: 11360 SE. 172nd Damascus, OR 97009

JUN - 7 2004

133

Dear Metro Councilors,

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Sincerely,

Signed: Lisa Johnson

Name: Lisa Johnson Date: 6-2-04

Address: 17610 SE Sunnyside Rd Boring, OR 97009

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JUN - 7 2004

134

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Sincerely,

Signed: Andrew H Beyer

Name: ANDREW H. BEYER Date: _____

Address: 17590 SE TROGE RD BORING, OR

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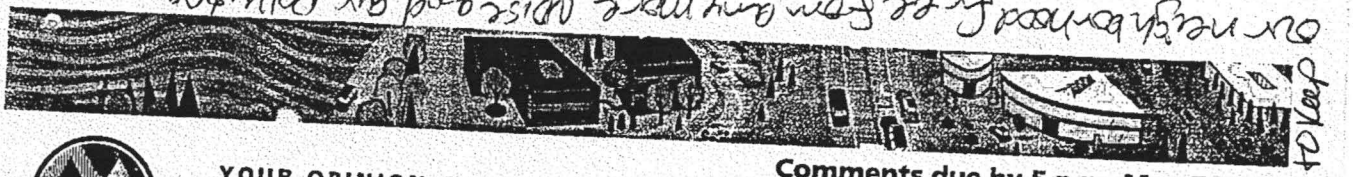
JUN - 7 2004



METRO

PEOPLE PLACES
OPEN SPACES

YOUR OPINION COUNTS

Comments due by 5 p.m. May 7, 2004

Metro Chief Operating Officer recommendation on urban growth boundary expansion for industrial land

Name Gloria Aubrey E-mail

Address 7706 SW Thornton Dr. City/State/ZIP Wilsonville OR 97070

Phone number 503 570.1190 Fax

Do you want to be placed on the mailing list? ☐ yes ☒ no

Your written comments will be summarized and presented to the Metro Council prior to council deliberation and decision-making.

Comments (please print) Turn in completed card, mail to address on back or fax to (503) 797-1911.

I believe that open lands are an integral part of being healthy. Healthy in mind, body and spirit, but also in neighborhoods and communities. I know for a fact the many commuters that drive ~~here to~~ to Wilsonville to work, specifically take Stafford Rd, 65th and other streets because it's beautiful + peaceful. I want to keep our neighborhood free from any more noise and pollution.

9

167

GREG Scherer
LEWIS & VAN VLEET, INC.
18660 SW BOONES FERRY RD.
TUALATIN, OR 97062

June 6, 2004

Dear Metro Members,

I would like you to know that I am one of many in the Tualatin area that is very disappointed with the direction you are apparently headed in expanding the Metropolitan Growth Boundary at the south end of Tualatin. Two years ago our family moved away from a residential neighborhood in north Tualatin that is trapped by industrial development. We were happy to find this new development in south Tualatin bounded by homes, and farmland, with schools and parks scattered within. In fact, we found great solace in knowing that we lived only four blocks from the growth boundary line assuming that that our environment would remain free from industrial growth for some time. Our boys have enjoyed the benefits of residential life while at the same time enjoying the deer that run free in the nearby open land and feeding the horses in the pasture a short walk away. You can imagine our disappointment to learn that these things may soon change because little consideration is being given to home owners such as us in south Tualatin.

We have greatly enjoyed the community of Tualatin for many reasons during our nine years of residency here. But one of our greatest frustrations is the poor land use and transportation planning that has affected it. In my opinion, most of the problem has been created by decisions made outside of the City of Tualatin. It is unfortunate that our little "downtown" just happens to lie at the convergence of I-5 and I-205, that it acts as the gateway to Sherwood growth, and that it provides the easiest connection between I-5 and Hwy 99. Traffic can be a nightmare just getting from north to south Tualatin. Adding large areas of industry on the south end of town is very short sited and is certainly a loosing proposition for any of the inhabitants of Tualatin.

I understand that in the neighborhood of 40% of Tualatin is already zoned for industrial use (well above that of other Metro cities with the exception of possibly Wilsonville). And of that 40%, I bet not even one half of that industrial land is yet in use. No one has made it clear to me why even more of Tualatin's land needs to be designated for industry. It seems equitable to share the economic growth with other Portland area suburbs, some of which apparently welcome the growth. Besides, additional commuters and truckers destined to and from Tualatin will only compound the traffic problems our community already faces.

If, for reasons I am not privy to, we must be forced to live with more industry in our backyard, I (and my 13 year old son jabbing me in the side about it) ask that you would at least provide a nice buffer between the 40 ton trucks that will come and the 40 pound children racing around the block on their scooters and bikes. By my estimation, the land directly south of us (between SW Helenius Rd andTonquin Rd) does not meet the criteria for land that Metro is to consider anyway. It is zoned for farming (or at least I assume it is by the sheep, horses, and blueberries I run and bike by), it is not within one mile of existing industry (unless the Women's Prison that was crammed down our throat is considered as such), and the only slope less that 10 percent is the small portion of land between the uphill and the downhill sides. In addition, I would ask that Grahams Ferry Road and Boones Ferry Road strictly prohibit truck traffic coming north into residential Tualatin. These seemingly small concessions would at least dampen the impact to our town.

Sincerely,

C. Gregory Scherer

C. Gregory Scherer
Tualatin Resident

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JUN - 8 2004

168

May 20, 2004

Metro Commissioners
Industrial Survey Hearings
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Commissioners:

I am a longtime resident of the community of Helvetia. I would like to express my opposition to inclusion of Helvetia acreage into industrial lands. This is a historical area with many of the residents being descendants of original settlers in the mid-1800s. It is primarily farmland being used as farmland, and the land you are considering should continue as a buffer zone from industries to enable farmers to effectively farm. Industries do not belong in communities. I feel obligated to protect the quality of life that I enjoy in my rural environment and community here in Helvetia.

Thank you for your consideration.
ANAHIT ISIKBAY

Anahit Isikbay

Anahit Isikbay
22501 NW Bachtsche Rd.
Hillsboro, OR 97124

169

Dear Metro Councilors,

As a property owner and voter on the east side of SE 172nd Avenue I wish to address an urgent matter that threatens to have an irreversible impact on our neighborhood. The City of Happy Valley's intended annexation of property between SE 172nd and SE 177th against the wishes of 80 percent of the residents in the area has made us unwilling pawns in a game in which we have not been consulted.

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Sincerely,

Signed: Ella Smith

Name: ELLA SMITH Date: 6-5-04

Address: 17530 SE HEMRICK RD

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JUN - 8 2004

170

Kathy Scherer
10624 SW Cottonwood St.
Tualatin, OR. 97062

June 6, 2004

Dear Metro Members,

I am extremely disappointed to learn about your decision to keep the major portion of future industrial development in Tualatin. I can not believe that you would ask a community that already has 40% of its land zoned to industry to take on even more.

We have lived in Tualatin for 9 years and we have loved it. The people here have worked hard to build a strong community with outstanding schools and safe, beautiful neighborhoods. But we are at our breaking point when it comes to industry. We already sit behind numerous trucks at every traffic light in Tualatin.

If you bring in more industry, the quality of life will decline here. We live in a development close to the proposed south Tualatin addition. Right now, my son rides his bike to Helenius Road and feeds the horses. If your proposal goes through, he will have to dodge semi-trucks on his bike ride. The homes in this neighborhood are expensive, but their value will decline. No one is going to pay that kind of money to stare at industry from their backyard. They will go elsewhere, perhaps to a city where industrial zoning is only 12% of its land area.

What about the Tualatin City Councils opinion. Does it mean nothing in your decision making process? You may not be required by law to respect a cities request, but it seems that a reasonable metro committee should weigh heavily the concerns of the city council. After all, they are the ones left picking up the pieces of the traffic mess that you will have created.

What upsets me the most about this situation is my complete loss of faith in the democratic process. There are mothers in our neighborhood who dragged their small children around while they collected 1,000 signatures against this expansion. They came to your hearings and had people speak on our behalf. They had meetings with our metro representative. All these efforts only to have all of our words fall on deaf ears. You asked us to come and give you our opinion. Now I have to stop and wonder why.

I am saddest about the message that this whole process has sent to my kids. I was hoping they would see that if you come together with others, work hard, and voice your opinion that you can make a difference in your future. Instead, they are seeing that a small group of politicians with a tremendous amount of power to impact our lives, appeared to listen to us, but in the end followed their own agenda. Apparently, the Industrial Developers have a much greater influence on your decision making than the residents of Tualatin do.

Please prove me wrong! Help show my children that the elected officials that we put in office do care about the well being of the citizens who put them there.

Sincerely,

Kathleen P. Scherer

Kathy Scherer
A very unhappy resident of Tualatin

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MINUTES OF THE METRO COUNCIL MEETING

Thursday, May 27, 2004
Metro Council Chamber

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

Councilors Absent: Carl Hosticka (excused)

Council President Bragdon convened the Re gular Council Meeting at 2:01 p.m.

1. INTRODUCTIONS

There were none.

2. CITIZEN COMMUNICATIONS

There were none.

3. ISSUES TO CONSIDER IN IMPLEMENTING A PAY-FOR-PERFORMANCE PROGRAM

Alexis Dow, Metro Auditor, provided a power point presentation on matters to consider on implementing a pay-for-performance program (a copy of which is found in the meeting record). She noted background, success factors, and inhibiting factors.

Councilor Burkholder asked about the value of pa y for performance (PFP) if they couldn't offer financial compensation. Ms. Dow said she felt it w as good. It was important to identify goals and provide feedback to the employee. You can do these things without having a PFP program. She spoke to motivators beyond money. A good human resource system will have good communication, guidance and regular feedback.

4. CONSENT AGENDA

4.1 Consideration of minutes of the May 20, 2004 Regular Council Meetings.

4.2 **Resolution No. 04-3451**, For the purpose of confirming the appointment of Sarah Barrett to the North Portland Rehabilitation and Enhancement Committee (NPREC).

4.3 **Resolution No. 04-3452**, For the purpose of reappointing Jean Estey-Hoops and Susan Landauer to Metro North Portland Rehabilitation and Enhancement Committee (NPREC).

Motion:	Councilor Newman moved to adopt the meeting minutes of the May 20, 2004, Regular Metro Council and Resolution Nos. 04-3451, 04-3452.
Vote:	Councilors Burkholder, McLain, Monroe, Park, Newman and Council President Bragdon voted in support of the motion. The vote was 6 aye, the motion passed.

5. ORDINANCES – FIRST READING

5.1 **Ordinance No. 04-1053** , For the purpose of Amending the FY 2003-04 Budget and Appropriations Schedule by Transferring $250,256 from Contingency to Operating Expenses in the Zoo Operating Fund to allow the Zoo to rec ognize the cost associated with the Simulator and Butterfly exhibits; and declaring an emergency.

Council President Bragdon assigned Or dinance No. 04-1058 to Council.

6. ORDINANCES - SECOND READING

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

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

Council President Bragdon explained the process fo r the public hearing and amendment process. Michael Jordan, Chief Operating Officer, provided a history of the process the staff had gone through to get to his recommendation. He noted th e staff report, which he used as an outline for discussing his recommendation, this included background factors including the Urban Growth Report concerning land supply, statewide pla nning goals, application of Metro Policies, discussion of suitability factors for industry, fulfilling the need for industrial lands, study areas meeting at least one location factor, study areas excluded due to additional analysis, discussion of suitable alternatives analysis areas, additiona l areas considered for Urban Growth Boundary expansion, meeting Goal 1 requirements, co mpleting periodic review, legal antecedents, anticipated effects, budget impacts and reco mmended action. Council President Bragdon also noted Metro Policy Advisory Committee (MPAC) recommendation (a copy of which is included in the meeting record).

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

Lou Ogden, City of Tualatin Mayor, 18880 SW Martinazzi Tualatin OR 97062 provided written testimony which he and his staff summarized. They were opposed to North Borland Road area and Norwood/Stafford (Tualatin South) area as industr ial area and east of I-5 if this area were to be recommended. They were willing to support the quarry area with conditions. It was their job to work with the Council to come to a workable solu tion. He said they have 36% industrial in their incorporated area. He spoke to local control. He urged Council to support their community vision. He spoke to the MPAC recommendation, whic h supported removal of Tualatin, and also represented a policy shift for classification of so ils. Councilor Newman spoke to need numbers and the state law constraints. He extended the oppor tunity for the Mayor to work with Council. 136

Ed Truax, Council President, 18880 SW Martinazzi Tualatin OR 97062 spoke to traffic issues, water issues, Goal 14 soils factors, quality of life and livability issues as well as coordination efforts with Metro. He shared Tualatin's vision and asked Council to oppose the inclusion of Tualatin into the Urban Growth Boundary (UGB). 137

Doug Rux, Community Development Director, City of Tualatin, 18800 SW Martinazzi Tualatin OR 97062 noted that they had submitted both techni cal and legal information for the record (a 138

copy of which is found in the record). He talked about traffic, funding, and ability to serve issues. He commented on infrastructure issues as being inadequate. He noted the yield acreage. He addressed fair share issues. They supported the qua rry site and he detailed conditions for their support. Councilor Newman said there had been much debate on the need number. He asked Mr. Rux if the Regional Economic Part nership had taken a position. Mr . Rux said they had not taken a position. He spoke to adjusting the need num ber. He felt that the 1200 acres need would be workable.

Jeff Condit, Miller Nash on behalf of the City of Tualatin 18880 SW Martinazzi Tualatin OR 97062 said he had submitted detailed written comments for the record. He highlighted those for the record. He questioned land that was excluded fro m the initial alternatives analysis. He felt that the Chief Operating Officer (COO) had done it backwards and explained further why he felt it was backward. He talked about Goal 2 and the C ourt of Appeals comment. He spoke to the need for partnership. They were willing to work with Metro but couldn't accept all three of the sites. Council President Bragdon talked about local c ontrol and the statewide requirements. The implementation lies with local governments and th is was why the Council needed to coordinate with the city. Council President Bragdon noted City of Tualatin's partnership. 139

Councilor Park asked about the Borland Road r ecommendation and if this was a "not now" or "not ever". If conditions or criteria were different would they be supportive of this area? Mayor Ogden said yes, issues of transportation were the current preventor for development in this area. They wanted to participate in a long-term pl anning process for that area. They were accepting industrial area for the entire region. Councilor Park said one of the themes in the 2002 UGB decision was focusing on centers. He felt Mayor Ogden had indicated that they would be willing to participate in a longer term planning effort to grow the region.

Councilor McLain asked Mr. Rux about the MP AC package and how the Regional Economic Partners positioned themselves. Mr. R ux said he could not respond to this.

J Clayton Hering, 121 SW Morrison Suite 200 Portland OR 97204 commended the Council for the progress they had made. He spoke to qua lity rather than quantity. He addressed the development side. He talked about the competitiv e environment. He felt Council failed if they didn't take into consideration the quality side of the coin because of the lack of funds. They didn't have enough money to take a site that was underser ved. The biggest problem they saw with some of the sites was the ability to service them with ro ads, utilities, etc. Council had to be careful that they took into consideration adjacency to the main thorough fairs and ability to serve. Council President Bragdon said he illustrated part of their dilemma. He said MPAC's recommendation had been to take sites that were not adjacent to thorough fairs and recommend sites that might not be close to highways. Mr. Hering said Council had to look to the future. The market place was very competitive, the closer to major highways the better. 140

Sparkle Fuller Anderson, 27480 SW Stafford Wilsonville OR 97070 talked about Councilor Newman's amendment. Council President Br agdon explained that these were proposed amendments. Councilor Newman had a proposed amendment to drop the Wilsonville area. Ms. Anderson said the area was not currently in Wilsonville but in Clackamas County. If Wilsonville doesn't want Wilsonville East, they didn't have to take it. She noted Evergreen was farmland. They need to take the land that was ruined first and leave the land that was farmable. She spoke to truck access in the Wilsonville East area. She said Evergreen was not on I-5 or I-205. She felt Wilsonville East met the criteria. Councilor Newman reiterated that his amendment was a proposed amendment. Everything was still in play . He encouraged that she speak to Clackamas County because they were currently opposed to Wilsonville East. 141

Maureen Larsen, Wilsonville East landowner 259 35 SW Stafford Wilsonville, OR 97070 said this area was not farmland. They owned a retail nursery. Because of the lack of water in Wilsonville they grew their stock in Hillsboro. Hillsboro had wonderful office campuses and quality jobs. The Wilsonville East land was not produc tive. She urged that this land be banked to create future jobs. Clackamas County was on reco rd saying they needed high tech jobs. She didn't think trucks were an issue; this area was more likely to be high tech. This area could be used for high tech jobs. 142

Dave Volz, 22530 SW Erin Piper Tualatin OR 97062 provided written testimony and summarized it for the record. He spoke to the grass roots effort to not include the Tualatin area as industrial. He said there were many who did not agree. Councilor Newman commented on his remarks. 143

Bill Kenny, Coalition to Save the Valley 37535 Arbor Lake Drive Wilsonville OR said he asked Council to restore some language of 1.1-2, Ru ral Resource Lands. They had deleted a phrase at the end of the paragraph and shall not choose agriculture land south of the Willamette River or Pudding River. He had talked with a lot of pla nners. For thirty years this had been implicitly understood. The land was never consid ered to be part of the inventory. They thought that this issue had been significantly vetted in the public record. He urged Council to follow the City's recommendation. 144

Diane Yates 12995 NW Bishop Hillsboro OR 97124 provided written testimony and summarized her testimony for the record. She did not support including Helvetia as an industrial area. 145

Michelle Hascall, Helvetia Community R esident, 10219 Helvetia Rd Hillsboro OR 97124 provided written testimony from Dr Shirley Malc olm. She felt Helvetia served a purpose other than industrial use. 146

Gary Gentemann 11935 SW N Dakota St Tigard OR 97224 said he had spoken of 11 property owners who were supportive the Evergreen parcel and extending that area to the Sunset Highway. He felt it was a reasonable alternative to Tualatin and Helvetia. City of Hillsboro had expressed not going across Hwy 26. 147

Michael Robinson, Perkins Coie 1120 NW Couch 10 th Floor Portland OR 97209 provided a written copy of his testimony. He urged MPAC recommendation on Title 4. He spoke to the principle differences between the Chief Operating Officer's recommendation and MPAC recommendation. He spoke to medical office issues. He spoke to planning processes that worked. 148

Delna Jones, Providence Health Care 14480 SW Chardonnay Tigard OR 97224 said she had presented a report concerning health care to the staff today. She summarized Dr. William Conerly's report. Councilor Newman said the reason Providence wanted this provision in Title 4 was so they could buy land below market rates. He asked she respond to this. Ms. Jones said the issue for Providence was to find locations that were accessible to patients and find jobs accessibility. They did need to look at costs as well as availability of land. 149

Council President Bragdon asked Mr. Robinson about access to other industry and which of those attributes were helpful to his industry. Mr. R obinson said transportation accessibility was a factor. They wanted to be near the folks that use medical facilities, near employers, transit, and accessibility. Councilor McLain said some were saying, what about hospitals that were closing? Mr. Robinson said when hospitals closed, there we re still patients that needed to be served. Hospitals that closed had to do with management not with the lack of patients. Councilor McLain

asked about the need to have facilities. Ms. Jones responded they were talking about clinics not necessarily hospitals. Clinics needed to be easily accessible to clients. Mr. Robinson said they were trying to maintain status quo.

Paul Lee City of Wilsonville 30000 SW Town Center Loop East Wilsonville OR 97070 provided a written copy of his testimony. The City supported a hard edge. 150

Kathleen Newcomb 17515 Cheyenne Way Tualatin OR 97062 provided statistics for the record. She spoke to the Borland Road area and South of Tualatin area. She endorsed what others had said about the problems with including those two areas in the UGB. She was neutral about the quarry area. She spoke to the livability: buffers, lack of traffic, percent of land within the city and cost. She gave an example of capital costs for fixing up Borland area streets. Who was supposed to pay for this? This should be added to the criteria. She also mentioned water issues. 151

Jonathan Schlueter, Westside Economic Alliance 10200 SW Nimbus Portland OR 97223 provided written testimony and summarized that testimony. Council President Bragdon asked if they thought the need number was accurate. Mr. Schlueter said they needed to provide enough acreage to meet the need. Councilor McLain asked him to address the issue of existing clusters, nine of the eleven were on the Westside. Mr. Schlueter said Cornelius lended itself to the nursery industry, food processing sector, timber products businesses and some of the shipping businesses. 152

Greg Specht 15400 SW Millikan Way Beaverton OR 97006 said he was a commercial real estate developer. You could not tell a user or a tenant what to accept. He urged keep users in mind, when expanding the boundary. Users need large, fl at, readily serviceable to transportation areas. He was Chair of the Governor's Industrial Lands Advisory Committee, we identified the 25 shovel ready sites, five were in the Portland ar ea. Significantly, none of them were on the I-5 spine. We came to the conclusion that we needed to consider land south of the Willamette River. As you look at the sites, consider the needs of the tenant and the requirements of the users and then do a cost benefit analysis. Please consider th e sites south of the Willamette River. Councilor Burkholder said there was an intense competition for land with good freeway access. Did his committee discuss providing support for governments like Metro to protect land for industrial and not be converted to commercial? How do you keep it from turning into the next super-mall? Mr. Specht said they did not speak about this issue specifically but he talked about the old Burns Bros. site. They coordinated that redevelopment. He spoke to extenuating circumstances. As an industrial developer they had long lamented the conversion of industrial to other uses, the primary culprit was housing demand. There had been an aw ful lot of conversion in the past. There were provisions that could be placed on property that w ould prevent it for conversion. Some of the past conversions had extenuating circumstance. If they we nt south, he felt they could put restrictions on future sites. He was focused on the 100-acre plus sites that would be attractive to the national site selectors. He felt protection could be done in perpetuity with land that was brought in. 153

Jay Cosnett 1246 SW Borland Rd West Linn OR 97068 provided written testimony opposing the North Borland road expansion. 154

Jeff Bauman, Public Works Director, City of Wilsonville 30000 SW Town Center Coop Wilsonville OR 97070 said he provided comments at the May 6 th meeting on ground water issues in Wilsonville East. He said there was a MTAC conversation about ground water, which he felt that there was some confusion. He referenced a 90-foot water table drop. He provided written testimony clarifying this issue. Councilor Bur kholder asked about how much the water table dropped before it began to rise again. Mr. Baum an said in Wilsonville the water table dropped about four feet per year. Once they had the additional water source it had reversed 10 years of 155

decline. Councilor McLain asked about change in capacity if these tables were coming back up. Mr. Bauman talked about winter and summer usage in the past and the current average. Councilor McLain said they were still using 1 million gall ons from the new sources. Mr. Bauman said the old source had been turned off. They were not using the wells. All water usage was from the new source. Councilor Park asked about the Department of Water Resources intent to grant long-term water rights on an ongoing basis, what was the guarantee to farmers from the City of Wilsonville? Mr. Bauman said the properties that currently have water rights could fully use those rights. If you added existing water rights together, they a dd up to about 1 million gallons a day. Future water rights were the policy question he was asking.

Councilor Park asked Mr. Spect, when did you allo w non-industrial uses in industrial sites? Mr. Specht asked if he was referring to medical uses. Mr. Specht said he did not have a problem with medical use because it was not a big user of land. If you were referring to retail or housing, that was not helpful, it did not preserve the land for its intended use.

Hal Keever W & H Pacific 9755 SW Barnes Portland OR 97225 said they were asked to do a detailed cost analysis on specific sites. They looke d at the cost associated with eight sites. He spoke to the matrix in the report and noted a package he had submitted for the record. Councilor Burkholder asked about the disparity in the numbers in Mr. Keever's report and numbers submitted previously that were very different fro m his. As an example he mentioned Mr. Rux's testimony that the cost in Borland Rd. area was 40 million. Mr. Keever spoke to the disparity being dependent upon the assumptions that were made. 156

David Dodds, Mayor of West Linn 18431 Old Rive r Dr West Linn OR 97068 said they should be in receipt of a letter from the City of West Linn a week ago. City Council and Mayor were opposed to the North Borland Road area. He supported Councilor Newman's proposed amendment and MPAC's recommendation. He spoke to infrastructure difficulties, low capture rates, cut up parcels, conflicting uses and transpor tation issues. West Linn was concerned with all of these issues but their overriding concern was about livability and quality of life in West Linn. He spoke to rural separation in communities. He urged Metro to work with the communities and reduce the amount of acreage in the needs figures. All three of the communities in the areas were opposed to the Borland area as industrial. He urged that Council follow MPAC recommendation to remove this site from consid eration. He spoke to existing vacancy issues and that needs figures did not incorporate this land. 157

Robert Ruedy, 14185 SW 100 th Ave Tigard OR 97224 provided his written testimony for the record but did not testify. ✓

Charlotte Lehan, Mayor of Wilsonville, 29786 SW Lehan Wilsonville OR 97070 provided written testimony for the record. She supported th e MPAC's recommendation. She added that she did not think that Donald or Aurora wanted to be annexed. She then spoke to the Burns Bros. truck site, which had always been commercial. It was never industrial. She then addressed the I-5 corridor. She was concerned that we were using th is as criteria. The criteria had been "next to a freeway". She then spoke to EFU lands. She was concerned that in the recommendation there was as much EFU as there was. She felt that bringing in EFU should be done rarely and should be done with local support and Metro support. She felt that this was what the MPAC compromise was trying to get to. 158

Kristina Traffas, Save Frog Pond Community Coalition 28579 SW Wagner St Wilsonville OR 97070 provided written testimony and summarized her testimony for the recorded. 159

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Blaire Anderson 16172 SE Keller Rd Clackamas OR 97015 did not testify.

Doris Wehler 6855 SW Boeckman Wilsonville OR 97070 said with the MPAC recommendation they had a unique opportunity. MPAC compromise supported the jurisdictions. She spoke to the public relations issues. The public was trusting C ouncil to take the comments to heart. She urged removal of North Borland, Tualatin and Frog Pond sites. Councilor McLain said they were listening but they were trying to be fair and equitable to all citizens of the region. They were being asked to make some decision and until the laws were changed, they must comply with those laws. 160

Greg MackLean, 12995 NW Bishop Rd Hillsboro OR 97124 said he was an owner of a livestock breeding farm in the Helvetia area provided writte n testimony and summarized that testimony for the record. Councilor Park said he felt that he ha d well stated some of the problems that this Council was facing. It was a matter of time. It was time for citizens to go to Salem to have a conversation to change the laws. Any pressure they could put on the State representatives to change the situation would be helpful. Mr. M ackLean said he understood their dilemma; we can't be all things to everyone. The end result was th at Oregon was not the Oregon he grew up with. 161

Council President Bragdon closed the public hearing. He then asked Councilors to introduce their amendments. It was noted that Councilo r Hosticka, although not present, had proposed amendments to bring forward on his return.

Councilor Monroe said Councilor Hosticka would be in support of the MPAC recommendation to delete MPAC's recommended areas. He asked for further details on MPAC's recommendation giving latitude to local governments on what was allowed on industrial lands.

Councilor McLain asked about formal motions. President Bragdon noted formal motions would take place next week; today was simply for introduction and discussion. Councilor McLain went on record to ask staff to take a look at the need number. She suggested that she might have amendments to Cornelius, Evergreen and Tualatin.

Councilor Newman talked about the multitude of public testimony. He noted his proposed amendments. He said the first amendment was the need number. The second amendment had to do with the revised expansion area. He detaile d his amendment which reduced the need number and added some area to the Evergreen area but w ould take out Borland and Wilsonville East. He said they would be working hard to have resolve.

Councilor Burkholder asked about Noyer Creek area. Councilor Newman said it was not on the COO's recommendation but in MPAC's recommendation. He commented that 39% was industrial in his district. Industrial land and jobs were a benefit to the region. He noted the motion about the Urban Growth Report and the assumed re development and infill ra te for industrial and commercial land. He felt the need number coul d go up to 37% for redevelopment and infill for industrial land and commercial land which was cu rrently 50% could get higher efficiency and reuse rates also. He said he wanted to ask the staff to calculate a new need number. It was not an amendment to the COO's recommendation.

Councilor Monroe said he was cautiously nervous about changing the numbers to reduce the need. He wanted to make sure these numbers we re justifiable and logical. Councilor Burkholder said he had a discussion with Mr. Yee about th e methodology and with legal staff about the strength of support to make that change. They we re statistically valid and legally supportable.

Councilor Park said almost everything in the Chief Operating Officer's recommendation was in play, other than the quarry. There was some land in Oregon City and Wilsonville that might need to be rezoned. Council President Bragdon said those were covered under Councilor Newman's amendment. Councilor Park said he would recomme nd an amendment to leave in the Springwater area. The concept planning that Gresham had done had indicated it was industrial.

Council President Bragdon said Mr. Cooper was looking at some of the original Evergreen conditions. There may be some changes coming forw ard in terms of electricity or natural gas issues.

President Bragdon noted that Ordinances No. 04-1040 and 04-1041 would be brought forward to the June 3, 2004 at 2:00 p.m.

7. RESOLUTIONS

4.4 **Resolution No. 04-3458** , For the Purpose of Granting an Easement to the City of Cornelius For Non-Park Use Through Metro Property Located at North 29th/Hobbs Road.

Motion:	Councilor McLain moved to adopt Resolution No. 04-3458.
Seconded:	Councilor Newman seconded the motion

Councilor McLain detailed the resolution. She urged support for the easement. Councilor Burkholder said he felt it was a small amount of money. He suggested documenting what we were getting in value in exchange for this. He spoke to the design of the road and storm water issues. They shouldn't allow degradation of the pr operty. He urged using our green streets design. Councilor McLain said she would support this dir ection. We did buy the property and we should make sure we were following some of our own models, like green streets.

Motion to amend:	Councilor Burkholder moved to amend Resolution No. 04-3458 by adding a condition of granting this easement, a requirement of this project was to not discharge any storm water directly into Council Creek without treatment and recommend use of green street guidance.
Seconded:	Councilor McLain seconded the motion

Councilor Newman asked about the use of swal es or other approaches. Councilor Burkholder clarified the main point was not to allow storm water discharge without treatment.
Councilor Park asked about treatment in the green street guidelines for peak run off, would there be a metered amount or storage before it went into the system? Councilor Burkholder said he felt this was a guideline and should be added as a friendly amendment. Councilor McLain said it was covered in the original motion.

Councilor McLain felt it was very important to go on record that when we give easements there was value in those easements and we wanted to ma ke sure we were protecting our properties and the uses of our properties. It was important to partner with our neighboring cities and counties. This was a partnering we were doing in good faith.

Vote to amend:	Councilors Burkholder, McLain, Monroe, Park, Newman and Council President Bragdon voted in support of the motion. The vote was 6 aye, the motion passed.

Vote on the Main Motion:	Councilors Burkholder, McLain, Monroe, Park, Newman and Council President Bragdon voted in support of the motion. The vote was 6 aye, the motion passed.

7.1 **Resolution No. 04-3455** , For the Purpose of Acknowledging the Regional Solid Waste Management Plan Contingency Plan and Directing Staff to Conduct Additional Outreach and Analysis on Select Contingency Strategies

Motion:	Councilor Park moved to adopt Resolution No. 04-3455.
Seconded:	Councilor Newman seconded the motion

Councilor Park summarized the resolution. Amendments to the Regional Solid Waste Management Plan (RSWMP) in April 2003 established a contingency planning process to evaluate and recommend strategies to reach the 2005 recovery goal of 62 percent if sufficient progress was not being made. As of the end of 2002, the region's recovery rate was 54 percent. Based on past recovery trends, it is highly unlikely the region will meet the 2005 recovery goal without increased efforts. Metro Council directed staff to convene a contingency planning work group to identify recycling policies to increase recovery. The work group set out recommendations - collectively called the Con tingency Plan. MPAC and local government feedback supported the further development of Contingency Strategies #1 (C&D load recovery) and #2 (business recycling standards). In add ition, Metro Council Solid Waste and Recycling Liaisons recommended further developing Contingency Strategy #3 (dry waste load recovery) in conjunction with Construction a nd Demolition (C&D) load recovery, for the following reasons: First, it may facilitate the timely phase-out or reduction in the Regional System Fee Credit Program. Second, processing requirements for all dry waste loads would place the same recovery standard on all facilities that accept Metro region waste. Third, it eliminated the potentially confusing process for developing definitions for construction and demolition loads; and result in more consistent methods for monitoring and en forcement. He said passage of this resolution would establish a work group to develop the program details of Strategies #1 & #3. The results of the work group would be presented to Council fo r consideration in summer/fall 2004. Approval of the resolution would direct staff to work with local governments and stakeholders to develop and evaluate strategies for increased business recycling. With Council approval, any new standards may be incorporated into the update d Regional Solid Waste Management Plan. He urged support.

Councilor Burkholder asked Councilor Park to di scuss the discussion on organics. Mike Hoglund, Director of Solid Waste & Recycling, said the contingency plan came up with four recommendations, but they had three before them today. They said stay the course with the current organics program but bring it back in a year and then re-evaluate it to see if there was an opportunity to expand on the program.

Vote:	Councilors Park, Burkholder, McLain, Monroe, Newman and Council President Bragdon voted in support of the motion. The vote was 6 aye, the motion passed.

8. CONTRACT REVIEW BOARD

8.1 **Resolution No. 04-3447** , For the Purpose of Authorizing the Chief Operating Officer to Enter Into an Office Lease Between Metro and the City of Portland, Bureau of General Services, For the Community Policing Center Located at the Metro Regional Center

Motion:	Councilor Burkholder moved to a dopt Resolution No. 04-3447 with a change to 2005 (error in the resolution).
Seconded:	Councilor Monroe seconded the motion

Councilor Burkholder explained the resolution. He recommended approval.

Vote:	Councilors Park, Newman, Bur kholder, McLain, Monroe and Council President Bragdon voted in support of the motion. The vote was 6 aye, the motion passed.

8.2 **Resolution No. 04-3461** , For the Purpose of Entering into Agreements with U.S. Dept of Agriculture and Ducks Unlimited for the Restora tion of Open Space Property and Authorizing the Chief Operating Officer to Release a Request for Bids and Execute the Contract.

Motion:	Councilor McLain moved to adopt Resolution No. 04-3461.
Seconded:	Councilor Newman seconded the motion

Councilor McLain talked about the resolution and the leverage of support by working with these partners. She urged support.

Vote:	Councilors Park, Newman, Bur kholder, McLain, Monroe and Council President Bragdon voted in support of the motion. The vote was 6 aye, the motion passed.

9. CHIEF OPERATING OFFICER COMMUNICATION

Michael Jordan, COO, said Andy Cotugno, Planning Director, offered his help on Councilor amendments. Mr. Cotugno suggested releasing the amendments to the public on Tuesday afternoon. Council President Bragdon asked if th ey could take these up at the retreat. He suggested having a packet by Wednesday morning. Councilor McLain explained that some of her amendments weren't going to happen without othe r amendments. She said they needed to know the other amendments. Mr. Jordan said their attempt was to get as many as they knew about ahead of time. He thanked Council for their work at yesterday's retreat.

10. COUNCILOR COMMUNICATION

Councilor Park asked about guidance for the am endments. Council President Bragdon said they would take motions related to the need number first. Councilor Newman asked if his amendment would be better handled as one or three . Dan Cooper, Metro Attorney, said setting the need number and picking the land to meet the need w as a good process to follow. He talked about what happened if the need number was out of balance. Council could go back to revisit the need number. Councilor McLain said it was important to have this decision set us up for future decisions. She spoke to centers, what were we doing to make these centers right? She suggested talking to these issues when proposing amendments.

11. ADJOURN

There being no further business to come before the Metro Council, Council President Bragdon adjourned the meeting at 5:15 p.m.

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Prepared by

Chris Billington
Clerk of the Council

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MAY 27, 2004

Item	Topic	Doc Date	Document Description	Doc. Number
3	Power Point Presentation	5/27/04	To: Metro Council From: Alexis Dow, Metro Auditor Re: PFP Program Considerations	052704c-01
4.1	Minutes	5/20/04	Metro Council Regular Meeting Minutes of May 20, 2004	052704c-02
6.1	Amendment	5/27/04	To: Metro Council From: Brian Newman Re: Amendment to Ordinance No. 04-1040	052704c-03
6.1	Testimony	5/27/04	To: Metro Council From: Chris Barhyte, Tualatin City Council Re: Opposition to expansion in Tualatin and Borland Rd. area	052704c-04
6.1	Resolution	5/27/04	To: Metro Council From: City of Wilsonville Re: In the Matter of Proposed Adoption of Metro Ordinance 04-1040 Amending the Urban Growth Boundary to Accommodate Industrial Employment	052704c-05
6.1	Testimony	5/27/04	To: Metro Council From: Sparkle Anderson Re: Opposition to the substitution of the Evergreen area for Wilsonville East	052704c-06
6.1	Memorandum and Testimony	5/27/04	To: Metro Council From: Jeff Bauman, Public Works Director, City of Wilsonville Re: Groundwater in Wilsonville East	052704c-07
6.1	Letter	5/27/04	To: Metro Council From: Jeff Condit, Miller Nash LLP on behalf of the City of Tualatin Re: City's Legal Analysis of the Proposed Amendments	052704c-08
6.1	Testimony	5/27/04	To: Metro Council From: Jay Cosnett Re: 11 Reasons to Remove the Borland Road North from the Urban Growth Boundary	052704c-09
6.1	Testimony	5/27/04	To: Metro Council From: Maureen Larsen Re: Support of inclusion of Wilsonville East into the Urban Growth Boundary	052704c-10
6.1	Testimony	5/27/04	To: Metro Council From: Dr. Shirley S. Malcolm Re: Opposition to inclusion of the Helvetia area into the Urban Growth Boundary	052704c-11
6.1	Memorandum	5/27/04	To: Metro Council From: Lydia Neill, Principal Regional Planner, Metro Re: MPAC Recommendations to the Urban Growth Boundary	052704c-12
6.1	Table	5/27/04	To: Metro Council From: Kathy	052704c-13

			Newcomb, City of Tualatin Re: Fiscal Impact Analysis on Urban Reserve Areas 2, 47, 48 and 49	
6.1	Letter	5/27/04	To: Metro Council From: Michael Robinson, Perkins Coie Re: Title 4 Regulations	052704c-14
6.1	Testimony	5/27/04	To: Metro Council From: Robert Ruedy Re: A comprehensive land use review process	052704c-15
6.1	Testimony	5/27/04	To: Metro Council From: Robert Ruedy Re: Questions and comments from May 6 Public Hearing	052704c-16
6.1	Testimony	5/27/04	To: Metro Council From: Ed Truax, Tualatin City Councilor Re: Opposition to inclusion of Tualatin into the Urban Growth Boundary	052704c-17
6.1	Testimony	5/27/04	To: Metro Council From: Diana Yates Rd: Opposition to inclusion of Helvetia into the Urban Growth Boundary	052704c-18
6.1	Summary Report	5/27/04	To: Metro Council From: William B. Conerly Re: Health Care and the Economy	052704c-19
6.1	Testimony	5/27/04	To: Metro Council From: Charlotte Lehan, Mayor of Wilsonville Re: Support of Metro Policy Advisory Committee Recommendations	052704c-20
6.1	Testimony	5/27/04	To: Metro Council From: Greg Mecklem Re: Opposition to inclusion of Helvetia into the Urban Growth Boundary	052704c-21
6.1	Report and Resolutions	5/27/04	To: Metro Council From: Lou Ogden, Mayor of Tualatin Re: Ordinance No. 04-1040	052704c-22
6.1	Testimony	5/27/04	To: Metro Council From: Jonathan Schlueter, Executive Director, Westside Economic Alliance Re: Business perspective on the recommended sites for the expansion of the Urban Growth Boundary for industrial purposes	052704c-23
6.1	Testimony	5/27/04	To: Metro Council From: Dave Volz Re: Opposition to expansion in Tualatin	052704c-24
6.1	Testimony	5/27/04	To: Metro Council From: Kristina and Gary Traffas Re: Opposition to expansion into Wilsonville East	052704c-25
6.1	Report	5/27/04	To: Metro Council From: Hal Keever, W&H Pacific Re: Infrastructure Cost Analysis for Industrial Lands	052704c-26
6.1	Table	5/27/04	To: Metro Council From: Hal Keever, W&H Pacific Re: Industrial Lands Cost Summary	052704c-27

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METRO
PEOPLE PLACES
OPEN SPACES

YOUR OPINION COUNTS

Comments due March 31, 2004
Sorry for being late, Thought mailed months ago, found in between car seats

Metro's urban growth boundary expansion for industrial land

Name GERALD + SHERRY ROBINSON E-mail

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Do you want to be placed on the mailing list? [X] yes [ ] no

Comments (please print) Turn in completed card, mail to address on back or fax to (503) 797-1911.

Your written comments will be summarized and presented to the Metro Council prior to council deliberation and decision-making.

1. URBAN GROWTH BOUNDRY MUST STOP AT THE WILLAMETTE RIVER
2. SAVE THE FERTILE WILLAMETTE VALLEY FOR FOOD AND NURSERY FARMS, NOT TRUCK FARMS
3. THE WIND BLOWS FROM THE SOUTH 5 OUT OF 7 DAYS. A TRUCK CENTER LOCATED AT LANGDON FARMS WOULD BLOW DIESEL FUMES + NOISE RIGHT INTO CHARBONNEAU, DESTROYING THE QUALITY OF LIFE ALL CITIZENS ARE TRYING TO PRESERVE. 4. THE CITY HAS INDICATED IT CANNOT SUPPLY THE INFRASTRUCTURE TO SUPPORT THIS CHANGE.

COMMENT CARD 208



Comments due by 5 p.m. June 11, 2004

METRO
PEOPLE PLACES
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YOUR OPINION COUNTS

Final recommendation on urban growth boundary expansion for industrial land

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Development, and rezoning as a result, shall happen in areas where the people are most receptive such as the East non-incorporate Multnomah County. Sacrifice will have to be made if potential developers shall require infrastructures to be built. One thing Oregon cannot afford to loose is the opportunity to catch high paying jobs of the industrial and economical sectors. Farm works and service works will only produce low income citizens who, per certain, will demand and draw at least four fold in terms of social service for every dollar in tax they put in. Besides they tend to create far more social problems in the process.

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Preston|Gates|Ellis LLP

Timothy J. Sercombe
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June 10, 2004

President and Members of the Council
Metro
600 NE Grand Ave.
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Re: Legal Objections to Proposed Metro Ordinance 04-1040A

President Bragdon and Members of the Council:

We represent a number of local governments, who object to the adoption of Ordinance No. 04-1040A for a variety of legal and planning reasons. This letter registers their legal position on issues of Metro's authority to adopt the measure, the process used to develop these proposals and the legal justification for the enactment. We respectfully request that adoption of the ordinance be delayed until these issues can be better coordinated among the affected local governments.

Introduction and Summary of Contentions

The proposed Title 4 functional plan amendments advance Metro's regulatory authority over cities and counties to a different level. Prior to this time, Metro has not adopted site-specific land use designations and restrictions, instead allowing localities a choice of regulatory options to advance broad regional policies. This particular area of land use law (identification of industrial and commercial land use needs) is closely regulated by state statutes and administrative regulations, imposing direct and nondelegable duties on cities. This assumption of functional planning authority is not conferred by state statute, and is inconsistent with and preempted by state statutes and regulations. The mode of adoption and the assumption of zoning authority are inconsistent with procedures required by the Metro Charter.

The proposed urban growth boundary amendments are unlawful. They have not been sufficiently coordinated with affected cities and counties, as required under Goal 2 and ORS 195.025 and ORS 268.385(1). At a minimum, Metro is required to accommodate the needs of localities in the choice of community form, public infrastructure investment, transportation planning and economic development in its selection of urbanizable areas, consistent with its other statutory duties. These particular needs must be formally assessed and evaluated as part of the decision. This has not been done. Indeed, the decisions to not consider the Evergreen Road

exception lands sponsored by Hillsboro, and the parcels favored by Clackamas County, in lieu of adding other exception lands not desired by the affected localities, violate Goal 2 as a matter of law.

The selection of an urban growth boundary expansion over the voiced objection of an affected city, when that objection is rooted in certain parts of the locality's acknowledged plan and implementing policies, is inappropriate as a matter of law. While Metro does have the authority to compel implementing plan actions to be consistent with the urban growth boundary, we do not interpret that authority to mandate expenditures under adopted public facilities plans or transportation service plans, or to vary the content of urban services agreements to which Metro is a party. Some of the proposed urban growth boundary changes suffer from these deficiencies.

Metro's powers under ORS 268.390(4) and the Charter pertain to whether plan changes proposed by the locality are consistent with functional plans and the urban growth boundary. Those powers do not confer authority to compel plan changes to implement the District's urban growth boundary decisions. Put another way, a justified urban growth boundary change requires the assent of the expected provider of urban services to the area. Without cooperation from affected cities and counties, an undesired urban growth boundary change cannot be justified as assuring satisfaction of regional needs for inventories of particular land use types.

The cities fundamentally disagree with the application of ORS 198.298 to compel the addition of unserviceable or constrained land in order to prefer exception lands. In our view, the statute must be read in the broader context of the conversion criteria in Goal 14 and other statutes. The law requires application of all of the Goal 14 conversion factors to limit the range of potential urbanizable land before applying the priorities of ORS 198.298. This has not been done in the current proceedings. The decision to not do so is political, rather than legal.

Finally, two charter issues are created by the intended course of the Council on the urban growth boundary determinations in Ordinance No. 04-1040A. The first concerns the relationship of the Council to MPAC. While the Metro Charter does not elaborate much on the MPAC/Council relationship, both political custom and the mandates of Goal 2 require the Council to formally consider the MPAC recommendation in this case, to decide the merits of that recommendation, and to articulate and adopt explanatory findings for the Council's determination. This means more than ignoring that recommendation and delegating to functionaries the drafting of an after-the-fact rationale.

The second charter issue is more fundamental. As detailed below, the proposed ordinance requires associated transportation and infrastructure improvements to be made as part of the boundary changes. This amounts to a regulation of these services by Metro. Prior to the enactment of the ordinance in this regard, the assumption of regulation of these services must be approved by the voters of Metro or MPAC under section 7(2)(a) of the Metro Charter. This has

not occurred. Put another way, without these types of directives the boundary changes will be inconsistent with Goals 11 and 12. With these directives, the measure fails under section 7(2)(a) of the Charter. In either event, adoption of the measure as proposed is not justifiable.

Our more detailed analyses follow. We reiterate that these contentions are serious and should not be ignored. The local governments' preferred solution is to delay these changes until a better legal consensus evolves on these questions. Without that, the more expensive and time consuming options of litigation before the Land Use Board of Appeals on the statutory and charter issues and before the Commission on the goal issues will result. Should that occur, our clients will remain amenable to further dialogue, but not at the risk of failing to obtain guidance from the Land Use Board of Appeals prior to the convening of the 2005 Legislative Assembly.

Legal Analysis – Title 4 Amendments.

The District proposes to amend its urban growth management functional plan to restrict allowed uses and the size of parcels within designated "regionally significant industrial areas." Lesser restrictions exist for industrially zoned properties or land within demarcated "employment" areas.

There are several features of the proposed law that distinguish it from prior Metro regulations. First, the law directly mandates the content of local zoning ordinances. In the past, Metro has prescribed policy standards that could be satisfied by a variety of local enactments, oftentimes setting out an optional template ordinance for assured compliance with the standards. Here, the proposed regulation sets out allowed uses and partitioning standards for industrially-zoned land and dictates its universal adoption.

Second, the proposed Title 4 revision does not set out policies to be applied through local comprehensive plans. Instead, the proposed law dictates the content of zoning laws, implementing regulations to the comprehensive plans.[1]

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[1] Indeed, the degree of specificity in the mandated regulations starkly contrasts with any prior land use policy directive at either the state or regional level. The policy dictates the size and type of allowed uses, prohibits other uses, sets out the design for certain development, mandates land division policies, and purports to vest certain development rights. Goal 1 requires that zoning policies result from a local citizen involvement process, not solely from the preferences of those unconnected to the planning community. It particularly dictates that "citizens shall have the opportunity to be involved in [all] phases of the planning process." The guidelines to the goal suggest that the "general public . . . should have the opportunity to participate in the development, adoption, and application of legislation that is needed to carry out a comprehensive plan." Goal 2 makes this suggestion directory in its requirement of opportunities "for review and comment by citizens and affected governmental units during preparation, review and revision of . . . implementation ordinances." This includes participation in the specific requirements of local

Finally, the Title 4 enactment applies regulations to mapped areas of property, functionally equivalent to the zoning of those properties.

There are three issues: whether this type of regulatory authority over another local government is conferred by state statute; whether other parts of state law preempt Metro's power; and, whether the authority is limited by relevant parts of the Metro Charter. As noted above, we conclude that: 1) this type of authority is not conferred by state law; 2) the proposed exercise of authority is inconsistent with and preempted by state statutes and regulations; and, 3) the proposed ordinance is not being adopted in a manner consistent with the Metro Charter.

A. Consistency with State Law

Metro's authority over another local government must stem from state statutes, and cannot be self-conferred.2 The authority must be explicit and will not be inferred by a court. Here, the District proposes to adopt functional plan policies limiting the content of city and county zoning codes.

ORS 268.390 gives Metro the authority to identify "areas and activities having significant impact upon the orderly and responsible development of the metropolitan area" and to adopt functional plans for those areas. This authority is limited by ORS 268.390(4), which provides that,

> A district may review the comprehensive plans in effect on January 1, 1979, or subsequently adopted by the cities and counties within the district which affect areas designated by the district under subsection (1) of this section or the urban growth boundary adopted under subsection (3) of this section and *recommend or require cities and counties, as it considers necessary, to make changes in any*

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industrial zones. The proposed regional mandates deprive citizens of the opportunity to influence the content of local industrial zoning. ORS 197.175 requires cities and counties to exercise their planning and zoning responsibilities consistent with ORS chapters 195, 196, and 197, and with the statewide planning goals. Metro too is limited by those goals. ORS 268.380. Any functional planning authority of Metro under ORS 268.390 must yield to the citizen involvement process required by Goals 1 and 2, and ORS 197.175.

[2] In construing municipal home rule authority under city charters, Oregon courts have repeatedly ruled that charter authority cannot confer intergovernmental regulatory power. *City of West Linn v. Tufts,* 75 Or 304, 146 P 980 (1915; *Kiernan v. Portland,* 57 Or 454, 111 P 379, 112 P 402 (1910; *Wilson v. City of Medford,* 107 Or 624, 215 P 184 (1923); *LaGrande v. Municipal Court,* 120 Or 109, 251 P 308 (1926); and, *City of Eugene v. Roberts,* 305 Or 641; 756 P2d 630 (1988). This same result would obtain in analyzing the charter authority of a metropolitan service district.

> *plan* to assure that the plan and any actions taken under it conform to the district's functional plans adopted under subsection (2) of this section and its urban growth boundary adopted under subsection (3) of this section.

Thus, a Metro functional plan controls the content of city or county comprehensive plans, not implementing ordinances, such as zoning codes. This is important because comprehensive plans are general in nature,[3] and policies regulating comprehensive plans have that same scope.

Put another way, Metro's regulatory authority over the content of comprehensive plans is limited to regulating the very general policies of a comprehensive plan, and not prescribing the "specific locations of any area, activity or use." ORS 197.015(6). ORS 268.390(4) suggests that functional planning authority does not extend to defining the specific content of zoning ordinances. That is what the proposed functional plan aspires to do. Instead, the statute gives Metro the power to regulate the content of generalized comprehensive land use plans.

ORS 268.390(5)(a) *does* give Metro the authority to regulate both "local comprehensive plans" and "implementing regulations" through a "regional framework plan." The regional framework plan, however, is a composite of policies that are adopted together, and require balancing in application to the substance of implementing regulations. (*See infra,* the discussion of the Metro Charter's limitations on local government compliance with a regional framework plan.) A functional plan is more discrete, but applied to the more general content of a comprehensive plan.

Indeed, ORS 268.390 expressly confers power to Metro to dictate "changes in local land use standards" *only* "if the district determines that changes are necessary to remedy a pattern or practice of decision-making inconsistent with the regional framework plan." This same limitation exists in Metro Charter, Section 5(e)(2). Again, these restrictions support the view that Metro lacks general authority to prescribe particular changes in local land use standards.[4]

By comparison, Metro has explicit statutory authority to adopt "measures" through a

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[3] ORS 197.015(5) defines "comprehensive plan" as a "generalized, coordinated land use map and policy statement of the governing body of a local government that interrelates all functional and natural systems and activities relating to the use of lands, including but not limited to sewer and water systems, transportation systems, educational facilities, recreational facilities, and natural resources and air and water quality management systems. . . . 'General natural' means a summary of policies and proposals in broad categories and, does not necessarily indicate specific locations of any area, activity or use."

[4] The only other statutory allowance for Metro to dictate the content of local zoning laws is to remedy a conflict between the comprehensive plans of different jurisdictions under the District's coordination authority under ORS 268.235; ORS 195.025. *City of Portland v. Washington County,* 27 Or LUBA 176, *aff'd,* 131 Or App 630 (1994).

functional plan or regional plan that affect the density of residential development. ORS 197.296(6)(b). It has no such statutory authority with respect to non-residential land.[5]

Because state law does not confer functional planning authority upon the District to define the content of industrial zones in municipal ordinances, Metro lacks the power to adopt and enforce the proposed Title 4 regulations.

B. Limitations Imposed by State Law

In contrast to the lack of authority for Metro to define the content of zoning regulations, cities are explicitly granted the authority to zone. ORS 227.090(1)(a)(C) gives cities the power to adopt zoning "districts for limiting the use, height, area, bulk and other characteristics of buildings and structures related to land development." Under ORS 197.175(1) this "planning and zoning responsibility" is to be exercised consistent with ORS chapters 195, 196 and 197 and the statewide planning goals. The law does not require zoning to be exercised consistent with Metro regulations.

State law very particularly requires cities and counties to identify and plan for "the types of sites that are likely to be needed by industrial and commercial uses which might expand or locate in the planning area." OAR 660-009-0015(2).[6] The types of sites to be identified are based upon the site requirements of expected uses. OAR 660-006-0020 requires the City to adopt implementing plan provisions and to designate "an adequate number of sites of suitable sizes, types, and locations." Finally, OAR 660-009-0025 requires a city to provide for specific uses with special site requirements. It states,

> (4) Sites for Uses with Special Siting Requirements. Jurisdictions which adopt objectives or policies to provide for specific uses with special site requirements

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[5] In order to exercise functional planning authority, the District must find that the area has a "significant impact upon the orderly and responsible development of the metropolitan area." ORS 268.390(1). Analogously, under the Metro Charter, the matter must be "of metropolitan concern" to be within Metro's jurisdiction. Metro Charter, section 4. The responsible development of industrial and employment sites is a matter of statewide, not metropolitan, concern. ORS 197.712(1) states that, "the Legislative Assembly finds and declares that, in carrying out statewide comprehensive land use planning, the provision of adequate opportunities for a variety of economic activities throughout the state is vital to the health, welfare and prosperity of all the people of the state." The statute requires LCDC to adopt statewide policies in this regard.

[6] This LCDC policy implements ORS 197.712(2), requiring the commission to adopt policies directing comprehensive plans and zoning laws to "provide for at least an adequate supply of sites of suitable sizes, types, locations and service levels for industrial and commercial uses consistent with plan policies."

> shall adopt policies and land use regulations to provide for the needs of those uses. Special site requirements include but need not be limited to large acreage sites, special site configurations, direct access to transportation facilities, or sensitivity to adjacent land uses, or coastal shoreland sites designated as especially suited for water-dependent use under Goal 17. Policies and land use regulations for these uses shall:
>
> (a) Identify sites suitable for the proposed use;
>
> (b) Protect sites suitable for the proposed use by limiting land divisions and permissible uses and activities to those which would not interfere with development of the site for the intended use; and
>
> (c) Where necessary to protect a site for the intended industrial or commercial use include measures which either prevent or appropriately restrict incompatible uses on adjacent and nearby lands.

The proposed Metro regulations express the policy preferences of the Metro Council in how the region's cities implement OAR 660-009-0025. It adopts a uniform requirement throughout the metropolitan area for the content of industrial zoning, notwithstanding any special siting requirements peculiar to individual jurisdictions. As such, it robs cities and counties of the discretion required by ORS 197.712 and OAR 660-009-0025. In *Friends of Marion County v. City of Keizer,* 43 Or LUBA 236, *aff'd without opinion,* 191 Or App 148 (2003), over the objections of 1000 Friends of Oregon, these laws were construed to require local implementation at the city level, notwithstanding the participation of the City of Keizer in regional planning. A similar result would obtain here.

Because the proposed Metro ordinance and state law are inconsistent, and the state law effects regulatory, social policies, the proposed Metro ordinance would be preempted by ORS 197.712, OAR 660-009-0025 and other provisions of state law. *LaGrande/Astoria v. PERB,* 281 Or 137, 156, 576 P2d 1204, *aff'd on rehearing,* 284 O4 173, 586 P2d 576 (1978).

C. Limitations Imposed by the Metro Charter

The Metro Charter contemplates that Metro directs the content of local plans and implementing measures through a regional framework plan ("RFP"). The regional framework plan is required to address a number of circumstances and "comply with the applicable goals." Metro Charter, Section 5(2)(b)(c).

Under Section 6 of the Charter, local governments must adopt plan provisions and implementing regulations "to comply with the regional framework plan within three years after adoption of the entire regional framework plan." The intent of this mandate is to allow local governments the opportunity to comply with the regional framework plan in its entirety, rather

than in a piecemeal fashion. This allows balancing of the RFP requirements and integration of competing policies within the RFP. It is inconsistent with this intent to read Metro's planning authority as specific and directory, as including the power to direct the adoption of particular zoning provisions.[7]

In other words, the Charter requires local governments to measure their ordinances against a composite policy document, one that allows balancing of competing policies in the derivation of local law. This charter policy, in turn, implements ORS 197.340 which requires that local governments "give the goals equal weight in any matter in which the goals are required to be applied."

The enactment of particular industrial lands policies, through a functional plan and outside of the regional framework plan, and the directive to apply these policies in local zoning codes without regard to competing goal factors, violates Metro Charter, Section 6 and ORS 197.340.

This conclusion is supported by Section 7(2) of the Metro Charter. That section limits Metro assumption of a "local government service" function, defined to be "a service provided to constituents by one or more cities, counties or special districts within the jurisdiction of Metro at the time a Metro ordinance on assumption of the service is first introduced." The adoption and enforcement of zoning code provisions is a "local government service." Before Metro can supply this service, the Charter requires MPAC approval or a popular vote. At the very least, Section 7 of the Metro Charter reflects the drafters' intent to distinguish the functions of cities and counties from those of Metro, and to limit Metro's land use powers to creating broad regional standards for plans and ordinances, rather than usurping local zoning authority.

Legal Analysis – Urban Growth Boundary Changes

A. Coordination Requirements of Goal 2

The urban growth boundary changes will affect the content of local comprehensive plans and implementing policies. Those local plans, in turn, are required to be "coordinated," i.e., in a state where "the needs of governments, semipublic and private agencies and the citizens of Oregon have been considered and accommodated as much as possible." ORS 197.015(5) (definition of "comprehensive plan"). As applied here, Goal 2 and ORS 197.015(5) require the urban growth boundary changes to accommodate "as much as possible" the economic, political, service delivery and planning needs of affected cities and counties.

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[7] This analysis is consistent with our recollections of the views of the Charter Review Committee. One of the undersigned served as legal counsel to the Committee and assisted in the drafting of the charter, and several of us participated heavily in the Committee deliberations.

Metro's coordination function, in this regard, is made explicit by ORS 195.025. That statute requires Metro to "be responsible for coordinating all planning activities affecting land uses within the [district], including planning activities of the county, cities, special districts and state agencies, to assure an integrated comprehensive plan for the entire area of the [district]." *See also,* ORS 268.385(1).

In *D.S. Parklane Development, Inc. et al. v. Metro et al.,* 165 Or App 1, 994 P2d 1205 (2000), the Court of Appeals expounded on the particular coordination responsibilities of Metro in the context of designation of urban reserve areas. Quoting from *DLCD v. Douglas County,* 33 Or LUBA 216 (1997), the Court reiterated the legal requirements of coordination under Goal 2 and its analogues:

> Goal 2 requires, in part, that comprehensive plans be "coordinated" with the plans of affected governmental units. Comprehensive plans are "'coordinated' when the needs of all levels of government have been considered and accommodated as much as possible." ORS 197.015(5); *Brown v. Coos County,* 31 Or LUBA 142, 145 (1996). Comprehensive plan coordination is a two step process which requires:
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> "1. The makers of the [comprehensive] plan engaged in an exchange of information between the planning jurisdiction and affected governmental units, or at least invited to such an exchange.
>
> "2. The jurisdiction used the information to balance the needs of all governmental units . . . in the plan formulation or revision." *Brown,* 31 Or LUBA at 146, citing *Rajneesh v. Wasco County,* 13 Or LUBA 202, 210 (1985).
>
> "3. A local government is not required to 'accede to every request that may be made by a state agency." *Brown* at 146. It must however, "adopt findings responding to legitimate concerns." *Id.*, citing *Waugh v. Coos County,* 26 Or LUBA 300, 314 (1993).

Applying these principles here, Metro has undoubtedly engaged in an exchange of information with affected localities. But it is obliged to do more – to do the following in adopting regional urban growth boundary changes:

1. The explicit needs of affected cities and counties must be considered and accommodated in the initial assessment of lands suitable for urban growth boundary expansion. This is part of the ranking and review necessary to comply with Factors 3 ("orderly and economic provision for public facilities and services"), 4 ("maximum efficiency of land uses within and on the fringe of the existing urban area") and 5 ("environmental, energy, economic and social consequences") of Goal 14.

2. Relatedly, an urban growth boundary that is inconsistent with acknowledged local comprehensive plan policies, adopted transportation system plans or public facilities plans is inconsistent with the planning goals as reflected in the acknowledged plan. The justification for that urban growth boundary change must include a municipal commitment to remedy the inconsistency or financial and programmatic commitments by Metro to accommodate the needs of the affected city or county.

3. The expressed needs of cities and counties must be evaluated and considered by the Metro Council in its deliberations on the proposed urban growth boundary changes. In particular, this requires formal Council consideration of and vote on the MPAC recommendation.

4. In the application of ORS 197.298, preference must be given to lands affirmatively desired by local governments for inclusion in the boundary, in any choice among lands of the same priority. This means, for example, that exception lands favored by Hillsboro and Clackamas County have a higher ranking than those without any municipal sponsorship. And it surely does not allow no consideration of these sites, merely because prior tentative decisions have met that quantitative industrial land need.

5. The expressed justification for rejection of positions advanced by local governments, particularly those rooted in local comprehensive and servicing plans, must identify the concern and explain why it cannot be legally accommodated. A contrary policy preference is insufficient.

We understand that there are many competing claims by entities and interest groups invested in this process. The other local governments, however, are not just another voice that demands your listening. In the legal structure of our planning system, they are your partners. The law requires accommodation "as much as possible," not just adjudication and explanation. None of the principles outlined here were followed in this process. This corrupts the result.

B. The Application of ORS 197.298

ORS 197.298 establishes statutory priorities for including land in an urban growth boundary, giving descending priority to urban reserve land, adjacent exceptions lands, marginal land and resource land. The priorities can be changed for the exceptions listed in ORS 197.298(3).

These requirements, however, are "in addition to any requirements established by rule addressing urbanization," including the urbanization conversion factors of Goal 14. Particularly given the complexities of justifying amendments to a large regional urban growth boundary, these conversion factors must first be applied regionally to sift land candidates for inclusion. As noted above, the financial, public services, community form, and political needs of citizens of

cities and counties have particular cogency in the application of Factors 3, 4 and 5. This process can be used to narrow the range of appropriate exceptions lands and advance potential consideration of resource lands in the application of ORS 197.298.

Application of all of the Goal 14 conversion factors allows consideration of all of the goal factors in the assessment of lands for inclusion in the urban growth boundary. Without this sorting, the application of ORS 197.298 gives preeminence to Goals 3 and 4. ORS 197.340 requires Metro to give "the goals equal weight in any matter in which the goals are required to be applied." To whatever extent ORS 197.298 is ambiguous in its relationship to Goal 14, ORS 197.340 resolves any uncertainty in favor of an interpretation that makes Goal 14 the predicate inquiry.

This interpretation is supported by the text of the statute, which dictates that the priorities are "in addition" to the Goal 14 requirements. This means that the statutory exercise supplements, but does not displace the Goal 14 inquiries.

Moreover, it is illogical to make ORS 197.298 the predominant inquiry. Under Goal 14, an urban growth boundary change requires an exception under Goal 2. If the facts exist to justify an exception, those same facts would justify an exception to Goals 3 or 4 to qualify property as exceptions land. The requirements of ORS 197.298 could be entirely collapsed into the Goal 14 justification. How could the Goal be subservient to the statute, as argued by some?

The necessary integration and application of both the goal and the statute suggest a different formula – one that uses the locational factors of Goal 14 to qualify land for inclusion in the boundary and then the land quality priorities of ORS 197.298 to determine the actual nomination and application of the exceptions requirements.

No other interpretation of the policies is workable in this multi-jurisdictional context. A continued failure to accommodate cost-effective delivery of urban services, workable economic development and local citizen preference for community form will undercut the political viability of the entire planning program in this area. The policy implications of the Council's current interpretation of ORS 197.298 are inconsistent with the architecture of the statewide planning program and risk popular and political overreaction, not to speak of legal assault.

C. Needed Justification for Urban Growth Boundary Changes

An urban growth boundary change inconsistent with the professed ability and desire of an affected city to provide necessary urban facilities and services to the urbanizable area, cannot be legally sustained. The beginning principle is that land brought into an urban growth boundary to fill a particular need must be earmarked for that desired use. In *1000 Friends of Oregon v. City of North Plains,* 27 Or LUBA 372, *aff'd,* 130 Or App 406, 882 P2d 1130 (1994), the Board found that an urban growth boundary change designed to serve particular needs must also designate or limit the affected land uses to satisfy that need. In this case, the urban growth boundary changes are not justified without assurance that the properties can legally and practically be employed for the intended uses.

In the past, urban growth boundary expansions supported by the affected city or county have been conditioned on subsequent land use actions and public services extension by the concerned local government. In essence, this is contractual urban growth boundary change, with the change dependent upon fulfillment of the prescribed conditions. Although there is some doubt about the legal efficacy of this technique, it creates some certainty about implementing actions. That certainty, however, is a function of a willing local government partner.

The legal and practical situation is different with an unwilling local government partner. In such a case, Metro has limited authority to compel actions to implement the urban growth boundary change, and has no authority to force actions requiring the expenditure of money and actions inconsistent with adopted SB 122 agreements to which Metro is a party. Several of the proposed urban growth boundary changes cannot be successfully implemented without substantial local government expenditures and amendments to adopted urban services agreements.

This is not to say that Metro lacks any authority to compel implementing plan amendments. ORS 268.390(4) gives Metro *review* authority over plan changes to "require cities and counties, as it considers necessary, to make changes in any plan to assure that the plan and any actions taken under it conform to the district's functional plans . . . and its urban growth boundary . . . ." But review authority requires an initiated and completed plan amendment. It looks at what the city or county is proposing to do, approving or modifying the intended action. This type of authority requires affirmative municipal conduct to plan for or service the affected area. It cannot be used, however, to unilaterally force plan changes or public service extensions.

This dynamic is particularly true for the financing of public projects to provide sewer, water and transportation for the land uses contemplated by the boundary extension. Under ORS 197.712(2)(e) and OAR 660-011-0035(2), these types of local government decisions are not "land use actions" and are outside the comprehensive planning system. Whatever the scope of Metro's supervisory power over the content of local plans, its authority does not include the ability to compel infrastructure improvements.

That is why urban growth boundary changes requiring public investment in order to allow the intended land uses cannot be sustained without a willing local government partner. To the extent Metro has a duty to expand the urban growth boundary for industrial lands to satisfy statutory or administrative directives, it fails in that duty by approving changes that are only hypothetical at best.

D. Charter Assumption of Regulatory Authority

As discussed above, section 7(2)(a) of the Metro Charter requires MPAC or electorate approval of an "ordinance authorizing . . . regulation by Metro of a local government service." This means that referendum or MPAC approval is required for Ordinance No. 04-1040A if it directs or contours local government conduct in the provision of services. This includes planning and provision of public facilities and services. To whatever extent the imposed conditions of approval do this, they are without authority. And to whatever extent the conditions fail to do this, the desired land uses are not attainable, and the amendments are not justified.

If the Council wishes, we could supplement this submission with relevant legislative history of this part of the charter.

E. Compliance with the Transportation Planning Rule and Goal 12

The proposed boundary changes do more than move the line. Because they prescribe land uses and transportation planning, the ordinance is subject to the Transportation Planning Rule and the constraints of OAR 660-012-0060. The application of the rule is especially clear when the boundary changes are coupled with associated functional plan amendments.

This means, again, that the boundary changes cannot be accomplished without willing local government partners. OAR 660-12-0060 requires that functional plan, comprehensive plan and land use regulation amendments "which significantly affect a transportation facility" must be coupled with adopted policy to limit land uses, impose development requirements, or change the adopted transportation system plan. This policy applies in this case because the boundary changes and conditions, in the context of the regional framework plan, operate as a "comprehensive plan." (It is precisely because of this that Metro is currently engaged in the comprehensive plan periodic review process.) It also applies because the ordinance purports to dictate land uses.

Several of the proposed urban growth boundary amendments foster types or levels of land uses that are inconsistent with the functional classification of nearby transportation facilities. Without a governmental commitment to take one of the policy options set out in the rule, those boundary changes cannot be sustained. A District condition is nothing more than a wish.

Conclusions

We appreciate the opportunity to place these matters on the table. Our clients request dialogue and feedback about these views prior to taking final action on the ordinance. The views expressed in this letter are shared by a number of other city attorneys and county counsels, but the logistics of submission have inhibited their immediate participation. These views are those of the undersigned, and are submitted on behalf of our clients, but have not necessarily been reviewed by our governing bodies.

Several of these concerns have been raised earlier in the proceedings, and have provoked no reaction. *See,* December 4, 2003 letter from Tom Hughes to David Bragdon, p. 11; May 27, 2004 letter from Jeffrey Condit to Council and Council President, pp. 3 – 7; May 6, 2004 Kohlhoff legal memorandum, pp. 13 – 17; April 26, 2004 letter from Rob Drake to David Bragdon.. Each of our clients incorporates and reiterates this earlier testimony.

Our clients remain willing to be your partners. They are willing to discuss and mediate these differences. They are unwilling to be ignored or to suffer encroachment of their own charter and statutory authority.

Respectfully submitted,

Preston Gates & Ellis LLP

By Timothy J. Sercombe
On behalf of the City of Hillsboro

Miller Nash LLP

By Jeffrey G. Condit
Jeffrey G. Condit
On behalf of the City of Tualatin

Beery Elsner & Hammond

By Pamela J. Beery
Pamela J. Beery
On behalf of the City of Cornelius

Office of the Beaverton City Attorney

By Alan A. Rappleyea
Alan A. Rappleyea
City Attorney

TJS:tjs

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Portland Development Commission • Administrative Agent
1900 SW Fourth Ave. • Suite 7000 • Portland, Oregon 97201
www.portlandregion4biz.com 503.823.3354

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Regional Partners
Beaverton
Fairview
Gresham
Happy Valley
Hillsboro
Lake Oswego
Milwaukie
Sherwood
Tigard
Tualatin
Wilsonville
Clackamas County
Clackamas County Business Alliance (CCBA)
Columbia River Economic Development Council (CREDC)
Metropolitan Service District (METRO)
Multnomah County
Oregon Economic & Community Development Department (OECDD)
Oregon Health & Science University (OHSU)
PacifiCorp
Port of Portland
Portland Ambassadors
Portland Business Alliance (PBA)
Portland Development Commission (PDC)
Portland General Electric Company (PGE)
Washington County
Westside Economic Alliance (WEA)
WorkSystems, Inc

June 10, 2004

Mr. David Bragdon, Council President
Members of the Metro Council
600 NE Grand Avenue
Portland, OR 97232

Re: Urban Growth Boundary Amendments to Add Industrial Land

Dear Council President Bragdon and Metro Councilors:

We commend your efforts to amend the Urban Growth Boundary (UGB) to accommodate the region's needs for land on which to grow jobs, particularly in the vital traded sectors of our economy. We appreciate the fact that you are faced with making difficult decisions balancing a range of considerations which do not align easily.

Regional Economic Development Partners comprises 27 organizations in the bi-state, six-county, Portland Metro region that are actively involved in creating jobs and wealth. Our primary activities involve business retention, expansion and recruitment, and promoting and enhancing the region as a preferred business location.

From this vantage, together with our day-in, day-out "on the ground" collective experience as economic development practitioners, we offer the following perspectives:

1. There is a clear need for more land to meet the needs expressed by traded sector businesses. The near-term shortage of industrial land supply is acute. Availability of shovel-ready land is especially important to create family-wage jobs and lower one of the highest unemployment rates of any region in the country.

2. The market also perceives the region's land supply as lacking variety in choices of sites. Businesses looking to expand or locate new operations typically desire more than a single site for consideration, and conclude from this lack of variety that other metro regions offering more choices deserves their continued attention over the Portland region.

3. Many sites in the current inventory of industrial lands are not market-ready, even though they are in the UGB and zoned for industrial uses. Some of these sites are encumbered with brownfield challenges, and will never be market-ready until significant resources are invested in their restoration. There are currently very few efforts, if any, under way to restore them.

   Many new sites that were brought into the UGB in December 2002 require significant investments in new infrastructure, and will not be market-ready for quite some time. This is particularly true with the marginal or exception lands.

4. Metro working collaboratively with its local governments, who are predominantly the local service providers, is essential to prepare industrial sites to become market-ready and further the State's efforts for creating "Certified and Opportunity Sites".

As an organization, we will not be commenting on site-specific matters. Rather, we are committed to providing these and other market perspectives and strategic observations to contribute positively to your deliberations.

Sincerely,

Douglas Rux
Chair

Charlie Allcock
Vice Chair

cc: Regional Partners
Lydia Neill
Mary Webber
Andy Cotugno

189

City of Gresham

Mayor Charles J. Becker

1333 N.W. Eastman Parkway
Gresham, Oregon 97030-3813
(503) 618-2306
Fax (503) 665-7692

June 10, 2004

Council President David Bragdon
Metro Councilors
Michael Jordan, COO
METRO Regional Center
600 NE Grand Ave.
Portland, OR 97232-2736

RE: Urban Growth Boundary consideration for approximate 90 acres abutting Telford Road

Dear Council President Bragdon, Metro Councilors, and Michael Jordan:

This letter is written in support of the current recommendation to retain the approximate 90 acres south of Stone Road and west of Telford Road within the Urban Growth Boundary. This particular area has been included for analysis purposes within the City of Gresham's current Springwater Community Planning process, and is being done in coordination with the Damascus Boring Concept planning work.

For the Springwater planning, this area is identified as viable industrial property based on analysis of slope and resource constraints, existing lotting patterns and accessibility to roads and ease of future public facilities extensions. We are working with three scenario concepts for Springwater, all of which include some sort of industrial uses in this 90 acre area.

The land immediately north of Stone Road, which abuts these properties to the north, encompasses good industrial sites, flat and with relatively large parcelization patterns. The land south of Stone Road is also relatively flat and is viable future industrial property. If the land south of Stone Road was removed from the UGB, improving Stone Road and the installation of public facilities becomes significantly more costly, increasing the likelihood of future development pressure to develop the frontage parcels on the south side of the road.

Stone Road is identified as an important component of the east-west transportation system in the Springwater plan area. This is particularly useful in terms of the right of way location at the south end of the Springwater area, directly connecting to the Damascus Boring plan area as well as providing a crucial connection across Highway 26.

The overall 90 acres is generally split east-west by creek and natural resource amenities. The work to date identifies roughly 16 acres in potential natural resource area. The area north of the creek to Stone Road is particularly suited to development for smaller site industrial users with direct access to Stone Road and very near a future major Hwy 26 access location. The area south of the creek is somewhat larger and could accommodate a single campus industrial user.

Cont.

The existing Stone Road/Hwy 26 intersection may well be a desirable "gateway" and a necessary additional access point to serve the Springwater area since the opportunities for interchange and access along this stretch of the Highway are severely limited. Adequate access to the larger transportation network via Highway 26 is a crucial success factor for the Springwater industrial base.

Telford Road is the existing road abutting this 90 acre area to the west, along with the Springwater Trail Corridor, making provision of transportation multi-modal, and recreational access as well as public facilities extensions, viable with economic possibilities to serve the entire area.

Since this particular area is now identified on the 2040 Plan as "outer neighborhood", my understanding is that there is an estimated residential capacity for 114 units. As part of the Springwater Community Plan, these units can be easily accommodated in the westerly portion of the plan area and most particularly in or near the Village Center, where mixed use, service and commercial facilities will be located.

Given the crucial need on a regional basis to provide for industrial lands, and given the analysis as part of the Springwater Community Planning work now underway that this area is reasonably suited for industrial uses, with existing public road access from two directions and relatively easy future public facility extensions, it is the City of Gresham position that this area ought to remain within the Urban Growth Boundary and that the 2040 Plan be modified to include this area as industrial lands.

Yours truly,

Charles J. Becker
Mayor

CJB:tvk

C: Gresham City Council

m:becker\metro0508ugb.

187

BEERY, ELSNER & HAMMOND, LLP

ATTORNEYS AT LAW

PAMELA J. BEERY*
PAUL C. ELSNER
JOHN H. HAMMOND, JR.

* Also admitted in Washington
† Of Counsel

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THOMAS SPONSLER †
DAVID F. DOUGHMAN
SPENCER Q. PARSONS

June 10, 2004

HAND DELIVERED VIA COURIER

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

Re: City of Sandy's Support for Exclusion of Certain Lands from Metro's UGB

Dear Council President Bragdon and Council Members:

This office represents the City of Sandy. I write today on behalf of Sandy to urge the Council to exclude 87 acres from Metro's present UGB boundaries. Please incorporate this letter and its enclosure into the official record.

As discussed below, the identified 87 acres are part of a 1998 Green Corridor/Rural Reserve IGA between Sandy and Metro. The IGA's primary purpose was to preserve a separation between Sandy and the Metro UGB through the creation of permanent reserves of rural land. The inclusion of any of those reserve lands within the Metro UGB would appear to violate the IGA, and would undermine Sandy's desire to maintain and preserve its distinct identity relative to the Portland metropolitan area.

In 2002, over the objection of the City of Sandy, these 87 acres were included in the UGB. A copy of the City's objection at that time is enclosed. The COO's recommendation to you was to remedy this error by excluding these lands.

The parties to the IGA committed themselves to working collaboratively to, among other things, "[p]reserve and protect the rural and natural resource character and values of Rural Reserve areas along the Green Corridor that separate the City from the metropolitan area," and to "[d]esignate area of rural land to separate and buffer Metro's Urban Growth Boundary and Urban Reserve areas from the City's Urban Growth Boundary and Urban Reserve areas."

Green Corridor boundaries are established by the IGA and may be amended through the parties' mutual consent. IGA Section III(B). Similarly, the parties' mutual consent is required for Rural Reserve boundary amendments. Of particular significance, the IGA states that "[t]he party proposing an amendment to a Rural Reserve boundary . . . shall be principally responsible for demonstrating how the proposed amendment is consistent with the purposes of this Agreement."

IGA Section VIII(B)(1). Moreover, "[n]o amendment shall be effective until adopted by the governing body of the City, the County, ODOT and Metro."

Clearly, inclusion of any of the IGA's Rural Reserve lands in Metro's UGB would constitute an amendment of the IGA's Rural Reserve boundaries. Therefore, such an amendment could only be effected through: (1) Metro's demonstration of the amendment's consistency with the IGA; and (2) adoption of the amendment by the parties' governing bodies.

In addition to the IGA issue, ORS 197.298 directly bears on whether such land can be properly included in a UGB. In particular, ORS 197.298(1)(d) states that land with a zoning designation of agricultural or forest use cannot be included within a UGB unless no other higher priority lands are available. It is unclear whether this determination has been made, and if so, whether any proposed findings purporting to make this determination are supported by substantial evidence in the record.

Finally, I understand that at a May 26, 2004 MPAC meeting, a motion to ratify inclusion in the UGB of these lands failed, with 12 members voting no and only 3 voting yes. As the minutes of that meeting reveal, the existence of the IGA between Sandy and Metro contributed to the defeat of the motion. I would encourage the Metro Council, in accordance with the terms of the IGA and consistent with MPAC's advice, to exclude the Rural Reserve lands discussed above from the Metro UGB.

Sincerely,

John H. Hammond, Jr.
City Attorney

JHH/dfd
encl.
cc: Scott Lazenby, City Manager, City of Sandy w/o encl. via mail
Daniel B. Cooper, Metro Legal Counsel w/encl. via courier

CITY OF
SANDY
39250 PIONEER BOULEVARD • SANDY, OR 97055
PHONE (503) 668-5533
FAX (503) 668-8714
Gateway to Mt. Hood

October 11, 2002

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

Dear Presiding Officer Hosticka and Council Members:

Four years ago, Metro, Clackamas County, and the City of Sandy entered into a "Green Corridor/Rural Reserve" Agreement. This agreement arose from the "neighboring cities 2040" project, funded under the TGM program. The intent was to preserve the separation between the Metro urban area and the Sandy urban area. (A similar agreement was signed with Canby).

The agreement states:

IX. Comprehensive Planning and Zoning within Rural Reserve Boundaries

A. County comprehensive plan designations and zoning shall apply to all lands within Rural Reserve areas. The development of comprehensive plan policies and zoning for lands within Rural Reserve areas shall provide for notice and opportunity for comment with the City, ODOT and Metro.

B. Metro's Urban Growth Management Functional Plan regarding rural reserves and green corridors shall be used as guidelines in developing a plan for these rural lands and maintain the rural character of the landscape and our agricultural economy.

C. The County shall not upzone existing exception areas or nonresource lands to allow a density of development that is greater than what is permitted by existing zoning as of the effective date of this agreement.

A portion of the area proposed by the Metro Executive Officer for inclusion in the UGB overlaps a portion of the rural reserve boundary (please see the attached map). Including this land within the UGB would be a violation of our agreement.

The agreement (and rural reserve boundary) can be amended by mutual agreement. We would, however, be reluctant to agree to such an amendment because:

1. The land in question is EFU land and there is no compelling reason to allow it to be urbanized.

Post-it® Fax Note 7671	Date	# of pages ▶ 2
To JACK HAMMOND	From SCOTT LAZENBY	
Co./Dept.	Co. SANDY	
Phone #	Phone #	
Fax #	Fax #	

THE CITY OF SANDY IS AN EQUAL OPPORTUNITY EMPLOYER AND DOE

2. The City of Gresham has stated that this land is not critical to their "Springwater Prospectus" plan, and that including this land in the UGB is Metro's idea, not theirs.

I therefore request that you remove this area from further consideration.

If the Metro UGB boundary is expanded along Highway 26 to the Clackamas County boundary, we would be interested in a separate "Green Corridor" agreement with the City of Gresham. It appears we have a mutual interest in avoiding commercial strip development along the highway. With proper access management, screening and setbacks, it should be possible to allow access to an expanded Gresham urban area while still maintaining a sense of separation between Gresham and Sandy. We would welcome Metro's participation in such an agreement.

Thank you for your attention to this matter.

Sincerely,

Linda M. Malone
MAYOR

cc: Sandy City Council
Mike Burton, Executive Officer
Mike Jordan, Clackamas County Commissioner and MPAC Chair
Chuck Becker, Mayor, City of Gresham
Rob Fussell, City Manager, Gresham

061004C-24

Holly Iburg 190

METRO TALKING POINTS
FOR INDUSTRIAL CORNER

1. Location, location, location – next to Roseway Industrial Park, ~~adjacent to~~ on a Corridor → TV Hwy, railroad tracks run along north property line. Down the street from an Intel facility and within easy walk, bus or bike ride for future employees but not adjacent residential.

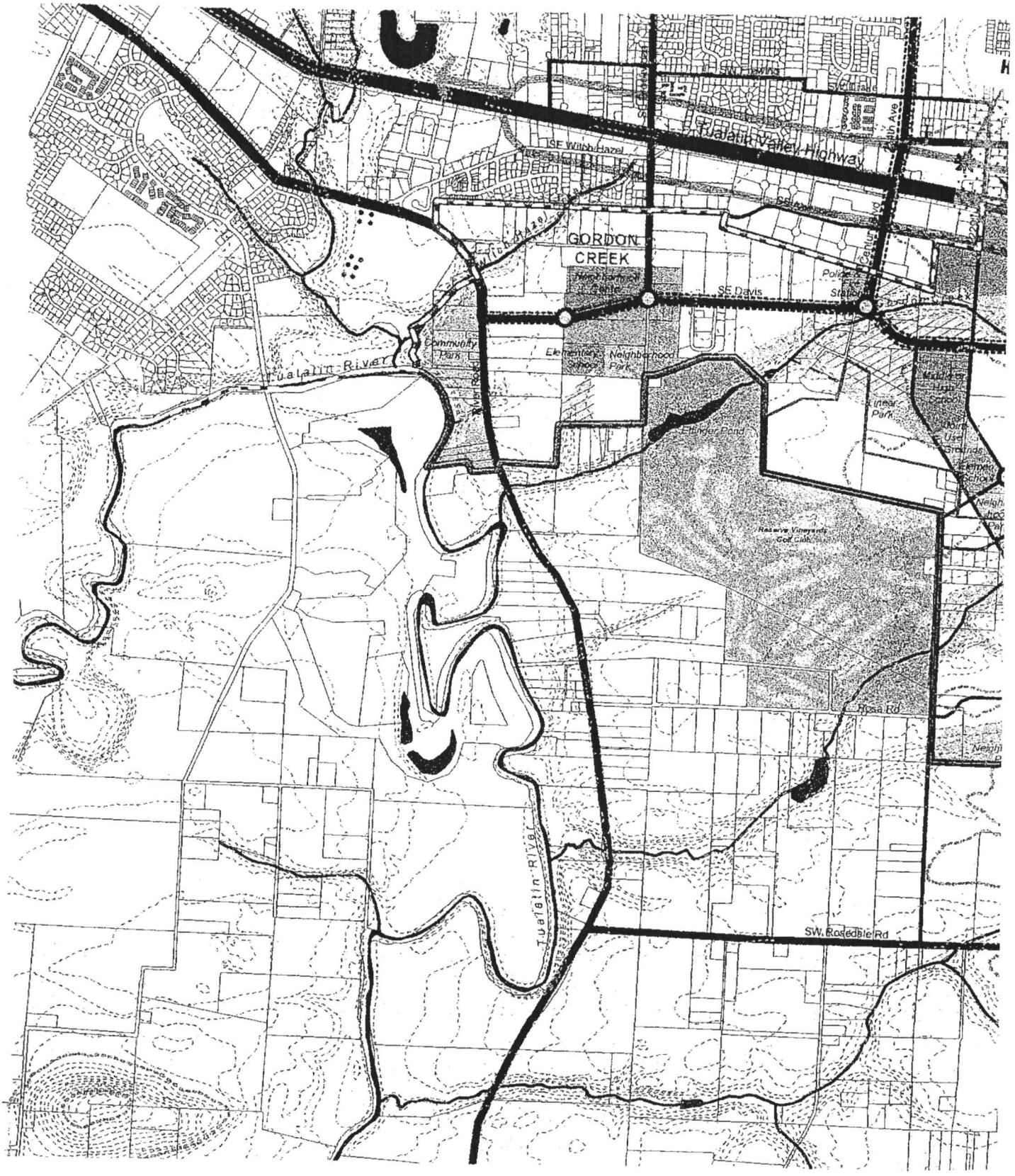
6. 2. Utilities are There – Immediately to the west the Title 11 concept and infrastructure planning for Witch Hazel Village has taken place and the sewer and water lines have been planned to serve our site.

5. 3. Concept Planning has been done – The City of Hillsboro went though an extensive public process in 1998 to concept plan the area and has designated the NW corner of the site for "general employment." Utilizing this corner would be following the existing Concept Plan. Mixed Use

2. 4. Transportation Improvements – By bringing an employer to this site and planning for jobs, needed transportation improvements to the area will be embarked upon, thereby improving efficiencies for the entire surrounding area. Due to its central location, and access to many employees who live in close proximity it will not be necessary to flood the freeways with additional traffic. The site is within a few miles from light rail and on ~~existing~~ urban level bus lines.

3. 5. Shovel ready – It is vital to have at least a few sites brought in that are ready to be built upon within a reasonably short period of time. Dangerous to have all of the sites be 19 years out due to the need for necessary infrastructure improvements to be funded and installed.

4. 6. Within the Hi-tech Cluster area – This is the place where employers want to be. It improves the likelihood of family wage jobs coming to the region sooner. ~~to help bolster the economy~~.


Tualatin Valley Highway
SE Witch Hazel
GORDON
CREEK
SE Davis
Police & Fire Station
Community Park
Tualatin River
Elementary School
Neighborhood Park
Ellinger Pond
Linear Park
Reserve Vineyards Golf Club
Rosa Rd
SW Rosedale Rd
Tualatin River

Copies of #24

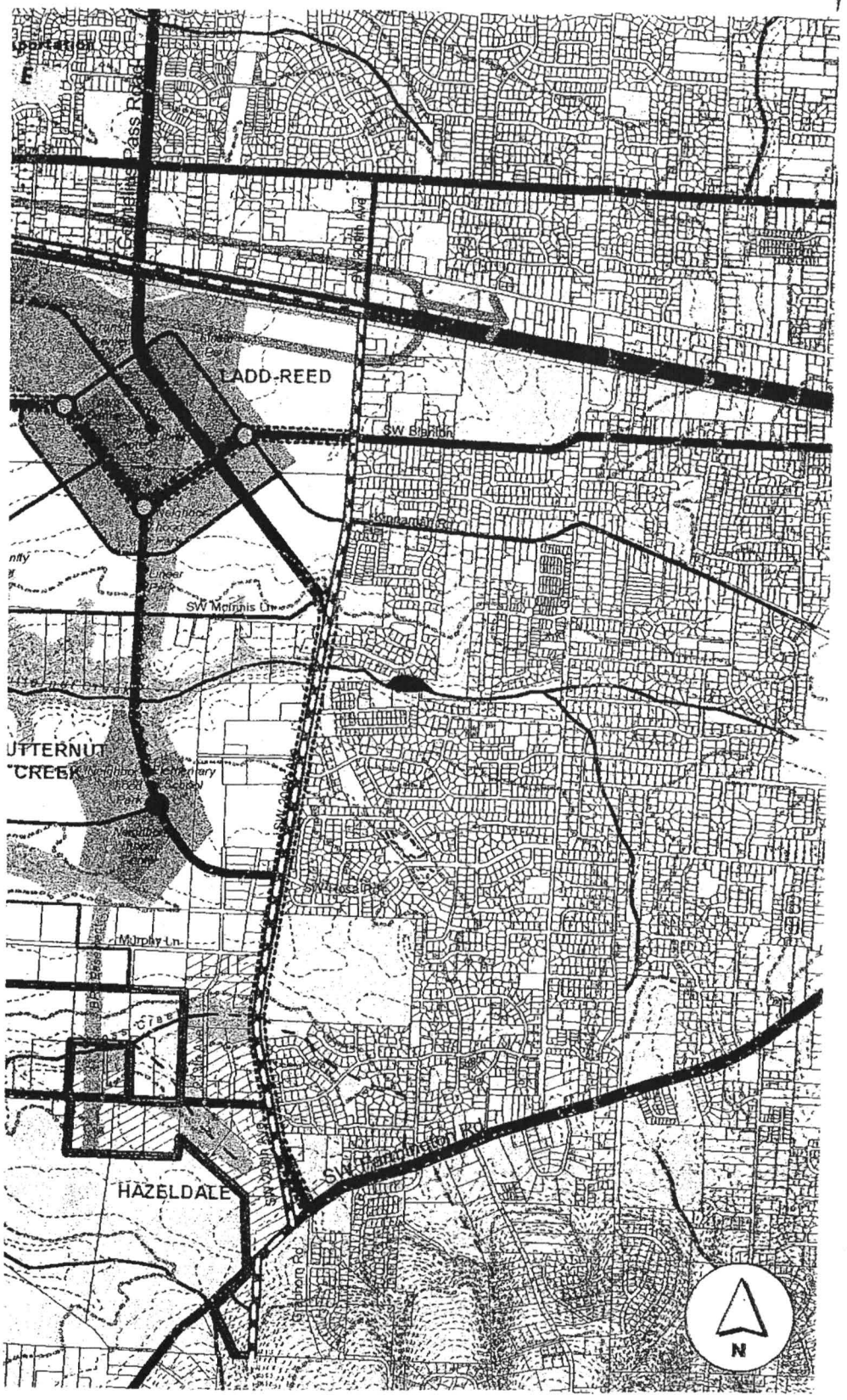


Figure A

CITY OF HILLSBORO

Hillsboro South Urban Reserve Area

Concept Plan

October 29, 1998

Prepared By:

McKeever/Morris, Inc.

and

W&H Pacific
Leland Consulting Group
Greenworks, PC
Conforth Consultants, Inc.
Carl Worthington & Assoc.
Kittelson & Associates

Legend

Base Map Information
- Concept Plan Boundary
- Tax Lots
- Urban Growth Boundary
- Urban Reserve

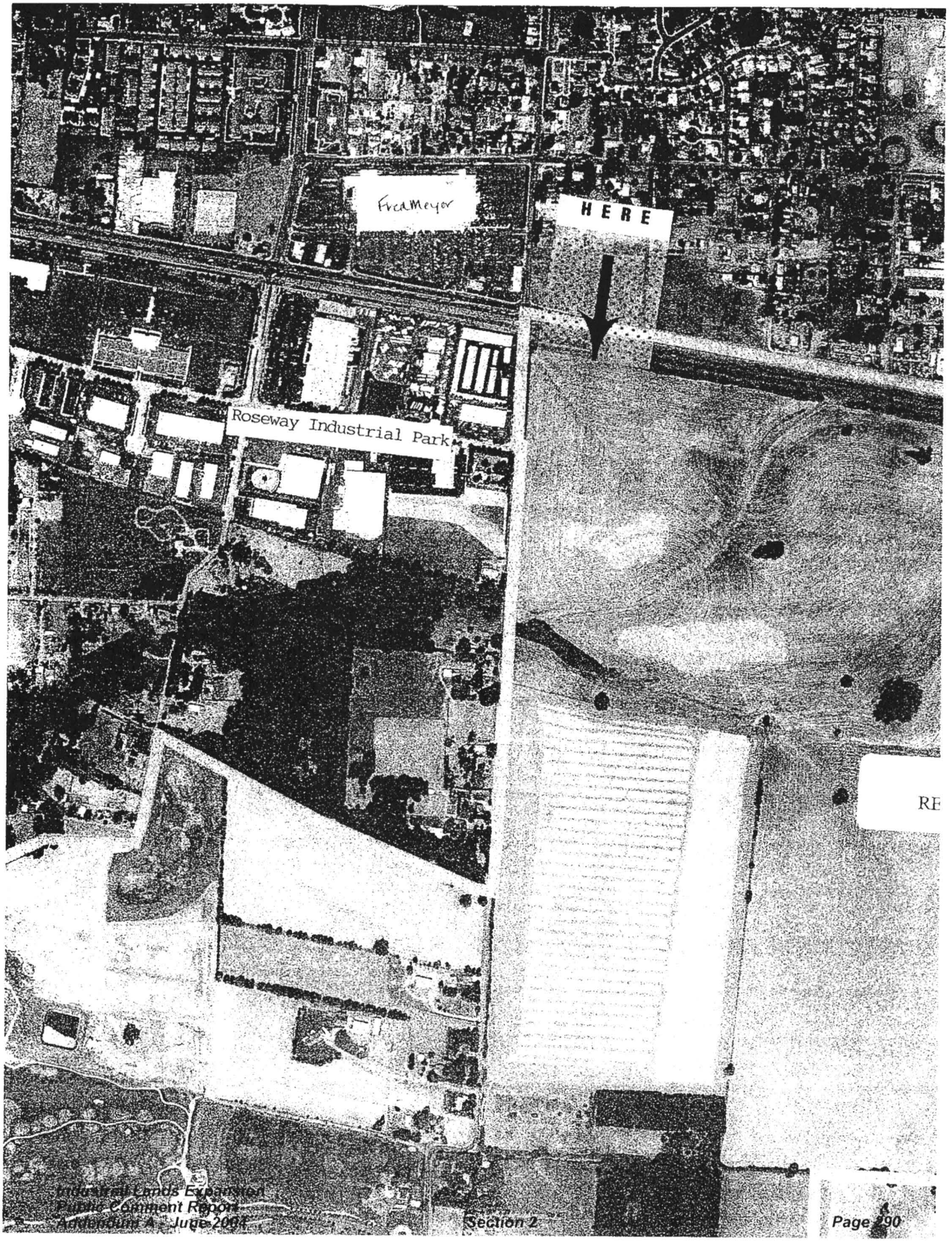
Land Uses
- Low Density Res. (2-4 units/ac)
- Low-Medium Density Res. (3-15 units/ac)
- Medium-High Density Res. (16-32 units/ac)
- Mixed Use & High Density Res. (24-64 units/ac)
- Civic, Public & Schools
- General Employment
- Golf Course

Transportation
- Collector
- Community Street/Boulevard
- Expandable to Regional Boulevard
- Regional Boulevard
- TV Highway
- Commuter Rail (Optional)
- Streetcar (Optional)

Natural Systems
- 100' Contours
- 10' Contours
- Perennial Stream
- Intermittent Stream
- Parks & Greenspace
- Stormwater
- Title 3 / Rec Corridor

0 1000 2000 Feet


Intel
S CROSSING SITE


Fred Meyer
HERE
Roseway Industrial Park

SPARKLE FULLER Anderson 061024 Ct #2
27480 S.W. Stafford Rd (1)
Wilsonville, Ore
97070 191

ORAL TEST Metro June 15th, 04

Thank you for your work so far

I believe the frog pond area is the right place for industrial expansion at this time

Commercial farming is no longer viable (ask staff)
Water - rights to City well must be given up
only then can farmer regain water rights
water levels can go - up-down-sideways -
matter of "rights not availability" -
We are compromised because of this - no investment will be made
Not the case in Evergreen or other EFU lands

The Bragdon amendment was a good start - however
in an attemp to calm neighborhood fears you
threw farm land at them to soften the blow
- you have to "stop" doing that -

cushioning urban growth pains with farmland
got this area into this mess in the first place
a poor farm surrounded - farming is an industry not buffer
- We deserved buffers - not be buffers

Buffers are a good idea - stream corridors - hills -
power lines - make good buffers - maybe 5
in some cases

(2)

The Wilsonville neighbors expects these buffers to protect their children and homes from 18 wheelers and other urban dangers. I'll bet they didn't plan on their farmland buffers to be armed to the teeth. High powered rifles accross the street from a 40 ac. school campus might make parents nervous - its legal - day or night

- faced down drunks with shotguns
- trespassers with deer rifles + pistols
- buck shot has been fired againt my hous
- fatigued clad archer - Kill a buffalow

tresspass was the only rule broken - ticket should worry about guns not slow trucks

Solution is better Buffers:

ask you Amend 1040 to include the Southern portion of Frog Pond - leave the 50 ac. min lot size to ensure that it be developed as Campus Indust. C.I produces no Trucks - or guns

1 - Mayor Lehan - "Wilsonvill likes Mentor Graphics"
2 - neighbors grow next to Camp Ind - Xerox - In Focus
no loss of property value - (accross street before they ma
3 - tax payers like C. Ind
4 - Schools like C.I - on campus of Mentor G
5 - Environment likes C.I - baby ducks
Xerox ~~sa~~ kept the forest - birds

(3)

Adding FrogPond South as Camp. Indust. will mirror the good planning Wilsonville has already done

FrogPond S.

→ has largest parcels - flatest - farm compromised close to I-5 - ① clustered with like industry MG xero Info

② clustered with extension like services demands - cross land with same service that will go to 40 ac. school campus South

- chance to catch the next Intel

Excluding this land creates an island of farmland. N - industrial

W - Urban housing

S - 40 school

E - Newland Creek & Canyon - barrier to farms

explain how this will help me farm this island

Attended Wilsonville Visioning and I complained no one was listening to our problems - like MPAC complained - result was the vision for us was continued dump and extract opportunities for Wilsonville

Not in Wilsonville - Co. rarely helped in between for years - no plan

Please just get it over with

take us all at once

Add FrogPond South to the Ind. Land Inventory

thank you

061004-C #26

192

Maureen D. Larsen

25935 S.W. Stafford Road
Wilsonville, Oregon 97070
larsenfarm@aol.com

Phone (503) 638-9609
Cell (503) 734-6362
Fax (503) 638-9138

We live in Wilsonville on Stafford Road. We own a retail nursery. We also own a nursery in Hillsboro with unlimited Hagg Lake water.

We are very close to the I-5 corridor and the North Wilsonville Exit off I-5. The land in this area has power lines in existence and easements for additional power lines.. We have a power line easement through our property.

Our Hillsboro nursery is near the Helvatia farmland + Evergreen. This land is farmed down to within 200 to 300 feet of Highway 26. The irrigation for farmers in that area is very effective. The 4 inch water line to our nursery bringing Hagg Lake water broke this week. A large sink hole was created by the amount of water and water pressure. If this irrigation line was available in Wilsonville we would not be having this discussion about Frog Pond today.

When I leave our nursery in Hillsboro pulling a trailer of nursery material, I make better time traveling 3 miles south to Hillsboro, through Hillsboro at 5pm evening traffic, down the two lane Highway 219 to Scholls and on to Sherwood and the Tualatin-Sherwood Highway to our Nursery in Wilsonville. This takes 45 minutes to 1 hour. Highway 26, 217 and I-5 going South to Wilsonville can sometimes take 1 1/2 hours. This is why the I-5 corridor is so important.

Someone stopped to talk to my neighbors who own 75 acres on Eligsen Road. What did they think of the land study and what would they do? Well if the land did not have a zone change perhaps they would go back to pig farming. They had been studying the issue. They felt 2000 pigs would be the number and perhaps the most noticeable thing would be in July and August with the East winds and the wind blowing toward the 1,000 or so apartments behind their farm. The visitor left without a word.

The north Wilsonville area would make a positive addition of land to bank for future jobs for Clackamas County. Eighteen wheel trucks are not the issue. This land will provide jobs and the trucks servicing these businesses ~~with~~ would not disturb Wilsonville.

Keith Fishback
061004-C #27

193

- Mr. Presiding Officers and Members of the council
- I'm Keith Fishback, Vice President of the Washington County Farm Bureau
- 11375 NW Roy Rd, Banks, Oregon 97106
- Thank you in advance for making the tough decisions that will preserve our high valued farmland for generations to come. Your efforts do not go unnoticed.
- With your help, the Washington County Farm Bureau is working to protect the viable farmland in the county, while at the same time protecting our ability to farm.
- ~~Just as other in~~dustries, land is our most valuable asset. We need land that is buffered from the two conflicting land uses, agricultural land and urbanized lands. However the Ag industry is unable to go vertical as other industries, even though we have made huge strides to become more land intense with the crops that we raise. The simple fact remains, we need land in order to make our industry thrive.
- Reasons against the exclusion of the Cornelius site
  - The city of Cornelius' current northern UGB is Council Creek, which makes a great natural buffer between Ag and urbanized lands. Council Creek is a superb example of how a line should be drawn, dividing conflicting land uses.
  - Any expansion north of Council Creek would ~~have~~ spill~~ed~~ out onto high valued, large block ~~AG~~ EFU land, without any consideration for buffering.
  - The Ag industry desperately needs the type of separation that Council Creek provides separating urban development with commonly accepted farming practices.
  - The Farm Bureau adamantly opposes any expansion of the city of Cornelius, north of Council Creek.

No Transportation

- The Evergreen Road Site
  - During the last UGB expansion, the city of Hillsboro stated that the 200 acres at the corner of Shute and Evergreen was all the land they would need in the foreseeable future.
  - Now here we are just two years later and once again the city would like to expand onto our high valued farmland.
  - This site has no natural buffering to stop incremental expansions.
  - We must stop these incremental expansions because it doesn't provide the Ag industry any long term security.
  - In order to intensify our farming operations, we need to be investing in our infrastructure. And long term security is needed to justify these investments.

- Land along with buffered UGB lines is vital to the long term survival of commercial agriculture in the region.

- I would like to thank the council for your efforts in protecting our farmland, and ask that you would continue making these tough decisions to keep Ag viable in Washington County.

061004c-30

194

Reasons to Remove All of the Wilsonville East Study Area from the UGB Industrial Lands Expansion (Measure 26-29)

Submitted into the Public Record of the Metro Council
and to the Mayors of Wilsonville and Tualatin

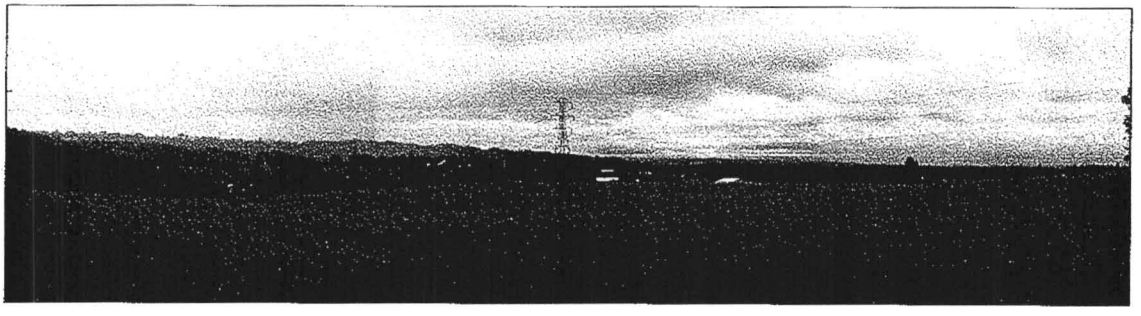
June 10, 2004

By

Jay Cosnett
1246 SW Borland Road
West Linn, Oregon 97068

503-638-9923

jay.cosnett@verizon.net



Frog Pond North
Taken looking East/Southeast from where SW Elligsen Rd. crosses the UGB

Two weeks ago I came before you with 11 reasons why industrial development in the Borland Road North study area was a bad idea; many of these reasons where in fact conflicts between the proposal and Metro's own policies which govern if, where and when the Urban Growth Boundary can be expanded.

Last week citizens throughout the region were relieved when the Borland Road North area was removed from the amended proposal, and I want to impress upon you the importance of upholding that decision. However, the reasons for excluding Borland Road also apply equally to the portion of the Wilsonville East study area that remain in the current expansion proposal. Many of these reasons have been pointed out by local jurisdictions, citizens and business groups, including the City of Wilsonville and the Wilsonville Chamber of Commerce, but I think they deserve a brief review.

Metro's Land Use Policy 1, Urban Form, states that:

The region's growth will be balanced by:

- *Maintaining a compact urban form, with easy access to nature;*
- *Preserving existing stable and distinct neighborhoods by focusing commercial and residential growth in mixed-use centers and corridors at a pedestrian scale;*
- *Assuring affordability and maintaining a variety of housing choices with good access to jobs and assuring that market-based preferences are not eliminated by regulation; and*
- *Targeting public investments to reinforce a compact urban form.*

I believe that this policy speaks for itself as to why this area does not belong as part of this expansion.

Land Use Policy 1.2, Built Environment, includes the statement that:

Development in the region should occur in a coordinated and balanced fashion as evidenced by…

- *The creation of a balanced transportation system, less dependent on the private automobile, supported by both the use of emerging technology and the location of jobs, housing, commercial activity, parks and open space.*

Though it may be news to some, I-5 through Wilsonville, in both directions, is a parking lot during peak times, as is the I-5/I-205 interchange. Instead of proposing changes in land use that will make this congestion worse, Metro should be taking actions to move long-haul truck trailers onto adjacent rail lines, and to move automobile commuters to transit, including the proposed commuter rail line. (Which, of course, is on the opposite side of the city from the proposed expansion.)

Locating industry in Frog Pond North will not only worsen congestion on I-5, it will divert both trucks and through automobiles onto Stafford Road at the Stafford/I-205 interchange, with disastrous impacts to local traffic and existing uses in the area.

Land Use Policy 1.4, Economic Opportunity, in part states that:

The number and wage level of jobs within each subregion should be balanced with housing cost and availability within that subregion.

Many have already pointed out the disproportionate share of the region's industrial land currently located in the southwest suburbs, which the current proposal would only make worse. Since the 2002 residential expansion of the UGB places the vast majority of new housing at the east/central edges of the region, the combination would mean one thing; workers taking long commutes on already overcrowded highways and local roads.

Land Use Policy 1.8, Developed Urban Land, specifies that

> *In coordination with affected agencies, Metro should encourage the redevelopment and reuse of lands used in the past or already used for commercial or industrial purposes wherever economically viable and environmentally sound.*

As stated before by many, efforts to redevelop existing industrial sights must be pursued vigorously before auto and highway-dependent developments at the region's periphery can be even remotely considered.

Land Use Policy 1.9, Urban Growth Boundaries, states that

> *When Metro expands the boundary, it shall determine whether the expansion will enhance the roles of Centers and, to the extent practicable, ensure that it does.*

I ask anyone how including Frog Pond North can possibly be viewed as enhancing the role of centers.

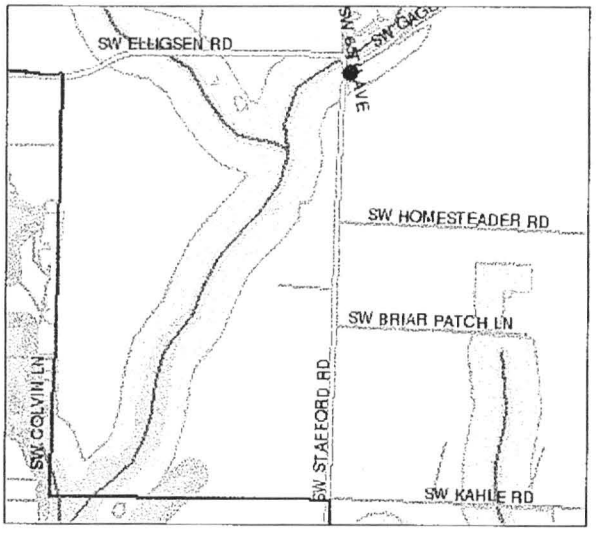
Land Use Policy 1.11, Neighbor Cities

If we want to truly plan our growth as a region, we must work with, and not against, the elected representatives of the communities in our region. Simply put, if Hillsboro wants to bring in an expanded Evergreen area, and exclude Helvetia, why—how—can Metro presume to dictate otherwise? If Wilsonville and Tualatin say "Our planning process, studies and citizens say these areas won't work," you should listen. You may not be able to please all the people, all of the time, but you should give a much greater weight to our elected representatives than you give to the condescending admonitions of development lobbyists and landowners with a vested financial stake in your decisions.

If this is an issue of Metro's responsibilities under state law conflicting with the will of the people through their local governments, then, please, join with us in our efforts to reform state laws so that they align better with our shared goals and vision for the region.

Conflicts with Habitat Protection

This map, taken from Metro's own web site, shows the important riparian areas which criss-cross the Frog Pond North area.



Given the inherent conflict between industrial development and a viable habitat for fish and wildlife, it seems unlikely that development could occur in this area without substantial negative impacts to those habitats. Given the amount of habitat destruction that has been taking place for generations, we think it is long overdue for us as a region to say "No more."

Conflicts with 3 of 4 keys to maintaining a strong job base in the region listed in Industrial Lands Measure 26-29 Technical Report, Exhibit 6:

- *Maintain an adequate supply of quality industrial land located close-in to the central core rather than located at the edge of the region except in areas that have concentrations of industrial employers.*
- *Provide multiple modes of transportation to move products efficiently to maintain a competitive edge for the region.*
- *Cluster industry for supplier access, access to transportation improvements and taking advantage of the synergy of like firms located in key areas.*

This proposal clearly fails all of these three points. If Metro is sincerely interested in maintaining a strong base of family-wage jobs in the region, it will look to other areas, other types of industry, and more creative solutions to ensuring an adequate supply of employment-supporting land within the UGB.

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24151 SW Newland Road
Wilsonville OR, 97070
June 8, 2004

Metro
Planning Department
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Councilors,

I live in the region bounded by I-5, I-205, the Willamette River, and Pete's Mountain. Any industrial development in this region would disrupt local traffic flow between Wilsonville and neighboring cities, and also hinder further development of this area.

There are few roads in and out of this area. The freeway interchanges at Stafford Road, Elligsen Road, and Wilsonville (south end of Stafford Road); the overpasses at Boeckman, Norwood, and 65th; and the underpass at Prosperity Park Road. These exits are not accessible to most of the area without travel on Stafford Road or 65th Street. The remaining exits are the Canby Ferry and a few roads over Pete's Mountain (Elev.839) to the Willamette area of West Linn. These last options are only practical for local use. Consequently most local residential and commercial traffic utilizes Stafford Road and/or 65th street. In addition the most effective application of police, fire (Station at Elligsen) and ambulance (Meridian Park Hospital on 65th) services uses these roads.

The Frogpond area contains the intersection of Stafford Road, 65th Street, and Elligsen Road. It also contains the intersection of Stafford and Homesteader Roads. Any industrial development in this area would have to compete with the local traffic for the use of these intersections. In addition, railroad access is across the freeway, many stoplights away and past Costco. This cannot be attractive to industry, especially for warehouse use.

The local topography also presents obstacles to heavy double load truck traffic. The approach to I-205 along Stafford Road from the south traverses curves along a steep downward slope. The bridge over the freeway and other portions of 65th have a significantly steep grade. Note that most roads post signs warning truckers when the downhill grade exceeds 6%. The other end of Stafford road is passes through the residential and shopping district of

Wilsonville. This already limits serious industrial trucking to Elligsen Road. However, the section of Elligsen road near the current Wilsonville city limit contains a curved area going up a slope where vehicles have been known to go off the road. In addition, the ground on this slope is soft. You can see 8 to 10 inch deep ruts in the gravel shoulder where SUV's (not big trucks) have left the road. This occurs even after the road was improved last year to eliminate a sunken grade. Because of significant waterflow from the hills north of the road, the soft shoulder is already eroding. This combination of slope angle and soft ground make constructing and maintaining a wide roadbed difficult; i.e., expensive. Even more reinforcement would be required to make this section safe for heavy truck use. The proportion of usable industrial acreage in the proposed Frogpond site does not justify the added expense.

The Frogpond area is bounded to the north by steep hillsides (elev. 450+), to the east and west by canyons and riparian areas, and on the east and south by proximity to residential areas of Wilsonville. This does not leave much room for industrial expansion. On the other hand, industrial development in Frogpond would make the adjacent areas less attractive for other uses.

At the moment, the people in this region have a safe quiet place to live and raise their families. The people who work in the businesses in Wilsonville and Tualatin and other areas across the freeway deserve a good place to live. This is not a large region. By extending Smart, it would be easy to provide enough shuttle service from here to adjacent towns to reduce the use of cars when the area develops. The Boeckman and Norwood bridges are suitable for bike routes if heavy trucks do not share the access to these bridges. Commuting could be across the freeway, not on it. Give this area a local alternative green corridor that connects Wilsonville to Tualatin (via 65th) and Lake Oswego (via Stafford) and does not add to freeway congestion. This would be more consistent with the Metro 2000 RTP.

Also consider demographics: population is increasing but the population of elderly increasing faster. There will be an increased demand for medical and professional services. Meridian Park Hospital, the only major medical facility nearby, will be insufficient. Some of this land could be developed for this purpose, and health care would certainly benefit from an area free of smog and industrialization. Your medical professionals could walk to work. Your elderly could take a shuttle to the community center or grocery store. People who could no longer drive can be independent. Some of this is already happening in Wilsonville. This works better without trucks.

This region has a high degree of livability, and also beauty, which should be preserved.

Sincerely,

Nancy T. Waller

Nancy T. Waller, Ph.D

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Tom McConnell
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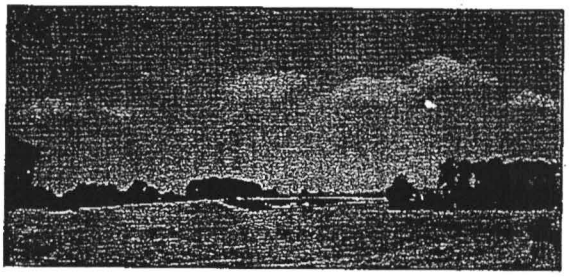
DRAFT

Chapter 6
Shute Road Interchange

For purposes of this study, the Shute Road interchange area was defined as the intersections of US 26/eastbound ramps, US 26/westbound ramps and the segments of Shute Road within approximately 1,000 feet of the interchange on either side (i.e. to the north and south of US 26), including the intersection of Helvetia Road/Groveland Road/Jacobson Road and the intersection of Shute Road/Meek Road.



Existing Deficiencies/Needs

Of the two ramp junctions, only the westbound ramps to Shute Road are signalized. The US 26/westbound ramps intersection operates at LOS B during the evening and LOS C during the morning peak period. However, even at LOS C in the morning, the volume-to-capacity ratio is very high (0.91), due primarily to the very high westbound to southbound left turning movement (approximately 1,600 vehicles). The US 26/eastbound ramps intersection operates at LOS E during the evening peak hour and at LOS F during the morning peak hour for the eastbound left turn movement. A traffic signal is currently warranted at the eastbound Ramps/Shute Road intersection. Neither of the intersections is on the Washington County Safety Priority Index System (SPIS) list of high accident locations.

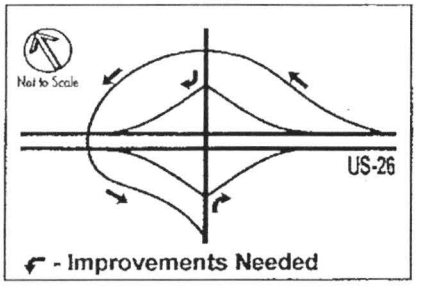
The following table summarizes intersection levels of service for existing and 2015 (without improvements) scenarios.

Intersection Level of Service
Existing and 2015 (without improvements)

		Existing			2015		
Intersection	**Period**	**Delay**	**LOS**	**V/C**	**Delay**	**LOS**	**V/C**
WB Ramps	AM Peak	17.9	C	0.91	52.1	E	>1.0
	PM Peak	10.8	B	0.63	20.7	C	0.67
EB Ramps	AM Peak		A/F			A/F	
	PM Peak		A/E			B/F	

Issues:

- Very expensive improvement ($15-$20 million, just for flyover)
- Addresses high demand for westbound to southbound movement
- Requires southbound right turn lane at westbound ramps
- Limits weaving distance between Cornelius Pass Road interchange and Shute Road interchange because of long approach for flyover



2015 Level of Service
With S4 Improvements

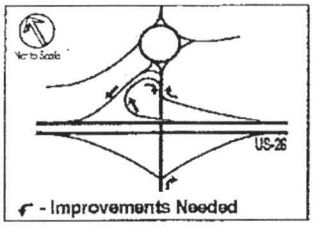
Intersection	Period	Delay	LOS	V/C
WB Ramps	AM	14.6	B	0.49
	PM	11.0	B	0.49
EB Ramps	AM	17.3	C	0.53
	PM	16.7	C	0.74

Conclusions:

- This alternative is the most expensive and creates difficulty in developing a touchdown point for the flyover ramp, therefore making this alternative UNDESIRABLE

S5 **Diagonal Ramps each direction, Westbound to Southbound Loop Ramp, Roundabout at Westbound Ramps**

This alternative was developed to incorporate the high capacity of the loop ramp and to accommodate the adjacent frontage roads into the interchange design. The roundabout would be centered at the existing Helvetia/Groveland/Jacobson intersection and would only need to be one lane since the largest traffic movements are handled outside of it.



Issues:

- Requires construction of high capacity westbound to southbound loop ramp–assumes free right and receiving lane (loop should be built to accommodate a future second lane)
- Does not require southbound right turn lane at westbound ramps (compared to similar alternative)

- Requires construction of high capacity westbound to southbound loop ramp–assumes free right and receiving lane (loop should be built to accommodate a future second lane)
- Does not require southbound right turn lane at westbound ramps (compared to similar alternative)
- Requires five "legs" to roundabout (although one "leg" is exit only and one leg is extremely low volume–less than 20 peak hour vehicles, two-way)
- Requires right-of-way acquisition (although likely to be less than similar alternatives, due to following points)
- Does not require major realignment of Groveland/Jacobson (through EFU)
- Requires grading/earthwork, but not as substantial as previous roundabout alternative
- May require some land acquisition (best case–partial lot, without structure)
- One lane roundabout would be adequate–solves ODOT's concern about multi-lane roundabouts
- Pedestrians may need to be restricted to east side of overcrossing due to "free" right from loop

2015 Level of Service
With S5 Improvements

Intersection	Period	Delay	LOS	V/C
WB Ramps	AM	N/A		
	PM	N/A		
EB Ramps	AM	17.9	C	0.74
	PM	11.7	B	0.74

Conclusions:

- This alternative operates acceptably and does not require significant realignment of the two frontage roads (Groveland and Jacobson).

Preferred Alternative

Alternative S5 was selected as the preferred alternative. This alternative provides adequate capacity, meet ODOT design needs and address the short spacing to surface streets.

Alternative S5:

Alternative S5 efficiently serves high demand westbound to southbound movement (morning peak) with a new loop ramp. All other movements can be adequately served by existing facilities and an additional northbound right turn lane at the eastbound ramp. As a result of the new loop ramp and roundabout, the existing westbound ramps may require realignment. A key issue at this interchange was how to handle the Helvetia Road/Groveland Road/Jacobson Road intersection, approximately 250 feet north of the existing interchange. This alternative proposes a roundabout which appears to serve all

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Steve Zandhuisen

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Regarding water rights versus water use, when Wilsonville is drawing down the water table and causing well pumps to be lowered or the pump to burn up, water right is meaningless.

If the city is actually using all the water and the farmer can't depend on his legal water right, he is going to move to dependable water.

When he moves his farm operation, of course his water right is not used.

What good is a water right when by the time you've won your case in court, your $1 million crop is lost and you're bankrupt.

On the positive side,

Thank you for including Frog Pond in the ~~initial zoning~~ industrial zoning.

I applaud the thorough method by which you arrived at your decision.

By keeping an open mind and listening to all ideas that were presented, you have earned the respect of your constituents.

By considering the greater good of the region over the demands of any single group, you have demonstrated leadership.

In the short term some people may be a bit upset, but over the longer term history will show that your decision was correct.

Thank you

City of
WILSONVILLE
in OREGON

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June 10, 2004

TO: Metro Council

FROM: Charlotte Lehan
Mayor of Wilsonville

SUBJECT: UGB Expansion for new Industrial Lands

Thank you for the opportunity to once again speak to you on this critical issue. I realize that this process has been trying for all of us. I think however, that it has also been a damaged process because of so many missed opportunities that might have resulted in a less acrimonious outcome. That being said, I also believe that you have yet a new opportunity before you that could go a long way in allowing this damaged process to be somewhat repaired and that could still allow you to reach your goal of adding in new acreage to the UGB for industrial purposes.

There were a number of instances during this process you could have made other choices, other decisions, other conclusions that might not have led us to this very uncomfortable place:

- Criteria for selecting the land needed—the view you took for identifying the need and the future uses for industrial was approached from a very narrow lense with an advisory group that had vested interests in the outcome. Broadening that scope and better understanding of what the future holds could have given you a very different perspective of the amount of land needed, location and other important factors.

- Need— it is also possible that you could have adjusted the need and ultimately you have done that. I know I truly appreciate this effort on your part and I am certain that all of MPAC does. It is crucial that we err on the side of conservative when we are calculating need as Councilor Burkholder pointed out last week. Once these lands have been targeted for expansion, they are most likely lost forever to ag, forest, or even more appropriate urban uses

- Conversion rates—also follows with my remarks so far. The conversion rates were off and I believe they are still too low. I would encourage you to reconsider this calculation again and see if in fact more efficient use of the land already inside the UGB couldn't be made before expanding onto any EFU lands.

- Trusting the Expertise of Local Jurisdictions - Ignoring for a moment that annexing Wilsonville East into the Urban Growth Boundary for industrial use represents poor public policy and even worse land use planning, the City of Wilsonville asks the Metro Council to take a closer look at the evidence in the record as to Wilsonville's ability (or rather inability) to provide urban services to this area. Such an expansion would be inconsistent with our acknowledged Comprehensive Plan, adopted TSP and supporting Public Facilities Plans. The City's position that it is not financially feasible or physically practical to serve Wilsonville East is well documented.

Wilsonville must be Metro's partner in implementing any land use decision that the Metro Council chooses to make. In order for the partnership to work, it is critical that Metro defer to the City on matters that are within our purview and expertise...that is the financing and delivery of urban services. I don't believe Metro would deny that the agency lacks both engineering expertise and practical experience as an urban service provider. It is beyond Metro's authority to compel the City of Wilsonville to provide such services when the City tells you it would be cost prohibitive to do so. The City respectively suggests that you should believe what we say and not take actions that are contrary to the belief that your partner, the City of Wilsonville, knows what it is talking about.

- Ignoring Goal 2 and parts of Goal 14—Your mandate as a body is to work with local jurisdictions as partners to help the region grow in a way that promotes community livability, economic vitality and a sense of place. We thought MPAC would have the opportunity last January when we were working with 30,000 acres that all met the technical criteria, to develop the policy criteria to inform the selection process. That process never happened. Instead Metro pressed ahead using the same technical criteria or variations of it. MPAC did weigh in on the COO recommendation with their suggestions for a compromise, but the essence of that recommendation – having willing jurisdictions to serve – was never mentioned in your deliberations last week.

Now to the opportunity before you.

As you know, MPAC met again last evening and has before you a revised recommendation that continues to allow you to meet your expansion goals and still have local jurisdictions willing to serve the expansion. As you know, this was not an easy decision for MPAC and not all MPAC members are satisfied with it. But MPAC took into consideration the concerns raised by you as a council and worked through the local jurisdictions to offer you a modified proposal. I hope you will give this recommendation great weight as you move into the final phases of this decision.

If you do, then you can do much to move us all back to once again being regional partners with the interests of the region AND the local communities as a priority for all of us. And if this decision finds its way into the mire of legal challenges, perhaps we can appear together as a united front.

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1000 FRIENDS OF OREGON

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Southern Oregon Office • P.O. Box 2442 • Grants Pass, OR 97528 • (541) 474-1155 phone/fax
Willamette Valley Office • 388 State Street, Suite 604 • Salem, OR 97301 • (503) 371-7261 • fax (503) 371-7596
Lane County Office • 120 West Broadway • Eugene, OR 97401 • (541) 431-7059 • fax (541) 431-7078
Central Oregon Office • P.O. Box 8813 • Bend, OR 97708 • (541) 382-7557 • fax (541) 382-7552

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June 3, 2004

President David Bragdon
Metro Councilors
600 NE Grand Avenue
Portland, OR 97232

Re: Metro Ordinances 04-1040 and 04-1041

Dear President Bragdon and Metro Councilors:

Thank you for the opportunity to comment on the Chief Operating Officer's recommendation for increasing the supply of industrial lands in the region, as well as on Councilor Hosticka's recommendation that the UGB not be expanded south of the Willamette River and west of the Pudding River.

We would like to compliment the tremendous work your staff has done in evaluating the alternative sites for these industrial lands, narrowing the possible alternatives, and proposing ways to decrease the amount needed. There are many parts of Ordinance 04-1040 that we support, as explained below. As the Council considers amendments to these Ordinances, we may have further comments.

Regionally Significant Industrial Area Designation. We support the designation of RSIAs, and its application to sites both within the UGB and to be brought into the UGB in this decision, including sites near major transportation facilities, such as I-5, I-84, Highway 212, and the Columbia Corridor, and to sites that are being brought in to supply land for high tech users in proximity to existing high tech uses.

We recommend one change in the Title 4 code language, found at both 3.07.420(B), (C) (RSIAs) and 3.07.430(A), (B) (Industrial Areas). These both include size limits for non-industrial employment uses, such as stores and financial offices, to ensure they cater to the needs of employees in the area and do not attract large numbers of customers that would interfere with the functioning of the industrial area. We support this, but the limitation is only on *new* buildings; they do not apply to existing buildings. This seems to be a large loophole.

Medical Facilities. We agree with the staff recommendation to not allow medical facilities in the RSIAs and Industrial Areas. These facilities generate a great deal of automobile traffic, both from employees and customers, which will conflict with

industrial use of these areas, especially freight movement. In addition, these facilities should be located in areas with excellent transit service for patients and their families, as well as the employees.

Additional Industrial Land Efficiency. We support the proposal to apply the surplus commercial land already inside the UGB to the industrial land need. This is appropriate because there has been a great deal of testimony about the changing nature of the amount and way industry uses land. In particular, much of the high tech industry that is growing in this region is in research and development and creative services, not large-scale manufacturing. These uses can and are locating in traditional office-type buildings that are multi-story.

There are several ways in which we believe the industrial land need could be further reduced.

Refill Rate. The *Urban Growth Report: Employment* assumes a commercial refill rate of 50%[1], although the actual observed rate was 52%.[2] It seems at a minimum this should be raised to 52%, which provides additional surplus commercial acreage that could be applied toward the industrial land need. The refill rate for industrial use was observed at 35%. However, given the changing nature of both the high tech and warehouse/distribution industries and their land needs, perhaps it is realistic to be more aspirational in how these industries can more efficiently reuse and redevelop industrial lands, just as Metro has been on the residential side. There has been testimony about how large lots (50 acres +) are not in such high demand as had previously been assumed, so lots previously considered occupied may actually have potential for additional users. Some brownfield sites may be available for denser development or available sooner than previously considered, including in particular the 700-acre Troutdale site. It is not clear to us whether this was considered in Metro's inventory. This site obviously has a lot of attention and resources devoted to it at the moment, and could well be among the first distribution sites developed.

Clark County. Clark County has submitted testimony since the time of the initial *Urban Growth Report*, documenting its progress on providing serviced industrial lands along the I-5 corridor. This is the most valuable corridor for warehousing and distribution, and is already inside urban areas. For Metro to continue to rely on an unrealistic capture rate, and therefore stretch to find areas for industrial land that compromise farm land, are not likely to be serviced in even the mid-term, and may not end up even being used for industrial purposes seem to be putting its head in the sand. The risk is that too much land is brought in to the Metro UGB, and (1) agricultural land is unnecessarily taken out of production, (2) cities will be responsible to plan for and provide services to areas that may not develop, and (3) those landowners will have expectations of eventual urbanization. Metro should re-evaluate its industrial land needs in light of the information from Clark County.

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[1] *2002-2022 Urban Growth Report: An Employment Land Needs Analysis*, December 2002, pp. 3, 10.
[2] UGR, p. 15.

Additional Industrial Land in Wilsonville. Wilsonville has demonstrated that it has approximately 200 acres of vacant industrial land in its existing UGB, which were not counted in Metro's calculation of vacant industrial land. This land is included on the city's plan for future industrial use, but is in a "holding zone" until a master plan to develop the property for industrial use is presented to the city. We believe this is a responsible planning policy, for which the City should not be penalized. Evidence from the city indicates that once a development proposal is presented, the rezone to industrial is a fast process.

Assumed Commercial Development on Industrial Land. The *Urban Growth Report* states that the "Vacant Buildable Industrial Land" inside the existing UGB totals 6517.5 acres. It then states that the "Potential Available Industrial Land (less commercial consumption)" is 3,681 acres.[3] That is a reduction in the existing available lands of approximately 44% (2836.4 acres), lost to commercial consumption. Yet in other places in the UGR, it states that the historical rate of loss of industrial land to commercial consumption is actually 15-20%.[4] I have asked staff for an explanation of this discrepancy, and have been told that I should be considering the 2836 acre loss from the total demand of 9366 acres, but that does not seem to be what the UGR states. Hillsboro and other cities have submitted evidence that their industrial areas lose no more than 20% to non-industrial uses. It seems the existing vacant industrial land supply in the UGB may actually be more than the Metro UGR estimates.

Changing Nature of Industrial Use. The UGR acknowledges that it is based on past trends,[5] and now is several years out of date. Recent information from several sources, including the reports prepared by Joe Cortright of Impresa, indicate the changing nature of both the high tech and warehouse/distribution industries, which impacts how they use land and where they can develop. As high tech manufacturing moves overseas, this area and the country are seeing growth in research and development, software, and creative services industries, employment that can and does occur in a variety of building types, including older downtowns, multi-story buildings, and mixed-use centers. Research shows that the 24-35 year-old employee base, which this region is in competition with other regions to attract, desires areas with vibrant downtowns, cultural offerings, diversity, and high quality of life, including accessibility to nature. This region has that high quality of life now, but an ever-expanding urbanized area will detract from that.

The warehouse/distribution industry is also changing. A recent report in the *Kiplinger Letter* (April 16, 2004) stated:

> "Are warehouses becoming obsolete? For more and more firms, yes. They're turning to new distribution strategies that allow them to ship products to customers directly from factories or port terminals.

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[3] UGR, p. 32, Table 17.
[4] UGR, p. 31.
[5] UGR, p. 18.

"Soon about half all products will sidestep warehouses. Nearly 40% already do. Low cost satellite and Internet tracking systems are helping to make it possible for companies to cut their delivery time and hold down costs. Firms that receive goods directly include Wal-Mart, Benetton, Ann Taylor, Barnes & Noble and many small specialty retailers.

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

We believe some or all of these steps could reduce the need for additional industrial lands in such a way that those areas that impact agricultural land could be eliminated from inclusion, which would result in the decision be less vulnerable to legal challenge. We have concerns about inclusion of the following specific areas:

Helvetia. This area is still in agricultural production, and much of it is in Tier 5. While it does have the urban growth boundary on 2 sides, it is still in viable agricultural production. You have heard testimony from farmers in the area to that fact, noting that there are several century farms in the area still – where the same families have lived and farmed for over 100 years. The Metro Agricultural Lands Technical Workgroup, lead by the Department of Agriculture, ranked this site among the lowest in its study of agricultural lands for possible UGB expansion (12th of 15), because of the incursion into the agricultural area north of Highway 26 that it would represent. The Metro staff summary of his area states that NW Union and NW Helvetia Roads would provide an identifiable and hard edge to the UGB. We remain skeptical that any of these edges are ever really hard.

Cornelius. The Washington County agricultural community has longed opposed expanding the UGB north of Council Creek in this area. This would protrude directly into some of the county's best agricultural lands. There is no natural boundary to this area expanding north into additional agricultural lands once Council Creek is crossed. The Agricultural Lands Workgroup ranked this next-to-last in the areas it studied, be cause of the "implications that inclusion of these areas within the urban growth boundary may have on the long-term integrity of agricultural core areas." (Report, p. 11) About the Cornelius area in particular, the Workgroup stated:

"The area ...is considered by the workgroup to be a core agricultural area in the county and metro area. The long-term integrity of this agricultural core area could be compromised with the protrusion of development into the core area."

(Report, p. 12)

The net buildable acres are less than half the gross, due to the presence of streams and wetlands throughout the area. While the transportation feasibility was summarized as "moderate," a closer look finds it rated as "difficult" for potential trip generation and that

it would cause a "significant" increase in vehicle miles traveled. The current road system from the north is inadequate for freight traffic, consisting of farm-to-market roads that dip into an area of wetlands and creeks before coming into the urbanized portion of Cornelius.

The City of Cornelius would like to have this area brought in to improve its tax base. This is a poor reason for making decisions about urban form, transportation, and agricultural viability, and sets a dangerous precedent for future decisions. A better solution is to look at the work being done between Happy Valley and the potential future city of Damascus, who are considering ways to share in the future employment tax base as that area urbanizes. Finally, Cornelius has existing vacant parcels of industrial land (as well as underutilized lands) that have yet to attract development. The focus should be on those lands, rather than on creating additional parcels that may sit vacant and/or compete with the existing parcels.

Wilsonville East. This area is Class II soils, and is in agricultural production. We believe that Metro needs to re-examine it in light of information provided by the city of Wilsonville that since the city switched to using the Willamette River for drinking water, the aquifer here has been re-charging at a rapid rate, and there are no limitations on the use of aquifer water for irrigation for those with existing water rights. The Agricultural Lands Workgroup rated this area 9th out of the 15 it studied; it appears that rating may have been even lower if it had known about the change in the status of the aquifer and irrigation rights. The southeast portion of the area, in particular, protrudes into a larger area of productive agricultural lands.

We find that the city of Wilsonville has made a compelling case for why this land should not be brought in for industrial use, based on the city's long-range planning efforts to develop the city's westside for industrial use – including construction of roads appropriate for truck travel – and to develop the eastside for residential use. The city has certainly not hesitated to provide land for industrial use, including the warehouse and distribution use that other cities seem to wish to avoid. Its long range planning actions to thoughtfully provide for both residential use and the industrial uses that the region depends upon should be supported.

Evergreen. The COO has the Evergreen site listed as an area for "consideration." This is an extensive agricultural area of predominantly Class II soils that is currently in production. It is a further protrusion westward of the UGB into the heart of the Tualatin Valley's agricultural industry, about which we expressed concern when the UGB was expanded across Shute Road in last year's decision. This area is ranked 11th of 15 sites studied by the Agricultural Lands Workgroup.

It has been expressed that perhaps Sewell Road on the west and Weibel Creek on the north could provide hard edges to the boundary and buffers between this area and agricultural areas to the west. Shute Road used to be considered that "hard edge" and now it has been crossed south of Highway 26, and there are efforts to cross it at Helvetia

Road to the north. We have little confidence that Sewell Road and Weibel Creek would be any more permanent.

Expansion of the UGB at Evergreen and north of Cornelius are pre-mature, given the region's commitment to further study the agricultural industry in Washington County and the region, and the concerns expressed by the Agricultural Lands Workgroup.

We offer observations on a few other proposed sites that have received comments.

Tualatin. This site, located between Tualatin and Wilsonville, should be included in the UGB. It consists entirely of exception areas, and is not located near agricultural lands. That there may be some sort of facility between I-5 and highway 99 in this vicinity is *not* a reason to exclude it, but rather a reason to *include* the area now so that the location and design of the facility can be coordinated with future land use planning in the larger area. The concept planning required by Metro will sort out the lands in this area suitable for industrial use, the lands that may be suitable for residential use, and their relationship to the facility.

Borland Road. This site was previously included on a map of desired industrial sites by the Regional Economic Development Partners, but now is apparently not included. We understand the challenges posed by development of this site, but are frustrated that previous commitments to plan for the entire Stafford basin do not seem to have progressed, and wonder if inclusion of this area will speed those discussions. The area's proximity to I-205 and the fact that it is an exception area will continue to bring focus to the area for eventual urbanization.

1000 Friends of Oregon supports **Ordinance No. 04-1041**, introduced by Councilor Hosticka. This would direct the Council to not expand the UGB on to agricultural lands south of the Willamette River and west of the Pudding River.

Expanding the Portland region's UGB across the Willamette would mean there are no ultimate urban form boundaries in Oregon's land use planning program. If the Willamette River can be crossed here, then there really is no barrier to development along the entire I-5 corridor to Salem. The valley will experience what has happened in so many other metropolitan areas: a gray blanket of sprawl smothering the identity of individual communities, the productivity of fertile farmland, and the distinctive visual character of the agricultural valley that has helped make "things look different here." Portland, Salem, and the other communities of the north Valley will suffer a grave blow to their primary attribute for attracting educated workers and new businesses: a high quality of life.

The area in question is the gateway to the rich soils and important agricultural industry of the Willamette Valley. Our state's agricultural industry generates $3.6 billion in direct sales annually and employs one in twelve Oregonians. Much of this production comes from the Metro area; Clackamas and Washington Counties are Oregon's #2 and 3 agricultural counties, and Marion County is #1 in agricultural

production, at almost $500 million in 2002. Agriculture is a traded-sector industry. 80% of production leaves the state; 40% leaves the country.[6] Like other industrial sectors, this key industry needs certainty. Without confidence in the future of agriculture in the region, farmers will not feel comfortable making the investments they need to remain productive.

Expanding the UGB across the Willamette will undermine the ability of the region to promote compact, land-efficient development. For these reasons, 1000 Friends of Oregon supports using the Willamette River as a permanent southern boundary for the Metro UGB. Are there other places in the region that may warrant a permanent boundary? Probably; the Sandy River and Sauvie Island come to mind as logical places, and there may be others. But they have not been vetted yet through the type of process this Ordinance has received. Moreover, that is not a reason to not start at the most obvious place in the region: the Willamette river on the south side of the region. Metro has been discussing the idea of permanent boundaries in some places of the region for over a decade; it is time to start.

Thank you for consideration of our comments.

Sincerely,

Mary Kyle McCurdy

Mary Kyle McCurdy
Staff Attorney
Urban Program

[6] All statistics are from the Oregon Department of Agriculture.

061004C-38

Keith Aden

Thu, Jun 10, 2004 01:46 PM

Subject: Industrial Land/UGB
Date: Thursday, June 10, 2004 01:46 PM
From: Keith Aden <kaphoto@earthlink.net>
To: <2040@metro.dst.or.us>

06/10/04

To:
Metro Commissioners;

David Bragdon - Council President
Rod Park
Brian Newman
Carl Hosticka
Susan McLain
Rex Burkholder
Rod Monroe

From:
Keith Aden
PO Box 1501
Lake Oswego, OR 97035

Hello:

I am an owner of property that may have it's zoning changed by the current Metro UGB/ Zoning decision. One of my main concerns at this point is that Wilsonville would not work well with property owners or potential buyers of industrial lands. For this reason I am asking that Clackamas County retain and manage the property outside of the current Wilsonville city limits.

Thank You
Keith Aden

kaphoto@earthlink.net

503 230-0325 work
503 625-1003 home

060004C - 38

Keith Aden

Wed, Mar 31, 2004 6:51 PM

Subject: Industrial Land Study Area Input
Date: Wednesday, March 31, 2004 6:51 PM
From: Keith Aden <kaphoto@earthlink.net>
To: <metrocouncil@metro-region.org>

Keith Aden
1613 SE 7th Ave.
Portland, OR 97214

kaphoto@earthlink.net (*Please add me to your mailing list for items pertaining to the Wilsonville East area)

503 230-0325 work
503 250-4992 cell

03/31/04

Metro Council Members:

I am an owner of 50 acres in the "Wilsonville East" area of the Industrial Land Study area. We have owned the property since 1875 when our family with others came here from Germany to settle and set up the community that is now known as Wilsonville. They came here to find freedom and a simple life free from oppression. If land use restrictions were not so oppressive I doubt that we would ever sell the family farm. However the BPA's taking of the right of ways for power lines, the City of Wilsonville's taking of our prime hilltop home site for our family dream home for a water reservoir and rules that make it hard to live on or do anything with our property concern me deeply.

For this reason I favor including our property in the Industrial area. It is my understanding that my current use and tax status would be unchanged unless the use changes. This would allow us to retain the property until I pass it on to my son, the fifth generation of the Aden's family to own the land. If for some reason we feel like we can no longer deal with the situation then we could sell the property at a reasonable price and move again in search of freedom and a simple life free from oppression from government.

The land zoning is EFU20 which would imply that it is prime farm land. It is not! The land is too small of a piece to make a living on and the income from farming along with the rental income from a small home on the property combined just pays the taxes with a farm tax deferral. The only reason that it is still being farmed is that farming is about the only thing that our government has allowed us to do with it. I cannot build a third home on my own land with 50 acres while my next door neighbor Don Morisette, former Metro Council Member, was allowed to build 200 homes on 40 acres. You can justify this in any way that

you want to based on the greater good for the community, and I am sure that you do, but this is in no way right or just. The laws, rules, regulations and zoning decisions that government makes to protect the people and our way of life many times hurts the very people that they were designed to protect and only benefit the people that look at our state and our land as a commodity to be purchased, developed and sold for the highest possible profit. Our family has demonstrated that we care about our land and our community for 129 years now and we are the ones that are hurt over and over again by our government. All that we really want is to be left alone to enjoy our land in peace.

Please let me know what you decide.

Thank You
Keith Aden

Keith Aden
PHOTOGRAPHY

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2/17/97

Mr. Jon Kivistad & Metro Council Members
METRO
600 NE Grand Ave.
Portland, OR. 97232-2736

Dear Mr. Kivistad & Council Members

I am writing this letter to confirm my testimony given on 2/13/97 at the Metro Council regular meeting concerning the 2040 Urban Reserve Areas. You will also find in your records my testimony given on 11/31/95, and my follow-up letter of 12/1/95.

The property that I am writing to you about is just north of your map #36 or 3S 1W 12, Tax Lot #00700, 26505 SW Stafford Rd. Wilsonville, OR. This is a 49.68 Ac. parcel that shares borders with the UGB & the Wilsonville City limits. Our neighbors to the NW are the Robert Randal Corp./Burns Western (Building a 372 unit apartment complex). To the west is Tektronix Corp. (Planning to build in the near future a high density residential project). And to the SW Don Morissette (Building 119 homes on 20Ac.). To the south, east, and north are a mixture of lot sizes (1Ac.,5Ac.,10Ac, & 20Ac.) due to years of zoning law changes and spot zoning actions.

I am urging the whole council to take one more look at the possibility of including this property in the Urban Reserve Area. I understand your reluctance to include any EFU-20 acreage in your Urban Reserve Area, however as I have testified, along with other farmers with similar situations, not all EFU-20 properties are prime farmland. At the present time the net farm income after taxes is less than $500.00 per year total. If not for the Greenbelt Farm Tax Deferral we would be losing money now. When I was a boy my brothers and I played ball in the street on Stafford Rd., but now you take your life in your own hands just pulling out of the driveway. Stafford Rd. is now more like a freeway than a country road. Huge homes and horse arenas are everywhere and wells are drying up due to the increase in demand.

The fact that the Aden family has owned this farm for 122 years, and that it is still being actively farmed shows that we have been good stewards of the land. In fact, if years ago, before land use laws were passed, we had divided the farm up into smaller pieces, then we would not need to be asking for inclusion now in the Urban Reserve Area. As you know very well, inclusion in the Urban Reserve Area would not change anything now, but it would not slam the door closed for 43 years to the possibility of a third home on the property. One that right now could not be built without tearing down our historic home built in 1876, or our other source of income, a small one bedroom rental home.

P.O. Box 1501 • Lake Oswego, OR 97035 • (503) 230-0325
FAX (503) 230-0657 • Vancouver, WA. (360) 254-8445 • Mobile (503) 250-4992

My late father Alton K. Aden had hoped to see our land freed up for our family's use and enjoyment, however he often commented that he would never see it in his lifetime. He was right, he did not! And if this land is not added to the Urban Reserve Area I may not see it in my lifetime either. I hope that at least my son will be able to build a home on our property for himself if he wants to. He is our 5th generation for this property. We are not Developers or Real Estate Speculators and are not interested in selling the property. We don't want to make any quick changes. In fact we are the living example of resistance to change. I hope that my son won't have to wait until we have owned the property for 165 years before he can build a third home on our property.

It would appear that government, in some cases, can not trust it's citizens to do the right thing with their own property. And that profit is the only thing that anyone cares about. In many cases this may be true, however we are asking for the respect and trust that we have demonstrated that we deserve. After all, we were the government (and the local church) in 1875, when John Aden and others in the German Community founded Wilsonville.

Please give this some careful thought. We are not just numbers of acres to be plugged into a formula. We are people who will be affected by your decision.

Thank You

Keith M. Aden

201

Linnea Nelson - Mayor Heinrick visited Spiesschaert Road

From: Kristin Kolberg <pelicanlake71@yahoo.com>
To: <mclains@metro.dst.or.us>
Date: 06/10/2004 9:14 AM
Subject: Mayor Heinrick visited Spiesschaert Road
CC: <nelsonl@metro.dst.or.us>

Hello Ms. McLain,
Thank you again for our phone conversation last night. We have obtained signatures for our petition from nearly every house on Spiesschaert Road and are forwarding them to Linnea Nelson this morning as you suggested.

In talking with our neighbors last night we found that Mayor Steve Heinrich visited many of our neighbors in person yesterday begging for their support in becoming industrial. He did not want anyone signing our petition. The neighbors are not impressed. Although to be fair, my information is secondhand, but the neighbors were all saying pretty much the same thing and I believe they are giving an accurate account of the conversations. Mayor Heinrich made sweeping statements about "all your property value will be tripling" and "all we would have to do is flatten your houses and an industrial buyer would give you lots of money." Then he backpedaled and said something to the effect of "if you don't sell to the industrial buyers you may have to pay a lot of money to hook into the City sewer system because all of your septic tanks are failing." To my knowledge no septic tanks are failing on our street. In addition he claimed that the City would replace the bridge on our s treet and make road improvements--something the City has no money for (and it's in the County jurisdiction.) If you wish to hear the firsthand accounts we can get their phone numbers if you wish. Our next door neighbor Darryl had a half-hour conversation with the Mayor and has known him for many years and has a lot of insight.

Thanks again for all your efforts. The neighbors of Spiesschaert Road are very impressed that you took the time to visit our street and take our petition to the attention of the Metro Council.

Kristin Kolberg
503-615-4648

Kristin Kolberg
pelicanlake71@yahoo.com
http://www.kolberg.us/

Linnea Nelson - One more point: Mayor Heinrick visited Spiesschaert Road

From: Kristin Kolberg <pelicanlake71@yahoo.com>
To: <mclains@metro.dst.or.us>
Date: 06/10/2004 9:59 AM
Subject: One more point: Mayor Heinrick visited Spiesschaert Road
CC: <nelsonl@metro.dst.or.us>

Hello again Susan,
I just realized I forgot the most important point I heard from one of our neighbors last night. She indicated that Mayor Heinrich was somehow intimating that if our neighbors signed our petition, the result would be that they were somehow going to lose future rights to sell the property, or lose land value. If this is true, I take this extremely seriously as I feel this has become an ethics issue and not just part of the public process of debate.

Linnea, we have faxed our petition and would appreciate a call or email confirming that you received it safely.
Thank you, Kristin Kolberg

Kristin Kolberg <pelicanlake71@yahoo.com> wrote:

> Hello Ms. McLain,
> Thank you again for our phone conversation last night. We have obtained signatures for our petition from nearly every house on Spiesschaert Road and are forwarding them to Linnea Nelson this morning as you suggested.
>
> In talking with our neighbors last night we found that Mayor Steve Heinrich visited many of our neighbors in person yesterday begging for their support in becoming industrial. He did not want anyone signing our petition. The neighbors are not impressed. Although to be fair, my information is secondhand, but the neighbors were all saying pretty much the same thing and I believe they are giving an accurate account of the conversations. Mayor Heinrich made sweeping statements about "all your property value will be tripling" and "all we would have to do is flatten your houses and an industrial buyer would give you lots of money." Then he backpedaled and said something to the effect of "if you don't sell to the industrial buyers you may have to pay a lot of money to hook into the City sewer system because all of your septic tanks are failing." To my knowledge no septic tanks are failing on our street. In addition he claimed that the City would replace the bridge on our s treet and make road improvements--something the City has no money for (and it's in the County jurisdiction.) If you wish to hear the firsthand accounts we can get their phone numbers if you wish. Our next door neighbor Darryl had a half-hour conversation with the Mayor and has known him for many years and has a lot of insight.
>
> Thanks again for all your efforts. The neighbors of Spiesschaert Road are very impressed that you took the time to visit our street and take our petition to the attention of the Metro Council.
>
> Kristin Kolberg
> 503-615-4648

Kristin Kolberg
pelicanlake71@yahoo.com
http://www.kolberg.us/

Kristin Kolberg
pelicanlake71@yahoo.com
http://www.kolberg.us/

FAX COVER

June 10, 2004
To Susan McLain and the Metro Councillors c/o Linnea Nelson
FAX: 503-797-1793
Total Pages: 3 including cover

Hello Linnea,
Thank you again for your assistance this morning in getting our petition to Susan. We really appreciate your help. I have emailed you and Susan with additional information. I just realized I missed one of the key points so I will be sending one more email.

If you need anything please don't hesitate to call.

Thank you, Kristin Kolberg & Richard Crucchiola
Pelicanlake71@yahoo.com
503-615-4648 Day
503-359-5727 Eve
503-804-9118 Cell

Kristin Kolberg and Richard Crucchiola
36905 NW Spiesschaert Road
Cornelius, OR 97113
503-3595727

Councilor Susan McLain
Metro
600 NE Grand Ave.
Portland, OR 97232-2736

June 9, 2004

Councilor McLain,

We respectfully submit this petition to you in support of your recent proposal to remove the area north of Council Creek from inclusion in the Urban Growth Boundary for industrial purposes. We ask that you make this petition known to the entire Metro Council.

Our parcels are too small to be of use for industrial purposes; unless there is a plan to demolish our homes and make one large parcel, we cannot see that any industrial purchasers could possibly be interested. We question that our land is so high in priority that it would make logical sense to designate it for industrial use. We are an active agricultural community and we participate in small-scale farming and nursery businesses. To make our land industrial would be seriously harming the agricultural community of which the larger community benefits.

The residents on Spiesschaert Road fervently urge the Council to remove the area north of Council Creek from inclusion within the Urban Growth Boundary, and have placed their signatures in support of this proposal below:

Name (Print)	Address	Signature
Richard Crucchiola	36905 NW Spiesschaert Rd	Richard A Crucchiola
Kristin Kolberg	36905 NW Spiesschaert Rd	Kristin Kolberg
Jeannine Foster	36775 NW Spiesschaert Rd	Jeannine Foster
MARIE BERTSCH	36640 NW SPIESSCHAERT Rd	Marie K. Bertsch
Fred VanDyke	36800 NW SPIESSCHAERT	FRED VANDYKE
Carol VanDyke	36800 NW Spiesschaert Rd	Carol VanDyke
Darrel & Jean McCammon	36845 NW Spiesschaert Rd	
Darrel & Jean McCammon	Jean McCammon	
Lowell J. Sak	36590 NW SPIESSCHAERT RD	Lowell Sak

Kristin Kolberg and Richard Crucchiola
36905 NW Spiesschaert Road
Cornelius, OR 97113
503-3595727

Councilor Susan McLain
Metro
600 NE Grand Ave.
Portland, OR 97232-2736

June 9, 2004

Councilor McLain,

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The residents on Spiesschaert Road fervently urge the Council to remove the area north of Council Creek from inclusion within the Urban Growth Boundary, and have placed their signatures in support of this proposal below:

Name (Print)	Address	Signature
JOE PIAZZA	36955 NW SPIESSCHAERT Rd	Joe Piazza
Jesselyn A Sak	36590 NW Spiesschaert Rd	Jesselyn A Sak

061004c-40

202

WASHINGTON COUNTY
OREGON

June 10, 2004

To: Councilor Susan McLain, Metro Council

Although the previous decision by the Metro Council to modify the MPAC recommendation was very controversial, I would like to weigh in on a couple of aspects of that decision which I believe should stand. Having been out of the country for a couple of weeks I was unable to express my sentiments at the previous MPAC meeting prior to the Metro Council decision.

While it is impossible not to consider EFU lands for urban expansions, I believe that the reasons expressed to remove the parcels north of Cornelius are sound. Cornelius can never be the type of full service city which they want to be without deep cuts into EFU land. Also, while statistics are quoted about the out-migration from Cornelius to outside job locations, this is just semantics. Although the jobs may not be physically within Cornelius, they are not far away either. It is my belief that it is bad practice to assume that all cities must serve the same functions and therefore must have the same ratios of land. This view has been expressed to me by our Washington County Farm Bureau as well as at the recent Ag Symposium in Forest Grove. The farming community has long held that Council Creek should be a hard boundary for Cornelius in order to protect the Ag land base north of it. I know that I am not telling you anything that you have not heard from these groups yourself and support you in maintaining this decision.

As for the areas under consideration near Tualatin, I would encourage the Metro Council to reverse its decision and revisit the MPAC recommendation. This recommendation was not made lightly and it would simply be bad planning to designate industrial lands prior to knowing the road alignment. We have an opportunity here to maintain a reasonable separation between residential and industrial land if we place the road alignment before designation of industrial land. This is just good planning and it is my belief that a case could be made for it should this decision be appealed. In the meanwhile, the land can be justified in other areas of the region, or the need reduced by a corresponding amount.

Thank you for your reconsideration of these issues and for hearing the MPAC concerns regarding them.

Andy Duyck

Washington County Commissioner
Andy Duyck

cc: MPAC members
Washington County Board of Commissioners
Washington County Farm Bureau

Board of County Commissioners
155 North First Avenue, Suite 300, MS 22, Hillsboro, OR 97124-3072
phone: (503) 846-8681 • fax: (503) 846-4545

061004c - 43

204

Lane Shetterly
Director
Land Conservation and Development Commission
635 Capitol Street NE
Suite 150
Salem, OR 97301-2540

June 8, 2004

Dear Mr. Shetterly,

I have read Metro's report: Industrial Lands Measure 26-29 Technical Report subtitled: Assessment of the impacts of the June 2004 UGB expansion decision on property owners. I am not satisfied that Metro has complied with the requirements of Measure 26-29 with respect to this report.

Measure 26-29, an amendment to Metro charter (see Exhibit 1 in above report), clearly states that Metro is required to prepare and distribute a document on the effect of proposed amendments to existing residential neighborhoods. In particular, the Measure requires the following information to be in the report:

"The cost impacts on existing residents of providing needed public services and public infrastructure to the area to be added."

Chapter X (pages 32-35) is titled: "Costs of Providing Urban Services". Cost assessments for nine regions adjacent to the current UGB were discussed. For the region including Boring, Damascus, Bluff Road and Noyer Creek, the cost analysis was based on a study by Clackamas County. Cost estimates on the areas around Wilsonville were supplied by the city of Wilsonville, but "No estimates were made of potential revenue sources that would offset system improvement costs."(pg 34 par.3). The cost analysis for Sanitary Sewer, Transportation, Water and Storm drainage for the remaining seven areas consists of the single sentence: "No cost information is available for these system improvements."

There is a disclaimer at the beginning of Chapter X: "System costs cannot be determined until public facility planning is completed bases on how an area is planned for development."

Metro obviously does not know the difference between a rough estimate and a detailed cost evaluation. No matter how an area is developed, there are basic major facilities that must be developed and a "ballpark estimate" for these could provide a lower bound. For example will the cost be over $1 million, over $10 million, over $100 million, over $500 million, etc., to take care of basic infrastructure development. While this is less

satisfactory than a detailed costs analysis, it would at least indicate that Metro had considered the issue.

There are other issues. The effect on environment and local traffic patterns by introducing industry also does not seem to be adequately covered in this report . Washington country is currently considering development of an I-5 to 99 West connector, for which that are required to do an environmental study. Metro seems to have no such constraint in designating new areas for industrial development. For example, the area East of Wilsonville which is primarily residential and not contiguous to Wilsonville's industrial area across the freeway. This area contains the headwaters of Boeckman Creek which flows through the residential section of Wilsonville. In addition, local traffic in the area around Wilsonville cannot enter Wilsonville city limits except by passing through at least one of four traffic intersections, and three of these are in the area proposed for industrial development. (It is ridiculous to assume that local people will drive to Tualatin or north to I-205 in order to go south to Wilsonville in order to avoid trucks.)

I think the June 24th deadline is premature for a good decision on what lands to bring into the UGB as industrial, and that Metro should be required to do things right.

Sincerely,

Nancy T. Waller

Nancy T. Waller, Ph.D

24151 SW Newland Road
Wilsonville, OR 97070

cc: Metro Council
cc: Mayor Charlotte Lehan

061004c-44

205

Kristina E. Traffas
28579 SW Wagner Street
Wilsonville, OR 97070
503-570-2798

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

June 9, 2004

Dear Presiding Officer Bragdon and Members of the Council:

Subject: *Wilsonville East (Frog Pond)*

This letter provides comments and outlines some of my concerns about Metro's industrial lands study process and the recommendation to add Wilsonville East to the UGB for industrial purposes.

I was heartened to learn that Councilors Hosticka and Newman proposed an amendment at the June 3, 2004 hearing to remove the entire Wilsonville East area from inclusion in the UGB. I applaud the efforts of Councilors Hosticka, Newman, and Burkholder to work with Metro's regional partners and support the recommendation of the Metro Policy Advisory Committee (MPAC), which recommended Wilsonville East be removed from further study at their May 26, 2004 meeting. Unfortunately, this amendment failed on a 4 to 3 vote with Hosticka, Newman, and Burkholder voting yes; and McClain, Monroe, Bragdon, and Park voting no.

I thank the Council for supporting portions of the MPAC recommendation, such as changing Metro's inventory of existing industrial land to include areas recently designated for industrial use in Wilsonville and Oregon City, and revising the Urban Growth Report to increase the commercial "infill" rate from an assumed 50% to the observed 52%.

It was disappointing, however, to learn that an amendment proposed by Presiding Officer Bragdon to remove the Wilsonville East area south of Kahle Road, but leave the northern portion of Wilsonville East in the study, passed on a 6 to 1 vote, with only Hosticka voting no. I understand this amendment represents a reduction of Wilsonville East gross acreage from an estimated 641 gross (460 net) acres in the April 15, 2004, recommendation to 412 gross (295 net or less) acres. This is disappointing because Wilsonville East is simply unsuitable for industrial use. Reducing the proposed acreage doesn't change its unsuitability.

Many areas excluded from further study in the April 15, 2004 recommendation share similar negative factors with Wilsonville East which made them unsuitable for industrial use, yet 412 gross acres of Wilsonville East are still being considered by the Council as of their meeting on June 3, 2004.

Location was a key excluding factor for numerous areas under initial consideration in the study. Of the areas that met at least one location factor, many were excluded for reasons that Wilsonville East should also be excluded. Here are some examples:

Adverse Impacts to Agricultural Activities

- Wilsonville East is entirely zoned for Exclusive Farm Use because of its high quality soils. Properties within the study area, along with properties north, east, and south are actively involved in agricultural activities. This includes farms in operation for over 100 years each by the Elligsen and Lee families north of Wilsonville East. Urbanization of Wilsonville East would

adversely affect these agricultural activities, as reported at an April 16, 2004, Save Frog Pond Community Coalition meeting by Nancy Allender, a farmer who operates a farm north of Wilsonville East. The April 15, 2004, staff recommendation does not even address the presence of or impact to the active, viable farms north of Wilsonville East. *The following areas were excluded from further study because of negative impacts to agricultural activities: Gresham, Wilsonville South, and Forest Grove East.*

Incompatible Adjacent Land Uses

- Industrial development is incompatible with existing uses next to Wilsonville East. Citizens and the City of Wilsonville have provided testimony to Metro that industrial facilities and traffic are incompatible with the established schools, homes, large apartment complexes, churches, and additional land already added to the UGB for residential use which dominates the areas to the south and west of Wilsonville East. Even after taking out the portion of Wilsonville East south of Kahle Road, there are residential neighborhoods and high density housing immediately west of Wilsonville East. Truck traffic would still impact these and other nearby residential and school areas. *The following areas were excluded from further study due to the potential negative impacts to areas of schools and neighborhoods: Gresham, Noyer Creek, Sherwood West, Hillsboro South, Forest Grove West, and Oregon City North.*

Urban Service Difficulties

- The City of Wilsonville and local citizens, including myself, have provided written and oral testimony that major infrastructure improvements would be needed for Wilsonville East, because there are no water or sewer services, or suitable roads in Wilsonville East for industrial development. In fact, the City has informed Metro that Wilsonville is unable to serve this area without great difficulty and expense. Sewer expansion for Wilsonville East would also mean considerable disturbance to the full length of the Boeckman Creek Canyon, a significant resource area, in order to install a new sewer pipe. Expansion of Wilsonville's Sewage Treatment Plant would also be required. *The following areas were excluded from further study due to urban service difficulties: Boring, Noyer Creek, Oregon City South, Borland Road South, Norwood/Stafford, Wilsonville South, Brookman Road, Sherwood West, and Hillsboro South.*

Power Line Impacts

- There are three Bonneville Power Administration Easements and large power lines which bisect the Wilsonville East area, which would further reduce the net acres available for industrial development. *The following area was excluded from further study due to power lines which impacted its use: Oregon City South.*

Transportation Impacts and Imbalance of Industrial Land Siting

- Although there is a need for industrial development in the region and there is a jobs-to-housing imbalance in favor of housing in Clackamas County, the Wilsonville area already has the second highest percentage of industrial lands in the region and also has a jobs-to-housing imbalance in favor of jobs. Adding more industrial land increases the industrial to residential land imbalance in Wilsonville. Adding industrial development trucking trips and trips for workers who would have to commute from out of town to their jobs in Wilsonville East would have great negative impacts to our already burdened state and local transportation systems.

My remaining comments relate to Metro's implementation of Statewide Planning Goals during this study.

I am an informed Wilsonville citizen with a civil engineering license and a background in public works. I have observed the efforts of land use planning departments and agencies as a citizen and while working as an engineer for local and regional governments in Washington and California. During the last several months, I have been learning about land use planning in Oregon and the Metro industrial lands study, and helped establish the Save Frog Pond Community Coalition to oppose Wilsonville East being added to the UGB for industrial use.

While Metro has accepted citizen comments and testimony during this study, it appears many of our comments have not been seriously considered. I attended three Metro Council hearings in April and May of 2004. During these hearing, some Metro Councilors appeared to be listening to citizens and taking notes, while other Councilors and upper level staff appeared bored, inattentive, and several left the room for extended periods during public testimony.

This conduct appears disrespectful and inappropriate for elected governing officials with such important regional planning responsibilities. I have been an observer at many school board and city council meetings where governing officials were all present the entire meeting and gave me and other citizens their complete attention during public testimony. Please allow me to suggest the council consider taking a short intermission in the middle of lengthy meetings, rather than leave the room during testimony. Our community's citizens have tried to be respectful towards Metro staff and Councilors and follow the established citizen involvement process during this study. Conversely, the seeming lack of respect for citizens and its regional partners by some at Metro has been highly disappointing to me and many others.

I believe several important planning goals have been poorly implemented during the industrial land study.

Goal 1: Citizen Involvement

Under Metro Policy 1.13.3: Citizen Participation, Metro states it will encourage public participation in land use planning, follow and promote citizen participation values inherent in Regional Urban Growth Goals and Objectives (RUGGO) Goal 1, and encourage local governments to provide opportunities for public involvement in land use planning. Metro asks for citizen comments and testimony, but ignores facts about unsuitability for Wilsonville East, while removing other areas from further study which share the same unsuitability factors. The City of Wilsonville has provided its citizens with outstanding communication and opportunities for involvement throughout this study process, through such means as presentations, printed materials, sending City representatives to citizen meetings, e-mails, City newsletters, access to the City's Public Affairs Officer and Lobbyist, publication of articles and letters in newspapers and the City newsletter, and providing materials at City Hall and the Wilsonville Library. Our City should be held up as an admirable example for all governing bodies charged with implementing Goal 1. But unfortunately, our City and its citizens have been mocked and discouraged by some high level Metro staff and Councilors for its citizen involvement efforts, being told that too many of our citizens testified at the May 6, 2004, hearing, that our citizens repeat themselves too much, and that if our Mayor had presented this issue to our citizens in a different or more positive manner, then we wouldn't be so outspoken. The Oregonian reported in an article after the May 6th hearing that the City had coached its residents, implying Wilsonville residents are a bunch of pawns at the hands of the City government. Quite the contrary. Our citizens are informed and involved in local issues. Our citizens have experience working on political issues that have affected our community in recent years, such as prison siting, Dammasch State Hospital, and drinking water source decisions. Our City, its citizens, and our elected officials learned a lot during previous campaigns and are applying that experience to our involvement in the industrial lands study. Sadly, Metro still has a lot to learn about allowing citizens and local governments true participation and partnership in the regional planning process. Metro has seemed disrespectful to our citizens and elected officials at hearings with their inattentive manner, and limited our community's opportunity for free speech by reducing the time our elected officials were allowed to speak at the May 6, 2004, hearing. We elected our Mayor and City Councilors to represent our citizens in issues affecting our community, and limiting their free speech limits citizen free speech.

Goal 2: Land Use Planning

- Under Metro Policy 2.1, Metro is to coordinate among the local, regional, and state jurisdictions that own and operate the region's transportation system. Yet Metro staff and the majority of Councilors have appeared to disregard comments and testimony by hundreds of citizens, the City of Wilsonville, and its own MPAC recommendation to exclude the Wilsonville East area. The City of Wilsonville and its citizens have testified that Metro's recommendation for industry in Wilsonville East is not compatible with the City of Wilsonville comprehensive plans.

Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces

- At Metro's request, the City of Wilsonville has complied with Goal 5 requirements and identified natural resources within Wilsonville East which must be protected. However, Metro is not considering this data in the industrial lands study because it does not have similar data for other areas in the region under study. There are significant natural resource areas within Wilsonville East which will eventually have to be considered and removed from the gross acreage available for industrial development. With even less acres available for industrial development, the suitability of Wilsonville East is further diminished. Since this information is available to Metro now, it should be considered as they weigh the cost and benefits of adding Wilsonville East to the UGB.

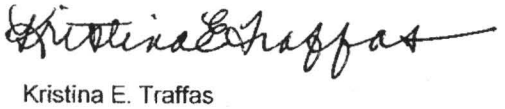
Goal 14: Urbanization

- Statewide Planning Goal 14 was established to provide for an orderly and efficient transition from rural to urban use. Establishing or changing the UGB shall be based upon a balancing of many factors, including evaluating the environmental, energy, economic, and social consequences. While not all elements can be satisfied, the impacts must be balanced. Metro has not satisfied Goal 14 in this study related to Wilsonville East, because the negative impacts to Wilsonville and the surrounding community are far greater than any benefit to the City or region. Citizens and the City of Wilsonville have provided numerous comments to Metro regarding the unsuitability of Wilsonville East in an October 19, 2003 report submitted by the City to Metro in October 2003, in written comments to Metro prior to the April 15, 2004 recommendation, and in written and oral testimony at four Metro Hearings in April, May, and June 2004. The City of Wilsonville has also identified other, more suitable areas within Wilsonville for future industrial use. These areas are located in the northwest quadrant of Wilsonville, providing industrial users proximity to the I-5 corridor with less costs associated with infrastructure and less negative impacts to existing residential and agriculture uses. Simply reducing the gross acreage of the area by removing the land south of Kahle Road in Wilsonville East does not reduce its unsuitability, and, in fact, makes it even more unsuitable in a cost to benefit analysis, because the costs remain the same, but the benefits to the City and region are reduced.

In summary, I urge the Council to exclude Wilsonville East from further industrial study and consider strategies to improve the adherence to our state's planning goals during the remainder of this study and in future planning endeavors.

Pursuant to ORS 197.615(2), ORS 197.644(2) and OAR 660-025-0140(1), please send me notice of Metro's final decision in this matter.

Sincerely,



Kristina E. Traffas

060004c-42

203

26817 SW Mc Leod St.
Wilsonville, OR 97070

Metro Council
600 NE Grand Ave.
Portland, OR 97232

June 8, 2004

Dear Councilors,

I writing to ask that you reconsider your recent decision to include Wilsonville East (North of Kahle) in your industrial growth plan. More importantly however, I am writing to urge you to reconsider the compromise plan presented to you by the Metro Policy Advisory Committee.

There are many reasons for you to eliminate the Wilsonville East tract from you planning. There is the fact that it is class II agricultural land. There is the issue of safety and balance of jobs and housing in Wilsonville. There is the imbalance in amount of industrial land supported by Wilsonville and Tualatin. There is the lack of appropriate roads to the site. However, in my opinion, the most important issue is the need to coordinate your plans with local governments and this issue goes beyond one city and impacts your dealings with the entire region. It is really a question of process.

In my professional life I have represented hundreds of people in contract negotiations. That experience has proven to me that in negotiations there are really only two outcomes: win/win or lose/lose. Win/lose and all of the power struggles that go with adversarial decision-making only lead to lose/lose outcomes. The anger and resentment that result from arbitrary decisions undermines compliance and ends up costing the winner dearly. Lawsuits eat up a lot of time, money and good-will.

On the other hand, decisions that are reached through involvement of all interested parties invariably lead to win/win outcomes. When people with all viewpoints are given a chance to contribute to a solution, more creative possibilities emerge and the cordiality that is engendered leads to willing cooperation and compliance.

It seems to me that the compromise plan presented to you by the Metro Policy Advisory Committee provides an opportunity to create a win/win outcome. I hope that you will reconsider that plan, move toward a participatory solution and begin to build goodwill and cooperation.

Thank you for your attention.

Yours truly,

Judith Jindrich

Project Date: May 19, 2004 Plot time: Jun 9, 2004 I:\gm\community_development\share\Amy Rose\UGB\Council Amendments\For June 10 meeting\Cornelius.mxd

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06/10/04 - 7

R L I S
REGIONAL LAND INFORMATION SYSTEM

Evergreen

COO Recommendation
Taxlots
Urban growth boundary
Streets

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

1 inch equals 0.24 miles

Miles
0 0.05 0.1 0.2

Location Map

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

Project Date: May 19, 2004 Plot time: Jun 9, 2004 I:\gm\community_development\share\Amy Rose\UGB\Council Amendments\For June 10 meeting\Cornelius2.mxd

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06/04/04 - 08

MPAC Revised Recommendation
June 9, 2004
Proposed expansion land
Area to consider for UGB expansion
Urban growth boundary
Location Map
10-16

Comparison of Recommended Areas

MPAC Recomm.	Total Acres	Net Acres
Damascus West	102	69
Quarry	354	236
Beavercreek	63	30
Coffee Creek	264	97
Helvetia	249	149
Tualatin (area was reduced)	240	145
Cornelius	206	91
Total Acres	**1,478**	**817**
Evergreen (consider)	*372*	*310*

Metro Council	Total Acres	Net Acres
Damascus West	102	69
Quarry	354	236
Beavercreek	63	30
Coffee Creek	264	97
Helvetia	249	149
Tualatin	646	339
Wilsonville East (Partial)	412	295
Total Acres	**2,090**	**1,215**

COO Recommendation	Total Acres	Net Acres
Damascus West	102	69
Tualatin	646	339
Quarry	354	236
Borland Rd. N.	575	164
Beavercreek	63	30
Coffee Creek	264	97
Wilsonville East	641	460
Cornelius	206	91
Helvetia	249	149
Total Acres	**3,100**	**1,635**

Common recommended areas between MPAC & Council

Area recommended by MPAC for consideration

MINUTES OF THE METRO COUNCIL MEETING

Thursday, June 10, 2004
Metro Council Chamber

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

Councilors Absent: David Bragdon (excused)

Deputy Council President Newman convened the Regular Council Meeting at 2:02 p.m.

1. INTRODUCTIONS

Deputy Council President Newman introduced Steve Heinrich, Mayor of Cornelius and Amy Scheckla-Cox, City Councilor for Cornelius, Tom Hughes, Mayor of Hillsboro and Chuck Becker, Mayor of Gresham.

Councilor Park introduced Brenda Bernards, Planning Department, who would be leaving Metro. He noted her contributions to Metro. Other Councilors provided thanks to Ms. Bernard for her service at Metro. Ms. Bernards shared that she had enjoyed her time at Metro.

2. CITIZEN COMMUNICATIONS

There were none.

3. CONSENT AGENDA

3.1 Consideration of minutes of the June 3, 2004 Regular Council Meetings.

3.2 **Resolution No. 04-3460**, For the purpose of appointing David Bikman as an at-large member of the Metro Committee for Citizen Involvement (MCCI), accepting the Multnomah County Office of Citizen Involvement nomination of Jeannie (J.C.) Kizak to MCCI, and appointing Kate Schiele from an at-large position to a District 2 position on MCCI.

3.3 **Resolution No. 04-3463**, For the Purpose of Accepting the May 18, 2004 Primary Election Abstract of Votes for Metro.

3.4 **Resolution No. 04-3464**, For the Purpose of Appointing the Following Members and Alternates to the Metro Policy Advisory Committee (MPAC), Ted Wheeler as Multnomah County Citizen Member; Dresden Gregory, Washington County Citizen Alternate; Wilda Parks, Clackamas County Citizen Member; and Ed Gronke, Clackamas County Citizen Alternate.

Motion:	Councilor Park moved to adopt the meeting minutes of the June 3, 2004, Regular Metro Council and Resolution Nos. 04-3460, 04-3463, and 04-3464.

Vote: Councilors Burkholder, McLain, Monroe, Park, Hosticka and Deputy Council President Newman voted in support of the motion. The vote was 6 aye, the motion passed.

4. ORDINANCES – SECOND READING

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

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

Deputy Council President Newman said in the interest of providing information for the citizens in our viewing audience who might need context to better understand some of the issues discussed on today's agenda, he wanted to take a few moments to provide some background.

In 2002, the Metro Council voted to bring into the urban growth boundary acres. As the official Metropolitan Planning Organization for the 24 cities in the region, the Metro Council administered Oregon land use planning processes. Land use law had two primary objectives: to protect productive farmland and to promote the most efficient use of land for economic development inside the urban growth boundary. Today's agenda was centered on some unfinished business from the 2002 decision. By June 24 he fully expected that the Council would have finally closed the books on the region's requirements to close the books on creating an inventory of land that could be protected for the exclusive use of siting industry.

A couple of months ago Metro's Chief Operating Officer (COO) made his formal recommendation to Council. The recommendation included guidelines on conditional uses of regionally significant industrial lands and it laid out the reasoning, based on years of analyses, behind his recommendation. Even though this final decision in our legally required review of inventoried lands accounts for only about 8%, or about 1,200 acres our of 13,000 that will be converted to new uses as a result of our decision two years ago as well as the decision we will make on the 24th of this month, it was perhaps a more difficult decision to make.

As he said earlier, there were 24 cities within the Metro region boundaries. All of these cities were subject to the same land use laws that the Metro Council used in planning for and controlling the region's growth. These cities and their representatives worked closely with the Council on an ongoing basis to plan for the best and highest uses of land within their city boundaries as well as those unincorporated areas outside city boundaries.

He said he thought he could speak for all the Councilors here today, and for Metro President David Bragdon who could not attend today's meeting, when he said that working through the trade offs associated with the choices for finding industrial lands had been tough. And it had been revealing. The Metro Council didn't just wake up one morning and say, "let's go out and change how land was used in local jurisdictions". He said we ran for office and we were pleased to serve citizens in this capacity because there were some realities that government, especially a regional government, were best suited to achieve on behalf of its citizens.

Metro Council Meeting
06/10/04
Page 3

The fact was that population in our region would increase. How we used land as one tool to accommodate that growth in beneficial ways was central to the economic prosperity of the region. Our responsibility as Metro Councilors was to make the best choices for the best advantage of the region. It was very seductive to lapse into a parochial view of our jobs here as Metro Councilors. The fact was and every measure available to us confirmed this, the region was the economic unit in our global society. We recruited family wage jobs and sustainable industries because the region was competitive in a long list of factors.

Some things were true whether we believed them or not. It was never our wish to cannibalize the region in any way. Any decision that undermined the welfare of folks in Gresham or Oregon City undermined the way of life for folks as far away as Hillsboro and Sherwood. In that same vein, the economic benefits derived in Lake Oswego accrue North Portland and Carver. Oregon land use law required that governments prepared for the most efficient and effective ways to growth the economy. The same law required that we also ensured that vibrant and sustainable communities were the results of our planning. We also wanted great neighborhoods and capacity to accommodate diverse populations, industries, and life styles.

There was another fact that he thought was relevant to the discussion today and to the weeks in front of us. The fact was that over the years local jurisdictions had carved away at the lands that previous Metro Council's had brought into the UGB, ostensibly, for industrial uses. Many of those acres, which were ideal for keeping our 20-year inventory for the time when business and industry were ready to make investments, have been subjugated to big box retail, strip malls and other uses that offered immediate gratification to local jurisdictions. It was not a condition that we reminded people of very often because it seemed accusatorial. But he thought it was factual to say that if we had done a better job as regional partners to protect those lands from being under valued and under used, we might not be facing the situation we face today.

Last night some members of the Council attended the Metro Policy Advisory Committee (MPAC). Mayors and staffs of cities and counties within the region attended to respond to the ordinance we were considering today. He wanted to go on record with a few of the folks who were in the Chamber this afternoon and with others who may not be here. He said he was speaking on his own behalf but he was sure his Council colleagues would have their own views that they may wish to offer. He was not unsympathetic to the arguments used by those who were seeking changes to the ordinance. He heard the rational that was presented last night, as he had heard it in many previous advisory committee meetings, at hearings here in the Council chambers and around the region, and at countless small, one-on-one meetings with property owners and elected officials.

He said, for our citizens in Wilsonville – you have made tremendous strides in planning for your community's livability while accommodating the industrial siting that every city needed for jobs and for financing that made a community self-sustaining. In some regard it was true that when the staff looked closely on the ground at all the requirements that industry had for locating in a community, Wilsonville was laudable and easy to recommend for its careful attention to routing trucks, investing in utilities, and otherwise being ready for the opportunities that come when the law said its okay to convert natural resource lands to developable lands.

He closed by saying that as of last night we have asked for a small procedural change in how MPAC presented recommendations to Council. This afternoon and he thought it was a good idea to consider it for all future communications, the MPAC chair or his or her designee would

present recommendations to the Council thus we reflected a more authentic representation of the partnership between the Council and MPAC members. He appreciated Mayor Becker's willingness to follow this change in protocol on such short notice.

Chuck Becker, Mayor of Gresham and MPAC Chair, thanked Council for the opportunity to come before the Council. He wanted to preface his comment about the recommendation of MPAC with a statement that when MPAC first heard of the decision of the Metro Council, there were a lot of emails passing back and forth and the members of MPAC handled what could have been a very contentious issue in a very statesmanship manner. He thought it had been a very civil discussion that took place and was very constructive and positive. He felt they had come forward with a very good recommendation to the Metro Council. He spoke to the MPAC process, which included several amendments. He read the motion to the Council, "to recommend to Metro Council to consider their action as amended to recommended to Metro Council to reconsider their action to remove the north portion of Frog Pond in Wilsonville and to add to the Chief Operating Officer's recommendation, the Cornelius portion of 91 acres, to remove the north half of the Tualatin portion and recommend that the Council consider among other areas under consideration parts of the Evergreen area to meet the balance of the need. The motion passed with 11 ayes and 4 nays. They were pleased that they were able to make this recommendation to the Metro Council. They thought it was a recommendation that the entire will benefit. It was good for all sub-regions of the region.

Deputy Council President Newman opened a public hearing on Ordinance No. 04-1040A

Patricia Miller, FARM Horticultural Park Place, 8900 NW Dick Rd Portland OR 97223, provided written testimony and maps for the record and summarized her testimony for the record (a copy of which is found in the record). She said she had served on Metro Committee for Citizen Involvement (MCCI). She felt this property was a win-win property for industrial use. She urged that this property be included in the Urban Growth Boundary. She noted a letter of support from a neighbor.

Councilor McLain asked for clarification on where her property was, was she north of Helvetia? Ms. Miller said it was known as Helvetia study area. She noted the proposed expansion area and where her property was.

Philip Edmunds, 6235 SW Kahle Rd, Wilsonville, OR 97070 provided a letter from his father, Fred Edmunds, and summarized both his own and his remarks for the record (a copy of which is found in the record). He said he ran a rose nursery in the Wilsonville East area. He said, every farmer along the I-5 corridor had sold his or her property for industrial use. He spoke to the history of his land. Several years ago they started having problems with their well. He spoke to the water table dropping. He then moved his production to California. In making the decision to move their operation to California, they decided to continue living on their property in Wilsonville. He believed that Council had made the right decision to include this land as industrial use.

Sparkle Fuller Anderson, 27480 SW Stafford Rd Wilsonville, OR 97070 thanked the Council for their work thus far. She believed the Frog Pond area was a good choice for industrial use. She felt the Bragdon amendment was a good start. She provided written testimony for the record. She urged amending the ordinance to include the southern portion of the Frog Pond area.

Maureen Larsen, 25935 SW Stafford Wilsonville OR 97070 read her testimony into the record. They owned nurseries in Wilsonville and Hillsboro. She said the north Wilsonville area would make a positive addition to industrial lands.

Lise Glancy, Port of Portland, 121 NW Everett Portland OR 97208 provided written testimony for the record and summarized that testimony. She spoke to a Terminal 6 mapping error.

Councilor Burkholder said what he was hearing from Ms. Glancy in terms of the Port's interest in this decision was that lands along the I-5 or I-205 corridors were superior to anything out Hwy 26, toward the west of the region. Ms. Glancy qualified his statement, for distribution and logistics. Councilor Burkholder asked what kind of work does the Port do with its counterpart on the Washington side given that the I-5 corridor goes north too and that lots of lands were being developed in that area including some that have come on recently with warehouse distribution uses? Ms. Glancy responded that they had been very active in the I-5 trade transportation corridor and all jurisdictions involved in that have been concerned about distribution activities and development along the corridor and controlling land uses. Their domain was not in the Washington area but they have continued to be involved in those discussions. However, they have limited jurisdictional influence.

Keith Fishback, Washington County Farm Bureau, 11375 NW Roy Rd Banks, OR 97106 thanked the Council for their support of the Farm Bureau in the past. He said land was their biggest asset. They needed flat land with adequate water. He spoke to City of Cornelius and that Council Creek made a good natural buffer between agricultural land and the City of Cornelius. The agricultural industry needed buffers. He spoke to the lack of transportation in Cornelius area. He also noted the Evergreen area, which had the same issues. The site had no natural buffers. He provided written testimony as well.

Tad VanderZanden, Washington County Farm Bureau President, 2551 NE Nova Ave Hillsboro OR 97124 echoed Mr. Fishback's comments. They opposed expansion onto agricultural land. He spoke to Hillsboro/Evergreen Road area. Their family farm was close to this area. This land was some of the most productive. He urged saving this land. Councilor Burkholder asked about land east of Wilsonville. He said some of this land was compromised according to testimony they had heard. He asked Mr. VanderZanden to comment on this area. Mr. Fishback said if there wasn't enough irrigation water, it would make a good choice for industrial. Councilor Park asked about water rights versus water table. He asked their perspective on water rights. Mr. Fishback said water right was an asset to have on the property. Water rights increased the opportunity to be productive. Councilor Hostiska asked about water rights. He said they needed to be clear about the rights versus use.

Jack Hoffman Lake Oswego City Councilor, 380 A Street, Lake Oswego OR 97034 said he had four points to make; one is Borland, the second was Stafford Triangle, the third was the matter before the Metro Council which was the 2004 Industrial Land expansion, the product and the process and then finally, wrap up with the regional challenges ahead. In terms of the Borland area, he thought it was appropriate that that land not be included in terms of this round of UGB expansion for the reasons stated in their letters to the Council, for the reason stated last Thursday by this Council and for the reason that Councilor Newman state last night at MPAC. It was appropriate and they needed to move on. With respect to Stafford, there was some comments made by some of the Councilors, that there needed to be planning and coordination among the jurisdictions in Stafford. Lake Oswego agreed. They agreed two and a half years ago. But there was an issue of resources and there was an issue of partnership. Metro needed to be at the table

to facilitate and partner with the cities that surround the Stafford Basin. He understood that there was an issue in terms of resources and staffing and where were you going to get the money. But if Stafford was to be planned appropriately and carefully, they needed Metro's help. They needed Metro's staffs help and the elected officials help. With respect to the UGB, the product and the process, the product was the last 5% but it was 5% that had caused a lot of angst and concern. He felt that there were some important concepts. One was, whenever the UGB moves, it can't be at the expense of town centers, main streets or corridors because these define our communities. People have a sense of place, a sense of community. When these senses of places change, people were concerned. People react, resist and revolt. That was something we have to keep in mind both now and for 2007. That was why there was this concern.

With respect to the process, we have to remember that we all represent 1.3 million people in this region. The Metro Council wanted the local jurisdictions to think as regional citizens and when they serve on MPAC that was an appropriate role. He reminded, their neighbors elected the elected officials at MPAC and the neighbors were the ones they had to answer to. He thought the discussion at MPAC last night was one of the best he had attended in the last five years. It was intelligent, thoughtful and obvious that there had been a lot of homework done, a lot of consulting with attorneys, staff, with neighbors and other councilors. There were mayors there who articulated their strongly felt positions but also legally acceptable and well thought out recommendations. MPAC came up with a compromise position. He thought from his perspective that it was a very concerted effort by the mayors of Beaverton, Gresham, Wilsonville, Tualatin, etc to extend the hand of partnership to the seven Metro Councilors to try to meet them half way, to try to get this behind them, to try to get this job done that had been dragging on since 2001. He thought this could be accepted in the terms and method and manner in which it was given that they really were thoughtful. There was still anger and emotion out there but they were willing to work. This was not the time to have our lawyers lob grenades at your lawyers.

In terms of the regional challenges, they had Goal 5, sub-regional, UGB, the son of measure 7, and takings issues facing them. He thought this was the opportunity for Councilors to reach out and accept the hand of partnership that had been extended to Council by the mayors of MPAC and move forward so that we can solve the regional problems that were coming up ahead. Councilor Park said he appreciated inviting the Council into the discussion. They were trying to figure out how you stretched resources. It was constructive to be looking at those spots now and be thinking about it in the future. Council was looking at the concept of urban reserves when you were talking about how to plan these future areas. He reminded that Council had extended their hand as well. He appreciated Councilor Hoffman coming to the meeting.

Amy Scheckla-Cox City Councilor City of Cornelius 1355 N Barlow Cornelius OR 97231 said they would like the council to reconsider their decision for expansion and to reconsider the 91 acres to help maintain a more balanced community. She read a letter from John Groth, which referred to pollution, traffic, and inadequate supply of medium lots in the region. She then read testimony from Jacob Millens, he spoke in favor of the proposal. This UGB expansion was helpful to their area. She asked them to reconsideration the 91 acres in Cornelius.

Bill Bash City of Cornelius, 1355 N Barlow Cornelius OR 97231 read his letter into the record. He said they had included a letter from Ken Martin concerning Cornelius area. He spoke to the issue of hard boundaries.

Steve Heinrich City of Cornelius Mayor 1355 N Barlow Cornelius OR 97231 said he grew up in Washington County. He said he came from a farming background. He provided written for the

record.

Dick Kline, City Manager for City of Cornelius 1355 N Barlow Cornelius OR 97231 said he was recently here from Eastern Oregon which was heavily dependent on agriculture. He said they were concerned about the recent request to add an addition of 78 acres to the 91 acres. This was done to a response to an opportunity to straighten out and make full street improvements on Hobbs Road or 29th Avenue. This area was not intended to be a land grab. This was a honest and well-planned approach to make for better infrastructure and transportation access for the future. It was not intended to be a grope for property. He spoke to an area of 29th Avenue that lay between Hobbs Farms Estates and Natures Rib subdivision south Council Creek. They had an opportunity to make a full street improvement in combination with the Street of New Beginnings, housing development this June. That was a full street improvement along the entire section of roadway from the north railroad line to Council Creek. The City of Cornelius understanding that Metro did not have money for full street improvements, went out on their own and in return for dedication of right-of-way, offered to build that complete roadway. In the future, he wanted Metro to remember that. He urged not to jump to any conclusions or inferences. He urged working cooperatively. This was their intent and in the future they would be working with Metro.

Dave Volz 22930 SW Erio Place Tualatin OR said he was here as a citizen representing his neighbor in South Tualatin area. They were frustrated. They had given ample evidence in previous testimony to support not putting south Tualatin in as industrial land. He said the City of Tualatin had concurred with this recommendation. He said they had an obligation to balance the Goals. He suggested looking at Goal 2 to work with the cities on planning. They had ignored City of Tualatin, citizens and MPAC's recommendation. He felt they had a classic case of bureaucracy that had run amuck. He spoke to Oregon statute, which required them to weigh all of the goals. Councilor Hosticka said there had been a number of proposals concerning this area. Did he have thoughts about MPAC's recommendation or conditions others had suggested which would make this area a residential area. Mr. Volz said he felt the connector would have a huge impact on this area. He suggested keeping all of the area out until the connector was planned. Councilor McLain said if you have a connector wasn't it better to have the opportunity to plan the area to provide protection for the area? Mr. Volz said he didn't have a lot of faith in the outcome of conditions. It appeared to him to be more intelligent, let the connector fall where it was the most appropriate. Councilor Monroe said besides land use decisions and UGB decisions, they also had control over transportation decisions. He had committed to having the new connector have buffers from neighborhoods. The problem with waiting until the connector was sited was they could face litigation. They were trying to do the best thing for their community. Mr. Volz said he felt this decision would be challenged regardless. He believed Council had legal obligations to look at all of the Goals.

Curtis Vice, on behalf of Julian and Sharon Cranford 23320 NW West Union Rd Hillsboro OR 97124, said he was here to support Council's decision in the West Union area. Councilor Burkholder asked if this area was called Helvetia. Mr. Vice said yes it was.

Kristin Greene Cogan Owens and Cogan 813 SW Alder St #320 Portland OR 97205 said they supported inclusion of the Helvetia area. She provided a letter for the record (see Cogan, Owens, Cogan). She had been working with Bob Baker and adjacent property owners.

Bob Baker, 13820 SW 325 Place Hillsboro OR 97123 provided written testimony and summarized that testimony for the record. He said he was representing himself and other property owners in the Helvetia area. He said they saluted Council's decision. He had lived in the

area all of his life. They needed land planned. He thanked the Metro Council.

Heidi Juza, 6985 SW Elligsen Tualatin OR 97062 provided written testimony and a map for the record. She spoke against the Frog Pond area zoning as industrial. She talked about traffic issues in the area. Trucks didn't belong in any neighborhood. She asked Council to apply the same compassion as President Bragdon had when he dropped the southern area. Councilor Hosticka asked if the map showed the slopes in the area. She said the City Engineer would be speaking to the slopes in the area. Councilor Park asked if they opposed it for other uses such as residential. Ms. Juza said she trusted their Mayor and City planners in their recommendation for this area. She said semi-trucks and children weren't a good combination. Councilor Park noted that farmers used trucks as well.

Doug Rux City of Tualatin 18880 SW Martinazzi Tualatin OR 97062 provided a letter for the record from Lou Ogden, Mayor of Tualatin. He suggested that all of the goals must be balanced. He spoke to complete communities, livability, character of the community and dollars for infrastructure. He asked that communities have a local vision, work with their communities. Councilor Newman asked if these areas might be more appropriate for residential versus industrial. Mr. Rux responded that goals must be balanced. He said there was rationale to leave land in or out. He said, concerning Tualatin position for the future, the primary issue was the connector. There were 12 alignments that were being studied for the connector. This decision had to be made before they could plan the area around it. Councilor McLain asked about the 12 alignments and where they were? Mr. Rux explained where the alignments were. Councilor Hosticka asked about complete communities concept. He urged Mr. Rux to help them understand what a complete Tualatin looked like to get an overall vision of what the city's vision was for a complete community. Mr. Rux said Tualatin was a complete community at this time. They felt they were out of balance with the addition of industrial land. They had done community outreach. They felt they needed to do more but they were working on that path now. Councilor Burkholder said they were following the law concerning land. They were trying to balance the various goals. The percentages of lands were a wide range of quality of lands. They weren't following one line of reasoning but were attempting to balance all of the needs.

Steve Clark Community Newspapers 1315 SW Custer Rd Portland OR said despite what Councilor Burkholder said he felt much of the decision was guided by land quality and soil types. He suggested Council be more clear. He provided written testimony for the record. He urged that their decision shape and ensure complete communities or delay their decision. He urged, do the right thing for the right reasons, which might mean a delay in the Council's decision. Councilor Park said he appreciated what Mr. Clark was saying. He wasn't sure that a delay was a good idea. How did we shape this portion of this part of the extension the 2002 decision? He could foresee making the wrong decision with a delay. Which path did you pick? It was very difficult trying to project out ahead. The dilemma they were in was that any decision had an up or down side. Mr. Clark said what was most important was that they were clear on what they expected the outcomes should be. He felt that many of the decisions that Council made he would make in his own business. It was time they articulate and connect with the communities.

Charlie Allcock, Regional Economic Development Partners 121 SW Salmon Portland OR 97204 said there was a clear need for lands to encourage the trade sector. He provided a letter for the record and summarized the letter (Doug Rux also a signature on the letter). He spoke the need for significant infrastructure. As they moved forward, they had to work with the local communities to get these sites shovel ready. There was another step to get these sites ready for industry. Councilor Burkholder reminded the audience that much of this land they were bringing in was

for Title 4, existing industrial lands. Councilor Park said we were looking at 20% of the land, 80% was already part of a service area. There were other obstacles to make things happen. Mr. Rux concurred with Councilor Park's comments.

Michael Kohlhoff, City of Wilsonville 30000 Town Center Loop E Wilsonville OR 97070, said Wilsonville respectfully requested that they reconsider the MPAC recommendation. He provided a bound document titled Wilsonville for the record, which included his letter. Councilor McLain suggested that truck route conditions would be part of Wilsonville's planning conditions. Mr. Kohlhoff spoke to truck traffic issues.

John Michael, City of Wilsonville 30000 Town Center Loop E Wilsonville OR 97070 said he was an engineer with City of Wilsonville. He said Mr. Kohlhoff had submitted an engineering analysis of the Frog Pond area. The analysis included cost, slope and other analysis. He spoke to the fact that they didn't have infrastructure for this area. He noted the engineering analysis from Michael Stone, which included south of the Willamette area analysis (a copy of which is included in the record). He spoke to well water issues. Councilor Hosticka said the slope analysis in the Frog Pond area indicated that was parts of that area that were more than 10%. The northern part of the Frog Pond area had well above 10% slopes. The only area that would be the area north of Kali Road, east of Stafford Road area, which was right next to a residential area. Councilor Park asked transit and treatment plant issues. Mr. Michael said they didn't have treatment capacity for the Frog Pond area currently. He said serving this site in Wilsonville was much easier than the Damascus area. Councilor McLain asked for clarification on the treatment issue.

Steve Zandhuisen, 5911 SW Brian Patch Wilsonville OR 97070 spoke to water rights and not being able to use the water. Use of water and right of water were different. He applauded Council for including Frog Pond in their recommendation. He felt they had considered the regional need. A copy of his testimony was included in the record.

Mary Kyle McCurdy, 1000 Friends, 534 SW 3rd Portland OR 97204 said she had submitted written testimony last week and summarized this testimony for the record. Councilor Monroe summarized that 1000 Friends would recommend Frog Pond and Tualatin. Ms. McCurdy said they thought their overall recommendation was sound.

Nancy Allender 7435 SW Frobase Rd Tualatin OR 97062 said she was the fourth largest landowner in the Frobase area. She was also speaking for Mr. Elligsen who could not be here today. She provided pictures of her farm for the Council. She spoke to what kinds of farming they did in the area. They had grade 2 soil. She said they run bio-solids. They must have access to roads. They had to deliver fertilizer and other products with her trucks. Semi-trucks would prohibit this opportunity. She spoke to wildlife in the area also. Councilor Burkholder said he assumed she was opposing the Frog Pond area as industrial land. Ms. Allender said yes. Councilor Park asked if this area could be residential. Ms. Allender said they would have a water problem.

Ralph Elligsen 7485 SW Elligsen Tualatin OR 97062 did not testify.

Charlotte Lehan, Mayor of Wilsonville, 30000 SW Town Center Loop Wilsonville OR 97070 provided her testimony for the record. The dialogue had encouraged her in the last week. She urged their consideration of MPAC's recommendation. Councilor Hosticka asked about the southern area of Tualatin. Mayor Lehan said the Tualatin decision had been difficult. Finding the mix was a sensitive matter between the two cities. They had tried to be supportive of Sherwood

and Tualatin in their planning for the connector. They would not be unwilling to serve that area. It was a matter of timing. Councilor Hosticka said they tried to convene meetings on this issue. He then asked about water rights. Mayor Lehan said most of the farmers in the area have water rights. The issue was all of the existing water irrigators all together don't have the capacity to pull the water levels down. There were no restrictions on existing water right holders. Councilor Hosticka talked about water rights and water users. If they had farmers that were senior to Wilsonville would they have the water rights first? Mayor Lehan said yes. Councilor Park stated that he disagreed about water rights. Would this area be preferred as residential or industrial? Mayor Lehan said their preference would be residential. The Frog Pond had yet to be annexed to the city. They felt they had a 20-year supply of residential. They were trying to avoid EFU land for residential or industrial. Councilor McLain said the water debate had been the biggest issue in Wilsonville East. She said the farmers said they had lost their water rights and were having to reapply for those water rights. She was hopeful that the city addressed the issue of new water rights. Ms. Allender said she was working on a transfer water right. Mayor Lehan added that usually people had lost water right for not using them. You had to abandon your wells five years in order to lose water rights. The City had been cooperative with Water Resources. The only thing they would need the wells for was for backup. Councilor McLain said she believed for insurance purposes, you had to have a back up water system. Her question was what was the scenario as far as a backup system for water? Mayor Lehan said it would be an extreme situation. They had 6 million gallons of water reserve before they would have to use the wells.

Kristina Traffas, Save the Frog Pond Community Coalition 28579 SW Wagner Wilsonville OR 97070 provided written testimony. She had submitted a letter from Judith Jindrich (in the box). She read this letter into the record.

Holly Iberg, Newland Community 16701 SE McGillvary #150 Vancouver, WA provided Hillsboro South Urban Reserve Concept Plan Figure A (a copy of which is included in the record). She talked about the property. She read her letter into the record (a copy of which is included in the record). Councilor Hosticka spoke to the concept plan. This had been done for this area? Ms. Iburg said yes. Councilor McLain asked where this piece was as far as location. Dan Cooper, Metro Attorney, said there was no current litigation.

Keith Aden PO Box 1501 Lake Oswego OR 97035 said he was one of property owners in the Frog Pond area. He was in favor of it being put into the industrial zone. He said he had owned the property for 129 years. He spoke to livability and what had happened to the area. Over the years, the zoning had restricted the use of the property. There had been takings of the use, the water, and property from his facility. He said more recently City of Wilsonville and Don Morrisette had built 200 homes on 40 acres next to him. He was allowed to put 2 homes on his land. There would be more of a negative impact on the area. He understood the idea of traffic, but felt that the professional drivers were far safer than the average driver.

John Hartsock, Committee for Future of Damascus 18510 SE Boser Rd Boring OR 97009 talked about the MPAC meeting of June 9th. He felt it was a good meeting and they came up with some good recommendations. He talked about potential solutions. He supported the MPAC recommendation. Councilor Park asked if there were restrictions on the 2002 decision. Mr. Cooper said that you must not unbalance the residential equation of LCDC. This was something that they would not want to say yes to. Mr. Cooper spoke to Hartsock's idea and wondered about the impact on the residential mix. Councilor Park asked if it was permissible for the Frog Pond area to go residential. Mr. Cooper said if you were adding land for residential, you were looking for resource land. We did not want to get into EFU land for analysis. Councilor Hosticka asked

about bringing that land in for residential purposes. Would that change your recommendation? Mr. Cooper said the fact was that we had already drafted language for an undetermined amount for residential. We did not want to over-supply the amount of land for future purposes. Mr. Johnson's report was careful to remind you that their opinion on EFU land should be considered only for that purpose and not for any other.

Jay Cosnett, 1246 SW Borland Rd West Linn OR read his letter into the record. He spoke about Borland Road being a bad choice. He also spoke to why Frog Pond was not a good area for industrial. We needed to look at redeveloping areas already in the UGB.

Tom McConnell, Alpha Engineering Inc 9600 SW Oak St Suite 230 Portland OR 97223 provided written documentation of Shute Road Interchange. He talked about the staff proposal for the Helvetia property. When bringing in land for industrial use, you had to consider what its conversion for industrial use was. He said the land was highly parcelized. He spoke to site constraints. They recommended an additional three parcels to be included in the Helvetia area. It could be served by the utilities. He spoke to the recommended interchange improvement and utilizing it to its maximum capability.

Mark Greenfield, 2121 SW Broadway Portland OR said he was also representing Mr. Standring. The Industrial Land Task Force created by the Governor included Shute Road and the Nike Property of US 26 Interchange due to immediately adjacency to Hwy 26. The size of ownership was two property owners. Third, these were property owners were willing to sell. Fourth, it was better use of infrastructure and fifth, it met the need for industrial land. This property would be good property to make up the need for those properties that were being taken out.

Jim Standring, 12670 SW 68th #400 Tigard OR 97223 said he had learned what agriculture issues were. He owned the two pieces of property on the northwest corner of Shute Road. They would work diligently with the homeowners in the area to make a hard line between agriculture and industrial uses where appropriate.

Jim Johnson, Oregon Department of Agriculture noted the letter submitted on June 8th. He highlighted the main points in the letter (a copy of which is already in the record). He spoke to specific areas, which were related to following state law. A couple of the areas that were in the COO's recommendation included exception land. He urged that these areas be looked at first. It was important when looking at the list to think about core agriculture capability. The Board of Agriculture strongly supported the work that Metro was doing to identify industrial areas. He spoke to efficient use of industrial lands and commercial lands. He then spoke to the Willamette River and recommended not going south of the river. Councilor Burkholder asked about hard edges. They would be looking for help from the state, LCDC and the agricultural community as to what the hard edge meant. Currently, under state law, there were no hard edges. Councilor Monroe asked about four areas and whether they were supported by the Department of Agriculture. Mr. Johnson responded that they would support areas being brought in, in the order they were included in the agriculture report. Councilor Monroe summarized the one that ought to come in first was the Frog Pond or East Wilsonville. Mr. Johnson said yes. Councilor Park asked about land south of the Willamette. Mr. Johnson said south of the Willamette River had the best of the best farmland in the State. Councilor Park then asked about water rights and the ability of farmers to react. He spoke to the lack of water or suspended water. How did that affect the ability of the farmer to farm? Mr. Johnson said water was a key issue in farming. There was less water in the summer. Irrigation was the farmer opportunity to adapt. Councilor Park asked about the Orient study, an area east of HWY 26, 460 acres, he wanted to make sure that he was not

recommending taking this area out.

Councilor McLain noted emails and a letter for the record, Washington County Commissioner Andy Duyke said he was in favor of keeping Cornelius out of the recommendation. She received an email from Kristin Kolberg. They also supported keeping the industrial land out of Cornelius.

Deputy Council President Newman closed the public hearing and announced that these ordinances would be held over until June 24th for consideration of a final decision.

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

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

Councilor Hosticka yielded to Deputy Council President Newman. Deputy Council President Newman said they would consider technical amendments and councilors amendments. He asked Casey Short to respond to questions.

Motion to amend:	Councilor Burkholder moved to amend Ordinance No. 04-1044A with the technical amendments and the substantive amendments prepared by Kathy Rutkowski (a copy of which is included in the meeting record).
Seconded:	Councilor Monroe seconded the motion

Councilor Burkholder introduced the amendments. Councilor McLain asked about her amendment and if there was a reason that she couldn't support this package. Mr. Short said they were two independent actions.

Vote to amend:	Councilors Park, Hosticka, Burkholder, McLain, Monroe and Deputy Council President Newman voted in support of the motion. The vote was 6 aye, the motion passed.

Motion to amend:	Councilor Monroe moved to amend Ordinance No. 04-1044A with Monroe Amendment # 1 concerning neighborhood clean-up grants.
Seconded:	Councilor McLain seconded the motion.

Councilor Monroe spoke to his amendment.

Vote to amend:	Councilors Park, Hosticka, Burkholder, McLain, Monroe and Deputy Council President Newman voted in support of the motion. The vote was 6 aye, the motion passed.

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

Councilor Monroe explained his amendment and asked that Mike Hoglund, Solid Waste & Recycling Director, be available to respond to question. Councilor Park asked for a friendly amendment, expenditure of the final $150,000 regional system fee credits for FY 04-05, should

be based upon an assessment of the need for the credits relative to potential implementation requirements that dry waste be subject to material recovery at a Metro licensed material recovery facility. Councilor Monroe asked if they needed to access these funds, would they have to come back to Council for another vote? Mr. Hoglund said the way he intended this to be written was that the monies would be allocated with the extra $150,000 automatically. When they do the dry waste MRFing and material recovery analysis, and it turned out that they estimate that those facilities can recover the cost through gate increases because there was no dry waste land filling opportunity and therefore reduces the need for the credits, specifically this$150,000, we would come back with that analysis after going through the whole process of working with the facilities and the public and let Council know what they found and we don't think the $150,000 was necessary or maybe only part of it would be necessary. Councilor Monroe accepted the friendly amendment. Councilor Burkholder said he was not comfortable with doing it this way. He felt it was more appropriate to bring an amendment next spring. He would not support this now. Councilor McLain said it seemed important to her that industry had a clear idea of what they expected. Did this language cause any issues with industry? Mr. Hoglund said the discussion around these issues had drawn them into this number. He thought this amendment was clear to the industry. There could be changes based on the MRFing. He felt they were aware of this amendment. He would make sure they understood this after the meeting. Councilor Hosticka said he would support this amendment because we should budget our expenditure based on what we know today. The budget note wasn't necessary. Councilor Monroe thanked Councilors Hosticka and Park for their comments and the friendly amendment. He explained the history of the amendment.

Vote to amend:	Councilors Park, Hosticka, McLain, Monroe and Deputy Council President Newman voted in support of the motion. The vote was 5 aye/ 1 nay the motion passed with Councilor Burkholder voting no.

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

Councilor McLain moved her Zoo amendment and further explained what the amendment did. She spoke to the budget note and the appropriateness of the note. She said the Zoo did not know that they were going to be having these dollars put into our general contingency fund. It was an oversight on both of our parts. The Zoo had a lot of replacement and repair needs. She spoke to Code requirements. There were two agencies that may require Metro to make changes, maintenance or replacement programs because of the safety of the Zoo exhibits. This was a routine Zoo accreditation visit. Mr. Short said he felt it was relevant to deal with this amendment now. In most respects it was independent of Ordinance No. 04-1053.

Councilor Park asked for clarification on zoo exhibits relating to excise taxes. Casey Short said yes the 2004-05 was based on the assumption that the Zoo will receive all of the revenues and spend all of the money associated with these two items and others that might be similar and that the excise tax will be levied on it. Councilor Park said this would be a one time only occurrence? Mr. Short said yes.

Councilor Burkholder asked whether they would still have the general fund balance if this money were expended. Mr. Short said yes.

Vote to amend:	Councilors Park, Hosticka, Burkholder, McLain and Deputy Council President Newman voted in support of the motion. The vote was 5 aye, the motion passed with Councilor Monroe absent from the vote.

Deputy Council President Newman opened a public hearing on Ordinance No. 04-1044A No one came forward. Deputy Council President Newman closed the public hearing.

4.4 **Ordinance No. 04-1053**, For the Purpose of Amending the FY 2003-04 Budget and Appropriations Scheduled by transferring $250,256 from Contingency to Operating Expenses in the Zoo Operating Fund to allow the Zoo to recognize the cost associated with the Simulator and Butterfly exhibits; and declaring an emergency.

Motion:	Councilor Park moved to adopt Ordinance No. 04-1053.
Seconded:	Councilor Monroe seconded the motion

Councilor Park introduced the ordinance. He explained that originally, the Oregon Zoo Foundation recorded the financial activity for the simulator and butterfly exhibits at the Oregon Zoo and net proceeds were transferred to the zoo as a donation. It had been determined that gross revenue and expenditures should have been recorded by the Zoo.

This ordinance was a correcting mechanism to reverse the accounting transactions and add back in the costs associated with these attractions that were never recorded by the Zoo. There will be a corresponding increase in revenue, as the original entries were net of expenses.

While this action itself would not reduce the Zoo's fund balance, it was part of a more comprehensive correction of the accounting processes on these attractions, which included application of excise tax. The tax will result in a reduction of $55,000 to the Zoo ending fund balance for FY 2003-04. This action would provide the appropriation authority necessary to avoid an over-expenditure situation. He urged support.

Deputy Council President Newman opened a public hearing on Ordinance No. 04-1053.

Phil Prewitt, provided written testimony for the record. He asked the Council to restore the night keeper position.

Deputy Council President Newman closed the public hearing.

Vote:	Councilors Park, Hosticka, McLain, Monroe and Deputy Council President Newman voted in support of the motion. The vote was 5 aye, the motion passed with Councilor Burkholder absent from then vote.

5. RESOLUTIONS

5.1 **Resolution No. 04-3450**, For the Purpose of Revising the Transportation Planning Public Involvement Policy to update the policy and to consolidate Metro and Local Government Standards.

Motion:	Councilor McLain moved to adopt Resolution No. 04-3450.
Seconded:	Councilor Monroe seconded the motion

Councilor McLain reviewed the reasoning behind this resolution.

Vote:	Councilors Park, Hosticka, McLain, Monroe and Deputy Council President Newman voted in support of the motion. The vote was 5 aye, the motion passed with Councilor Burkholder absent from the vote.

5.2 **Resolution No. 04-3462,** For the Purpose of Approving the Wilsonville Tract Master Plan and Natural Resources Management Plan.

Motion:	Councilor Hosticka moved to adopt Resolution No. 04-3462.
Seconded:	Councilor McLain seconded the motion

Councilor Hosticka reviewed the resolution. Jim Desmond, Director of Metro Regional Parks and Greenspaces Department, provided background information. Heather Nelson Kent, Regional Parks and Greenspaces Department stated that with the new budget dollars provided, this would be one of the new sites to be developed for public use. It provided connectivity to wildlife, natural areas and the public. She referred to the master plan map to illustrate the key elements of the plan. The focus will be on being a "gateway" between two public partners, Metro and Wilsonville. She mentioned that the main restoration project would involve land currently being used as farmland. She stated that three open houses were held in Wilsonville that yielded solid support in the community for the project.

Mayor Charlotte Lehan spoke about the partnership between the Metro Greenspaces staff and city officials. She noted that it wasn't a process without controversy. She stated that it was ultimately a project that gained the support of residents. Councilor McLain expressed her thanks to staff and the City of Wilsonville in the design and planning of the master plan project, relating it to other issues involving Goal 5. She recognized Mayor's Lehan's contributions to the process.

Councilor Park stated that it was disappointing that the Oregon Garden could not of been sighted at this location. Nevertheless, he was pleased that this project was underway. Councilor Monroe noted his excitement over the education opportunities of this sight, it was a marvelous opportunity to take students out and provide them with a hands-on opportunity to examine the relationship with man, land, and animals.

Councilor Hosticka expressed his thanks for the good work this project involved.

Vote:	Councilors Park, Hosticka, McLain, Monroe and Deputy Council President Newman voted in support of the motion. The vote was 5 aye, the motion passed with Councilor Burkholder absent from the vote.

6. CHIEF OPERATING OFFICER COMMUNICATION

There were none.

7. COUNCILOR COMMUNICATION

There were none.

8. ADJOURN

There being no further business to come before the Metro Council, Deputy Council President Newman adjourned the meeting at 6:00 p.m.

Prepared by

Chris Billington
Clerk of the Council

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JUNE 10, 2004

Item	Topic	Doc Date	Document Description	Doc. Number
3.3	Exhibit	6/10/04	Exhibit A to Resolution No. 04-3463	061004c-01
4.3	Technical Amendments	5/28/04	Technical Amendments to Ordinance No. 04-1044A	061004c-02
4.3	Amendment	6/9/04	To: Metro Council From: Councilor McLain Re: Proposed amendment and budget note to Ordinance No. 04-1044A	061004c-03
4.3	Amendment	6/10/04	To: Metro Council From: Councilor Monroe Re: Proposed amendment to Ordinance No. 04-1044A	061004c-04
4.3	Amendment	6/10/04	To: Metro Council From: Councilor Monroe Re: Proposed Amendment to Ordinance No. 04-1044A	061004c-05
5.2	Exhibit A to Resolution No. 3462	6/10/04	To: Metro Council From: Parks and Greenspaces Department Re: Wilsonville Tract	061004c-06
4.1	Arial Map	6/10/04	To: Metro Council From: Lydia Neill, Planning Department Re: Cornelius Arial Map	061004c-07
4.1	Arial Map	6/10/04	To: Metro Council From: Lydia Neill, Planning Department Re: Evergreen Arial Map	061004c-08
4.1	Map and Comparison of recommended areas	6/10/04	To: Metro Council From: MPAC Re: MPAC Revised recommendation map and comparison of MPAC recommended areas to Council's recommended area	061004c-09
4.1	Letter	6/10/04	To: Metro Council From: Fred Edmunds Re: Frog Pond area comments	061004c-10
4.1	Comment card	6/10/04	To: Metro Council From: Patricia Miller Re: Public Hearing notice	061004c-11
4.1	Letter and maps	5/5/04	To: Metro Council From: Tom Hughes, Mayor of Hillsboro Re: Ordinance No. 04-104 Exhibit E and Exhibit B	061004c-12
4.1	Letter and Map	6/10/04	To: Metro Council From: Lise Glancy, Port of Portland Re: Letter and Map concerning dock extension to Terminal	061004c-13
4.1	Letter	6/10/04	To: Metro Council From: Tom Hughes, Mayor of Hillsboro Re: Evergreen Road Site	061004c-14
4.1	Letter and maps	6/10/04	To: Metro Council From: Patricia Miller Re: FARM Horticultural Park Place	061004c-15
4.1	Letter, maps and reports	6/10/04	To: Council From: Steve Heinrich, Mayor, City of Cornelius	061004c-16

4.1	Testimony	6/10/04	To: Council From: Heidi Juza Re: Opposition to expansion in Frog Pond	061004c-17
4.1	Letter	6/10/04	To: Council From: Bob Baker and Arnold Cogan of Cogan, Owens & Cogan Re: In support including Helvetia sites in expansion	061004c-18
4.1	Report	6/10/04	To: Council From: Michael Kohlhoff, Wilsonville City Attorney Re: Exclusion of Wilsonville East and South from Industrial Lands	061004c-19
4.1	Letter and Report	6/10/04	To: Council From: Timothy Sercombe of Preston Gates & Ellis LLP on behalf of the City of Hillsboro Re: Legal Objections to Proposed Ordinance 04-1040A	061004c-20
4.1	Letter	6/10/04	To: Council From: John Hammond, City Attorney, City of Sandy Re: City of Sandy's Support for Exclusion of Certain Lands from the UGB	061004c-21
4.1	Letter	6/10/04	To: Council From: Douglas Rux and Charlie Allcock, Portland Regional Partners for Business Re: Amendments to the UGB	061004c-22
4.1	Letter	6/10/04	To: Council From: Mayor Charles Becker, City of Gresham Re: Consideration for 90 acres abutting Telford Rd. in the UGB	061004c-23
4.1	Testimony and Maps	6/10/04	To: Council From: Holly Iberg, City of Hillsboro Re: Hillsboro South Urban Reserve Concept Plan	061004c-24
4.1	Testimony	6/10/04	To: Council From: Sparkle Anderson Re: Support of Frog Pond area into the UGB	061004c-25
4.1	Testimony	6/10/04	To: Council From: Maureen Larsen Re: Support of North Wilsonville into the UGB	061004c-26
4.1	Testimony	6/10/04	To: Council From: Keith Fishback, VP Washington County Farm Bureau Re: Reasons for Exclusion of the Cornelius site	061004c-27
4.1	Letter	6/10/04	To: Council From: Amy Scheckla-Cox, City of Cornelius Re: 91 Buildable Acres in Cornelius for Industrial Use	061004c-28
4.1	Map	6/10/04	To: Council From: Heidi Juza Re: Elligsen and Stafford Roads	061004c-29
4.1	Testimony	6/10/04	To: Council From: Jay Cosnett Re: Reasons to Remove All of the Wilsonville East Area from the UGB expansion	061004c-30

4.1	Letter	6/10/04	To: Council From: Nancy Waller Re: Stafford and Elligsen Roads	061004c-31
4.1	Report	6/10/04	To: Council From: Tom McConnell, Alpha Engineering Re: Shute Road Interchange	061004c-32
4.1	Testimony	6/10/04	To: Council From: Steve Zandhuisen Re: Water Rights vs. Water Usage	061004c-33
4.1	Testimony	6/10/04	To: Council From: Charlotte Lehan, Mayor, City of Wilsonville Re: Expansion for Industrial Lands	061004c-34
4.1	Letter	6/10/04	To: Council From: Mary Kyle McCurdy, Staff Attorney, 1000 Friends of Oregon Re: Regionally Significant Industrial Areas, Medical Facilities	061004c-35
4.1	Report	6/10/04	To: Council From: Port of St. Helens Re: Industrial Lands Advisory Committee Report	061004c-36
4.1	Report	6/10/04	To: Council From: City of Helvetia Re: Helvetia Road Industrial Land Study	061004c-37
4.1	Testimony	6/10/04	To: Council From: Keith Aden Re: Support for Clackamas County to retain and manage the property outside of Wilsonville	061004c-38
4.1	Testimony and Petition	6/10/04	To: Council From: Kristin Kolberg Re: Spiesschaert Road area of Cornelius	061004c-39
4.1	Letter	6/10/04	To: Susan McLain From: Andy Duyck, Washington County Commissioner Re: MPAC Recommendations	061004c-40
4.4	Meeting Minutes	6/10/04	To: Council From: Rovers Area Re: Animal Health	061004c-41
4.1	Letter	6/10/04	To: Council From: Judith Jindrich Re: Removal of Wilsonville East from expansion	061004c-42
4.1	Letter	6/10/04	To: Lane Shetterly From: Nancy Waller Re: Measure 26-29	061004c-43
4.1	Testimony	6/10/04	To: Council From: Krisitina Traffas, President, Save the Frog Pond Coalition Re: Wilsonville East	061004c-44
4.1	Petition	6/10/04	To: Council From: Krisitina Traffas, President, Save the Frog Pond Coalition Re: Wilsonville East	061004c-45
4.1	Letter	6/10/04	To: Brian Newman From: Mayor Rob Drake, City of Beaverton Re: Support of MPAC Recommendations from June 9, 2004	061004c-46

Section 3: E-Mail, Telephone and Walk-In Comments and Petitions

3

Marilyn Matteson - Re: Wilsonville East

From: 2040 System Accounts
To: Rick Zinda
Date: 5/18/2004 11:35 AM
Subject: Re: Wilsonville East
CC: Francine Floyd; Lydia Neill; Marilyn Matteson; Metro Council System Account

Dear Mr. Zinda, thank you very much for taking the time to send your comments to Metro. They have been sent to the Metro Council, will be entered into the record and considered by the Council during their decision making process. Thank you for contacting Metro.

Paulette Copperstone
Program Assistant 2
Regional Planning Division
503-797-1562
copperstonep@metro.dst.or.us
www.metro-region.org

>>> "Rick Zinda" <zindar@comcast.net> 5/15/2004 3:29:25 PM >>>
This is the second time that I am writing about the proposed industrialization of Wilsonville East. I strongly oppose Metro's current recommendation and one again request that Metro look to other area that have been potentially earmarked for this type of zoning. Furthermore, as the City of Wilsonville does not support this area but has even provided additional options, I recommend that you partner with our local leaders on crafting a solution that we all agree with.

Rick Zinda
7698 SW Roanoke Dr S
Wilsonville OR 97070

From: 2040 System Accounts
To: ReidLSmith@aol.com
Date: 5/24/2004 9:20:44 AM
Subject: Re: Wilsonville East

Dear Reid Smith, thank you very much for taking the time to send your comments to Metro. They have been sent to the Metro Council, will be entered into the record and considered by the Council during their decision making process. Thank you for contacting Metro.

Paulette Copperstone
Program Assistant 2
Regional Planning Division
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www.metro-region.org

>>> <ReidLSmith@aol.com> 5/22/2004 1:11:55 PM >>>
Reid & Lisa Smith
29790 Minkler Lane
Wilsonville, OR 97070

Negatively Impacts Livability -
My family will soon move from Wilsonville West to Wilsonville East for improved livability. We are moving because we have felt the effects of increasing commercial & industrial sites on the "westside." The home we are moving to is one of about 100 new homes in Arbor Crossings - a community mostly made up of younger families like mine. I join with hundreds of other Wilsonville families (Wilsonville Meadows, Landover, Arbor Trail, communities opposite from the HS) in opposing the creation of a Wilsonville East industrial area that will jeapordize the growth of healthy community already well underway surrounding Frog Pond.

Kids and trucks don't mix. Proposing the Wilsonville East industrial area next to families, schools and churches diminishes livability and threatens public health and safety. Traffic to and from the Wilsonville Road interchange will pass by a high school, a grade school, a library, churches, neighborhoods and right through Wilsonville's main commercial and civic core, the area of the city with the highest bicycle and pedestrian traffic. Bringing industrial traffic through this area undoes in a single stroke what decades of Wilsonville planning has sought and maintained, that truck and residential traffic be separate. Additionally, neighboring cities to the proposed Wilsonville East industrial area, Canby, Oregon City, as well as Clackamas and Marion Counties oppose expanding industrial development east of Wilsonville.

Land Use Policy 1.7 envisions an urban-rural transition. That exists today in Wilsonville East and is an excellent buffer of uses. Metro's proposed industrial expansion into this area destroys the buffer and mixes uses in a hopscotch pattern. According to Metro's own staff report (page 9) concerning Warehouse and Distribution Sites: "...(should have) no intermediate conflicting uses such as residential, schools and high traffic generating commercial uses...) Clearly, the Wilsonville East area has these uses currently in place.

One proposed fix we have heard about is to create a truck route that limits truck traffic to Elligsen Road and the Stafford Road / I-5 interchange. Any effective truck route, that is, a truck route that will get used, has to create a convenience for truck drivers. There is no way to create any such truck route in this area. The proposed truck route will add miles and time for trucks bound to or from the south and therefore will not get used. All a truck route would create is an enforcement nightmare in south Wilsonville. And, to speak to the Stafford Road / I-5 interchange, truck traffic there to and from the east passes through a regional commercial center. For the west side of the freeway, where Wilsonville has planned for industrial development, this is not true.

It is possible to layout a community so industrial traffic does not mix with commercial and residential traffic. Wilsonville has done this. Please consider only boundary and zoning changes that are compatible with Wilsonville's plan. Remove the Wilsonville East from consideration for industrialization.

Sincerely,
Reid Smith
Reid@southlakechurch.com
971-506-1556 (c)

CC: Lydia Neill; Marilyn Matteson; Metro Council System Account

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From: 2040 System Accounts
To: Seymourlife@aol.com
Date: 5/24/2004 9:19:50 AM
Subject: Re: Wilsonville East

Dear Mr. Seymour, thank you very much for taking the time to send your comments to Metro. They have been sent to the Metro Council, will be entered into the record and considered by the Council during their decision making process. Thank you for contacting Metro.

Paulette Copperstone
Program Assistant 2
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www.metro-region.org

>>> <Seymourlife@aol.com> 5/22/2004 5:16:50 PM >>>
FOOD OVER MONEY

I know that you have criteria and growing numbers of people to accommodate, but it's foolhardy to expand growth of industry into this area. We need our all to scarce farmland for growing food. WE CAN'T EAT MONEY!

I own no land or resources in this area, but grew up 50+ years ago in Oregon City and practiced law for over 30 years in this state. I'm sure there are developers and land owners-speculators who want to make a large profit by moving this area into the UGB, but at what cost to our human existence. It might be good for industrial land, but it's much too valuable We expand here at our own peril both to our liveability and to our ability to remain healthily attractive. Let's not waste our valuable resources. We're trusting and counting on you to guard our best interests.

Thanks - Dan Seymour

CC: Lydia Neill; Marilyn Matteson; Metro Council System Account

Marilyn Matteson - Re: Industrial Land Additions.....

From: 2040 System Accounts
To: B Zurcher
Date: 5/18/2004 11:35 AM
Subject: Re: Industrial Land Additions.....
CC: Francine Floyd; Lydia Neill; Marilyn Matteson; Metro Council System Account

Dear LB and Beverly Zurcher, thank you very much for taking the time to send your comments to Metro. They have been sent to the Metro Council, will be entered into the record and considered by the Council during their decision making process. Thank you for contacting Metro.

Paulette Copperstone
Program Assistant 2
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>>> "B Zurcher" <bzurcher@dc.rr.com> 5/17/2004 5:53:03 PM >>>

We own land bordered by the Sunset Highway to the North, Jackson School Road to the west and Meek Road to the south. The current *industrial land study area* does not, but should, include our property which is now most suitable for industrial development.

ODOT has taken nearly one quarter of our acreage for the Jackson School Road/Sunset Interchange.....making it a smaller piece that would be ideal for industrial/business zoning. Although we currently rent the property to an agribusiness company, it is not ideal nor irrigated farm land. Since much of the *study area* is dedicated to residential use with homes and/or subdivisions already on the land, it would seem appropriate to expand the *study area* to include our property.

Thank you for your consideration.

Sincerely,

L.B. and Beverly Zurcher

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From: "Kristina and Gary" <gktraffas@comcast.net>
To: <mattesonm@metro.dst.or.us>
Date: 5/27/2004 9:01:48 PM
Subject: FW: Wilsonville East Industrial Land Study and FW: Thomas L. Friedman's Commencement address

Dear Marilyn,

I am forwarding to you a copy of my e-mail to the Metro council. The speech follows my letter in the body of the e-mail. I am happy it will be included in the printed record of the Industrial Lands Study. Thanks for following up on the missing portion of my e-mail. After sending the e-mail, I decided to go to the Metro hearing today in Portland to testify, and so provided 8 copies of the e-mail and the Thomas Friedman speech to a Metro staff person when I filled out a card to testify.

Kristina Traffas

503-570-2798

Dear Kristina and Gary,

Metro did not receive the attachment you mentioned: the speech by Thomas Friedman.

Please send it again directly to me for inclusion in the printed record.

Thank you for your interest in the Industrial Lands Study.

Marilyn Matteson

Metro's Public Affairs Department

(503) 797-1745

-----Original Message-----
From: Kristina and Gary [mailto:gktraffas@comcast.net]
Sent: Thursday, May 27, 2004 11:18 AM
To: '2040@metro.dst.or.us'
Cc: 'savefrogpond@yahoogroups.com'; 'cowan@ci.wilsonville.or.us'; 'Carl Hosticka'; 'dawehler@aol.com'
Subject: Wilsonville East Industrial Land Study and FW: Thomas L. Friedman's Commencement address

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President Bragdon and Metro Councilors:

I have one deceptively simple, yet challenging, request to the council and your staff: Please listen. Please listen to me, my fellow citizens, my city, my school district, and my local elected officials regarding Wilsonville East.

In April, Metro staff recommended this area be converted from agricultural to industrial use, despite receiving comments by our city, elected officials, school district, chamber of commerce and business leaders and many citizens who opposed the land conversion in Wilsonville East.

I was keenly disappointed in the staff recommendation, because it appeared they did not listen to our community's position.

I resolved to share this information with as many people in my community as I could, and have spent up to 10 or 12 hours a day on this issue in recent weeks. I have led my community's coalition to get the word out. And my neighbors listened to me. They joined with me to spread the word. You witnessed the results of our efforts at the May 6th hearing in Wilsonville when you heard almost 6 hours of testimony by folks concerned about the industrial lands issue.

I have three kids. When they want my attention and I don't attend to their needs immediately, they become very loud and persistent. It can be a challenge for me to meet their needs and to attend to all my other responsibilities. But I do, because I love my kids and I want to take good care of them. Their persistence and loudness can be annoying at times. The younger kids don't understand that I can't always respond to their desires immediately. They don't understand all the things I need to do each day, and what a challenge it is to fit everything in. But I do my best.

And I am asking you to do your best. Just like my kids do not understand all my responsibilities, I do not understand all the pressing responsibilities of the Metro government. But I do understand the needs of my community. We do not wish to annoy you or your staff with our numerous comments and testimony. But we do ask that you listen, and when we have not been listened to, we will repeat our message until we know you are listening.

When I was a high school student, Councilor Monroe was my U.S. History teacher. I was a straight A student throughout junior high and high school,

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except for a B I earned in Mr. Monroe's class one quarter. While a B is an acceptable grade, I know I could have done better. I didn't earn an A because I did not listen and study as well as I could have. But I learned a lot from that experience. It is ok not to be perfect, but it is important to listen and do one's best.

Last Saturday, I had the opportunity to attend my brother's graduation from Washington University in St. Louis. I was profoundly moved by the commencement speech "Imagine" given by New York Times columnist and author Thomas Friedman. Mr. Friedman exhorted the graduates and those in attendance to listen. I have attached a copy of his speech for you to read

Washington University in St. Louis

News & Information

Thomas L. Friedman's Commencement address

View online: http://news-info.wustl.edu/news/page/normal/887.html

May 21, 2004 — Thank you very much, Mark. It's a treat and an honor to be back with you here nine months later for this very important moment in your University's life, in your life.

I gave a lot of thought about what to say today because this is a really serious time for our country and the world you'll be stepping into, and I would like to have a serious conversation. As I thought about you, the Washington University Class of 2004, it occurred to me that your time here has been powerfully shaped by two dates, two momentous dates, 11-9 and 9-11.

A few months ago someone in Europe pointed out to me that the Berlin wall fell on November 9th, 1989. That's 11-9, 1989, just as you were all starting elementary school. And, of course, the Twin Towers were brought down on 9-11, 2001, just as you were beginning your sophomore years here. As I thought about those two dates, it struck me that they each represent a powerful form of imagination at work in the world today. 11-9, the fall of the Berlin Wall, was brought about by people daring to imagine a different and more open world, one where every human being would be free to realize his or her full potential and then summoning the courage to act on that imagination. Do you remember how it happened?

It was really so simple.

In July, 1989, hundreds of East Germans sought refuge at the West German Embassy in Hungary. A month later, Hungary decided to remove its border restrictions with Austria. That meant that any East German who got into Hungary could pass through to Austria and the free world. Pressure built up on the East German government, and when it suddenly announced plans to ease travel restrictions, tens of thousands of East Germans immediately went to the Wall where, on 11-9, 1989, border guards just opened the gates.

Someone there in Hungary's leadership must have said to himself or herself, "Imagine. Imagine what might happen if we grant these visas to all these East Germans? Imagine if the East German government doesn't know how to respond. Imagine if people just come streaming out. Imagine – imagine – if East German citizens, young and old, men and women, are emboldened by seeing their neighbors flee to the West, and then one day they just swarm that Berlin Wall and tear it down brick by brick?" Some people probably had that exact conversation, and because they did, the fall of the Berlin Wall on 11-9 opened the world up like a burst dam. It was a great era in which to be an American. We were the only superpower, and the world was your oyster.

As you entered this magnificent university, you could think about traveling, for a semester or a summer, to more countries than any class in the 150-year history of Washington University; and, I suspect, you could look around at your classmates here and see people

from more different countries than any Washington U. class before as well.

9-11 changed all of that. It showed us the power of a very different kind of imagination. It showed us the power of a group of hateful people who spent several years imagining how to kill as many innocent people as they could to advance their warped vision. At some point they literally must have looked at one another, those boys of 9-11, and said, "Imagine. Imagine if we pull this off. Imagine if we actually can hit both towers of the World Trade Center. And imagine -- imagine – if each tower were to come crashing down like a house of cards?" Yes, I am sorry to say, some people actually had that conversation, too.

The imagination of 9-11, of course, is a pessimistic imagination, one that seeks to divide people, one that seeks to erect walls and borders, one that seeks to make the world into a danger zone and America into a ghetto. As a result of it, the world that was your oyster seemed to close up a bit like an oyster's shell.

But, don't worry. I have not come here today to depress you on such an important day in you and your families' lives. I am still an optimist. I am an optimist because I have two kids, two girls, not much younger than you, and I want them to grow up in a world shaped by the imaginative spirit of 11-9, not by the imagination of 9-11. But I need your help, and that is what I have come here to say today. You see, optimism cannot just be an attitude. It has to be a strategy, and you all need to bring strategic optimism to three areas in particular – your personal lives, your country's future, and your world. Let me explain.

When I say bring the spirit of 11-9 to your own lives and careers, I mean a couple of things. First, understand that in this age of terrorism, there is no such thing as perfect security. Rational precaution should be taken, but once you've done that, you basically have to decide, "Am I going to sit home in the basement forever and be imprisoned by those who are actually imagining another 9-11, or am I going to get on with my life and try to pull off my own 11-9?"

My advice: Get on with your lives.

I had a friend in Beirut who always used to joke that, for safety's sake, every time she flew on an airplane she carried a bomb in her suitcase because the odds of two people carrying a bomb on the same plane was so much higher. Baby, whatever it takes, but get out that door. We must not let the spirit of 9-11 choke our lives.

My daughter was a senior in high school a year ago, and she was in the traveling high school orchestra. All year they prepared for a March 2003 national high school orchestra competition in New Orleans, but because this happened to coincide with the start of the Iraq war, the Montgomery County School Board, where we live, in a panic decided to cancel the trip out of a fear of terrorism. My daughter was really disappointed, but I was livid. I thought this was outrageous. They weren't going top erform near Baghdad. They were going to perform near Baton Rouge. At some point you have to ask whether Osama bin Laden and his sidekick, Ayman Zawahiri, are actually sitting around in a cave in Afghanistan, and Ayman says to Osama, "Hey, Osama, remember that high school orchestra competition in New Orleans? Well, it's coming up again next week. Let's really make a splash and go after it." No, I don't think so. Let's leave the cave-dwelling to bin Laden.

I promise you it's never as scary out there as the newspapers make out, but you are entitled to ask, what exactly am I saying? Am I saying just launch out into the world as though 9-11 never happened and the minds that inspired it are no longer out there?

No, I'm not saying that. I know this is not your parents' world anymore. As individuals and as a country, we have to take seriously the reality of these new dangers, taking the smartest precautions we can, and then go on with our lives, trying to be as smart about

security as we can.

My own spiritual guide, Rabbi Zvi Marx, taught me that there is a concept in the Talmud called "Kabdehu and Khashdehu," dating from an ancient time when travel across borders or having the stranger show up at your doorstep was both common and dangerous. It means: "Honor him and suspect him."

It is this new balance between security and openness that we must strike as an open society. I want to be safe, but I also don't want to suspect the wrong people. You must not allow a suspicion to become a paralyzing paranoia, nor optimism a self-blinding recklessness. The worst thing that an open society can do is to deny real threats, because then you would be putting at risk every citizen; but an open society will never realize or maintain the benefits of its openness if all we do is go around suspecting every new visitor. That means we constantly need to develop systems that are smarter and smarter about detecting those who want to do America ill, while letting through the vast majority of students, professors, business people who want to be and are inspired by the American Dream and just want a slice of it. Absolute security would mean keeping everyone out. Absolute insecurity would be letting everyone in. The challenge before us is finding the golden mean betw een these two, and that's what I mean by smart security.

But you also need to bring imagination, the imagination of 11-9, to your careers for one very simple reason. The job world you are entering is an increasingly flat world. That's right. I know that this great scientific university taught you that the world was round. I am here to tell you that the world is flat, or at least in the process of being flattened. That is actually the title of my next book, "The World is Flat: A Brief History of the 21st Century." By that I mean the competitive playing field is being leveled. You are entering a world where more people have PCs. More people have Internet connections and the bandwidth to communicate. More people have good educations, and more people have the enabling softwares, like Google, Microsoft Net Meeting or Instant Messaging, to gain knowledge, to innovate and to spread new ideas.

Just a few months ago I was in Bangalore, India, doing a documentary on outsourcing for the Discovery-Times Channel. We filmed the young Indian engineers, just a little older than you all, coming to work at Infosys, the IBM of India. As we were filming, the Infosys spokeswoman mentioned to me, as if it were nothing, that Infosys last year got one million applications for 9,000 engineering and tech jobs.

In this increasingly flat world, the most important attributes you can have are adaptabilty and a creative imagination, the ability to be the first on your block to figure out how all these enabling tools, which are now available to so many more people, can be put together in new and exciting profits and, hopefully, also, peace.

In our documentary we were profiling a young group of Indians who wanted to go into the video gaming business. It was their life-long dream, but to break in they had to prove themselves to American gaming companies. So they decided they would make up their own video game designed for the American market. They sent it off to see if anyone there would bite. The game turned out to be a great success. It was called "Saloon," and it was based on a Wild West theme, but here is what I love about their story. None of these kids had ever been to America. They used Google, e-mail and several off-the-shelf graphics design programs to come up with their game.

The world is flat. I can't give you advice on how to learn creative thinking. Some things can't be taught. But I can give you a hint: Do what you love, first, because in the world of 11-9 you have so much more power to do what you love; and second, because if you do what you love, you will always love what you do, and a hundred percent of people who love what they do end up thriving, either emotionally or financially. People who love what they do are always more adaptable and creative.

Personally, I followed my heart, and I did what I love without ever planning what came next or even thinking about how much I might make. And because I did what I loved, I always loved what I did, and that's what propelled me forward. My parents took me to Israel when I was in tenth grade, and in that moment on I fell in love with the Middle East and spent all three summers of high school working on an Israeli collective farm, or kibbutz. I didn't quite know what career I wanted, but I sure knew what I loved: I loved journalism, and I loved the Middle East. Now, growing up in Minnesota at that time in a middle-class family, I never thought about going away to college. Like all my friends, I enrolled at the University of Minnesota, but unlike my friends I decided to major in Arabic. There were not a lot of kids at the University of Minnesota studying Arabic back then. Norwegian, yes; Swedish, yes; Arabic, no. But I loved it. My parents didn't mind. They could see I enjoyed it. But if I had a dime for every time one of my parents' friends said to me, "Say, Tom, your dad tells me you're studying Arabic. What in the world are you going to do with that?" Well, frankly, it beat the heck out of me, but this was what I loved, and it just seemed that that was what college was for. Somehow it ended up 25 years later with me as a columnist for the "The New York Times."

It doesn't mean I love every minute of every day of my job. I have my frustrating moments, but I always want to come back the next day, and that is the real test. So whatever you plan to do, whether you plan to travel the world next year, go to graduate school, join the work force or take some time off to think, don't just listen to your head. Listen to your heart. Sometimes your heart knows you better than your head. Sometimes your heart is better at imagining than your brain. Listen to it, and if you don't know quite yet what it's telling you, keep searching, because if you find it, you'll be good at it, and as a result, you're sure to be well paid, either emotionally or financially.

Let me end this point with a version of a poem written by the poet Taylor Mali. A friend sent it to my wife one day. She's a schoolteacher. It's called, "What Teachers Make," and it goes like this. The dinner guests were sitting around the table discussing life. One man, a CEO, decided to explain the problem with education. He argued this way:

What's a kid going to learn from someone who decides his best option in life was to become a teacher? You now, it's true what they say about teachers. Those who can do, do, and those who can't do, teach." To corroborate his statement he said to another guest, 'Hey, Susan, you're a teacher. Be honest. What do you make?'

Susan, who had a reputation for honesty and frankness, replied, "You want to know what I make? I make kids work harder than they ever thought they could, and I can make kids sit through 40 minutes of study hall in absolute silence. I can make a 'C-plus' feel like the Congressional Medal of Honor and an 'A' feel like a slap in the face if the student didn't do his or her very best." Susan continued, "I can make parents tremble when I call home or feel almost like they won the lottery when I tell them how well that their child is progressing." Gaining speed, she went on: "You want to know what I make? I make kids wonder. I make them question. I make them criticize. I make them apologize and mean it. I make them write, and I make them read, read, read. I make them show all their work in math and hide it all on their final drafts in English." And Susan then stopped and cleared her throat. "I make them understand that if you have the brains, then follow your heart. And if someone ever tries to judge you by what you make in money, you pay them no attention."

Susan then paused. "You know what I make?" She said, "I make a difference. What about you?"

That leads to my closing point. Your country also needs your abilities to imagine and to imagine you can make a difference. In fact, it really needs it more than ever.

Two months ago I was sitting around one evening speaking to a friend of mine, Middle East analyst Steve Cohen, shortly after the Madrid railroad bombings of a couple of

months ago, and we were lamenting the fact that it seemed like the only people with imagination in the world today were the bad guys. Steve then remarked that this seemed to be "the characteristic of our time -- all the imagination is in the hands of the evil-doers."

Steve's point really struck a nerve with me.

So I went downstairs and I said to my wife, "You know, Ann, I am so hungry for a positive surprise. I am so starved to hear a politician, a statesman, a business leader, surprise me in a good way. It has been so long. It's been over ten years since Yitzhak Rabin and Yassar Arafat shook hands on the White House lawn. Yes, I know it didn't last. The bottom fell out, but for a brief shining moment you got to see leaders step out of themselves and imagine a different world. It's been a long time."

So my wife and I started to just spontaneously play "Imagine." My wife said, "Imagine if President Bush decided to offer a real alternative to the stalled Kyoto treaty to reduce global warning. I'd like to wake up and read that in the morning."

"Yeah," I said, "I want to wake up and read that Crown Prince Abdullah of Saudi Arabia invited Ariel Sharon to his home in Riyadh to personally hand him the Abdullah peace plan, and Mr. Sharon responded by freezing all Israeli settlements.

Then Ann said, "I want to wake up and hear that General Motors announced that it will no longer make gas-guzzling Hummers, and that President Bush has decided to replace his limousine with an armor-plated Toyota Prius," a hybrid car that gets over 40 miles to the gallon.

And then I said, "I want to wake up and read that Dick Cheney has apologized to the U.N. and all our allies for being wrong about Iraq, but then appeal to our allies to join the U.S. in an even more important project of helping Iraqis build some kind of decent Democratic framework.

I want to wake up and read that Congress has decided to call for a tax hike on the rich in order to save Social Security and Medicare for the next generation and to finance all our under-funded education programs.

"But finally," I said, "I want to wake up and read that John Kerry has asked a Republican to be his vice-president, because if Mr. Kerry wins, he intends not to waste his four years avoiding America's hardest problems -- health care, deficits, energy, education -- but to tackle them, and that can only be done with a bipartisan spirit and a bipartisan team."

I wrote a column to that effect, and I got more reader response than any column I have written in a long, long time. And what that told me was how hungry people are, how starved they are for leaders with imagination.

So I hope when you leave here today that every once in a while you'll sit in your kitchen and do what my wife and I did. Imagine the America you want to wake up to and try to do something about it. Get mad and get moving. We have so dummied down our politics. We have so narrowed our aspirations. We have so limited the horizons of our imaginations by all these political advisors telling our politicians, "You can't say this. You dare not say that. You can only do that in your second term." Well, you know what I say? Let's have the second term now. Let's have the last hundred days first. I just turned 50 this year, and I don't have time to wait anymore.

Our country needs your imagination in another very important way as well. We are the most powerful country on earth, and we could do a lot better for ourselves if every once in a while we actually imagined what it was like not to be an American, to be the other man or woman. People who have power often don't think about it. People who don't have

power think about it every day. If we want to have the world with us in the war against terrorists of 9-11, we must become better listeners.

There was a headline that grabbed me in the "Times" a few months back. It said, "Cheney Lashes Out at Critics of Policy on Iraq." "Wow," I thought, "that must have been a fascinating encounter. Then I read the fine print. Mr. Cheney was speaking to 200 invited guests at the conservative Heritage Foundation, and even they were not allowed to ask any questions. That is not a way to be a listener.

If I have learned one thing in 25 years of journalism, it is that listening is the key to life. First of all, listening is important on a practical basis because you can't possibly have a monopoloy of all good ideas. As the great Yogi Berra once said, "It's amazing what you can see by just listening." But listening is also a sign of respect. It is a strategy for creating credibility with another person by taking him or her seriously. That, in turn, invites respect back for the things you want to say to them.

Again, my teacher, Zvi Marx, taught me that there is a rabbinic tradition that says, "Who is worthy of honor? He who gives honor to others." It is amazing how much people will allow you to say to them, by way of criticism, if you just bother to listen to them first. In the age of the Internet now we only have to listen to the converted and preach to the converted. You could find your own little community on the Internet and just read its newspapers or magazines or commentators. That is why all of this improvement in telecommunications in the world has not been paralleled by an improvement in understanding. In the world of the Internet and narrowcasting, where you can get your news only from the blogger or newspaper that agrees with you, where you can create your own little chat room to chat only with those who are like-minded, it is just so much easier to talk to yourself and hear only what you want to hear.

I heard Richard H. Brodhead, Dean of Yale College, give some very smart advice along these lines to incoming freshman at Yale this year. "Above all," Dean Brodhead told the students, "don't limit your associations to people who agree with you."

I read that American political parties are concluding that the old electoral strategy of first playing to the core adherents and true believers, and then reaching out to the independent or unpersuaded, might now be passe', and that parties will succeed best by continuing to appeal to the party base. This may be good politics, but I doubt it's good for the quality of thought that will result from politics.

Who do we suppose will be able to deal more constructively with the challenges of our time: People who have only ever experienced preaching to the converted, or people who tested their understanding against the countervailing understandings of others?

Maybe if we are better at listening, we will be better at imagining. Every other word out of America's leaders and media since 9-11 have been "terror" or "terrorism." We have stopped exporting hope, the most important commodity America has. We now only export fear, and as a result, we are importing everyone else's fears right back.

I don't want to clean up Abu Ghraib prison. I don't want to just have kinder and gentler interrogations. If you ask me, we should announce tomorrow that we are letting free everyone inside, or transferring the real bad guys elsewhere, and then turning the place into either the Abu Ghraib Medical Center, with all the equipment donated from the U.S, or the Abu Ghraib Technical College for Computer Training, with all the computers donated by Dell, HP and Microsoft. That's how you export hope, not fear.

People love to make fun of American optimism and naievete, this crazy idea that we Americans have that every problem has a solution and that the future can bury the past. Yes, people around the world often snicker at us for that, but deep down, they envy American optimism. They look for it. American optimism helps make the world go round,

and when we get away from that, the whole world becomes a sadder place.

Well, I've gone on long enough. So let me end by saying the following: While this is your graduation year, this was also a big transition year for me. You see, last September I dropped my own daughter off at college at the beginning of her freshman year, and I have to tell you it was one of the saddest days of my life. And it wasn't just the dad thing dropping his elder daughter off at college.

No, something else bothered me. It was the sense I had that I was dropping my daughter off into a world that was so much more dangerous than the world she was born into. I felt like I could still promise my daughter her bedroom back, but I could not promise her the world, not in the carefree way that I had explored it when I was her age. That really bothered me.

And that brings me back to where I started. I simply will not settle for such a world. I have known so much better, and I believe we can have better, and I will forever use my column to advance those sentiments. But I cannot succeed alone. None of us can.

And that's where you all come in. Here at Washington University you will be forever known as the Class of 2004, but your world and your country needs you and your generation to be forever the class of 11-9, the generation of strategic optimists, the generation that would not settle for pessimism, the generation that wakes up in the morning and not only imagines that things can be better, but acts on that imagination every day.

Thank you very much. Good luck.

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25

From: 2040 System Accounts
To: Shirley Longfellow
Date: 5/27/2004 12:22:31 PM
Subject: Re: Wilsonville East

Dear Ms. Longfellow, thank you very much for taking the time to send your comments to Metro. They have been sent to the Metro Council, will be entered into the record and considered by the Council during their decision making process. Thank you for contacting Metro.

Paulette Copperstone
Program Assistant 2
Regional Planning Division
503-797-1562
copperstonep@metro.dst.or.us
www.metro-region.org

>>> "Shirley Longfellow" <shirley.longfellow2@verizon.net> 5/27/2004 9:50:19 AM >>>
I'm writing to you in efforts to let you know I was pleased with the level
of regional cooperation shown at MPAC on Wednesday and that you support
their recommendation.

Sincerely,
Shirley Longfellow
7621 SW Thornton Road
Wilsonville, OR 97070

CC: Lydia Neill; Marilyn Matteson; Metro Council System Account

From: 2040 System Accounts
To: Tom Gillihan
Date: 6/2/2004 2:59:10 PM
Subject: Re: South Tualatin Study Area

Dear Mr. Gillihan, thank you very much for taking the time to send your comments to Metro. They have been sent to the Metro Council, will be entered into the record and considered by the Council during their decision making process. Thank you for contacting Metro.

Paulette Copperstone
Program Assistant 2
Regional Planning Division
503-797-1562
copperstonep@metro.dst.or.us
www.metro-region.org

>>> "Tom Gillihan" <gillihan@sterling.net> 6/1/2004 2:26:21 PM >>>
Dear Sirs;

Just quick note to go on record in opposition to the South Tualatin Study Area being added to the UGB as industrial property.

On May 25th, MPAC (Metro Policy Advisory Council) unanimously voted to oppose including the area south of Victoria Woods as property to be zoned industrial. I am in agreement with MPAC and would hate to see that area zoned industrial, having it so close to a high-end residential area.

Tom Gillihan
(503) 968-8908 x222
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CC: Lydia Neill; Marilyn Matteson; Metro Council System Account

86

From: 2040 System Accounts
To: Mira K - PNG-1 Vowles
Date: 6/2/2004 3:00:03 PM
Subject: Re: Metro UGB expansion

Dear Ms. Vowles, thank you very much for taking the time to send your comments to Metro. They have been sent to the Metro Council, will be entered into the record and considered by the Council during their decision making process. Thank you for contacting Metro.

Paulette Copperstone
Program Assistant 2
Regional Planning Division
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>>> "Vowles, Mira K - PNG-1" <mkvowles@bpa.gov> 6/1/2004 10:00:51 AM >>>
Dear Metro,
I fully support the Tualatin City Council position on the following Metro UGB expansion options:

* Oppose inclusion of the area south of Tualatin.
* Oppose inclusion of the Borland Road North area, east of Tualatin.
* Oppose inclusion of the Norwood/Stafford area, southeast of Tualatin.
* Advocate for the inclusion of the Quarry area, southwest of Tualatin with conditions.

The roads in these areas can not support the proposed expansion, and buffers are needed between existing schools and residential areas. I urge your consideration of local opinions in your final decision on June 24, 2004.

Mira Vowles, PE
5030 SW Greenwood Circle
Tualatin, OR 97062
(503) 230-4796 phone

CC: Lydia Neill; Marilyn Matteson; Metro Council System Account

88

From: 2040 System Accounts
To: Bob Dietrich
Date: 6/2/2004 3:52:38 PM
Subject: Re: Opposition to UGB changes (Tualatin)

Dear Dietrich Family, thank you very much for taking the time to send your comments to Metro. They have been sent to the Metro Council, will be entered into the record and considered by the Council during their decision making process. Thank you for contacting Metro.

Paulette Copperstone
Program Assistant 2
Regional Planning Division
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copperstonep@metro.dst.or.us
www.metro-region.org

>>> "Bob Dietrich" <rwdietrich@yahoo.com> 5/30/2004 3:15:26 PM >>>
Greetings,We'd like to state our opposition to adding the South Tualatin Study Area to the UGB as industrial property. Although we are generally in favor of well-thought out planning, the proposal presents several issues: Destroys quality of life for current residents. Before we moved to our current location, we looked at residential property next to existing industrial sites in Tualatin and rejected the locations due to noise. The UGB change would put industrial noise within yards of our house. In addition, the traffic increase on Lower Boones Ferry, regardless of any improvements, would be not only noisy but deadly. Our sons have had multiple narrow escapes crossing the street with just the current traffic load, let alone adding more large truck like the UPS and Interstate trucks that already barrel down the street. Furthermore, we picked our home due to the proximity of a quiet neighborhood of rural homes, which this change would destroy. Destroys the balance of the community. Tualatin already has the highest percentage of industrial land of any city, yet 45% of the proposed increase is allocated to Tualati

CC: Lydia Neill; Marilyn Matteson; Metro Council System Account

89

From: 2040 System Accounts
To: Dave
Date: 6/2/2004 3:53:10 PM
Subject: Re: Ordinance 04-1040

Dear Mr. Volz, thank you very much for taking the time to send your comments to Metro. They have been sent to the Metro Council, will be entered into the record and considered by the Council during their decision making process. Thank you for contacting Metro.

Paulette Copperstone
Program Assistant 2
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>>> "Dave" <dgvv@comcast.net> 5/30/2004 1:01:21 AM >>>
Metro President Bragdon & Metro Councilors:

I urge you to adopt MPAC's proposed amendment whereby the "South Tualatin Study Area" is excluded from the area to be added to the UGB as industrial property.

Thanks for your consideration.

Dave Volz

CC: Lydia Neill; Marilyn Matteson; Metro Council System Account

90

From: 2040 System Accounts
To: Pat
Date: 6/2/2004 3:54:10 PM
Subject: Re: Tualatin Study Area

Dear Pat Volz, thank you very much for taking the time to send your comments to Metro. They have been sent to the Metro Council, will be entered into the record and considered by the Council during their decision making process. Thank you for contacting Metro.

Paulette Copperstone
Program Assistant 2
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copperstonep@metro.dst.or.us
www.metro-region.org

>>> "Pat" <pjvv@comcast.net> 5/30/2004 1:06:47 AM >>>
Please adopt the MPAC recommendation which excludes the South Tualatin study area from the industrial land UGB expansion.

Pat Volz

CC: Lydia Neill; Marilyn Matteson; Metro Council System Account

79

From: "nicole rubel" <nicole@nicolerubel.com>
To: <webmaster@metro-region.org>
Date: 5/28/2004 8:05:45 AM

Dear Sirs and Madams,

Do not expand the urban growth boundary, especially for industrial use, south of Wilsonville. If you live here you would feel the same way. How many chain stores does one need? Wilsonville hasn't even filled the available store space they have. Then they go ahead and build more strip malls. How many Payless shoes, Pizza Schmeeza's, Sprint stores, PetMarts do we need? Not only on every block, but also through the Internet we can buy this junk. I do not feel deprived for where I can purchase material goods. I do feel deprived for peace and quite and nature. Do you know what it is like to go from being able to ride your horse on the roads and to down town Aurora to being afraid of being hit by a car for just walking? Having gone from quaint historical buildings to housing developments that all look alike with zero lot lines. Going from being able to farm my land to neighbors complaining of noise and smells. Increasing air traffic from the Aurora airport due to a few boys with toys. How is it that a few hobby pilots can totally dominate an entire region? One day a helicopter was hovering over my pasture causing one of my horses to jump the fence. Once its gone its gone. No landscape architect can bring it back.

Richard Langsen
14720 Albers Way
Aurora, OR 97002

91

From: 2040 System Accounts
To: Scott Hicks
Date: 6/2/2004 3:54:44 PM
Subject: Re: Wilsonville East - Frog pond

Dear Mr. Hicks, thank you very much for taking the time to send your comments to Metro. They have been sent to the Metro Council, will be entered into the record and considered by the Council during their decision making process. Thank you for contacting Metro.

Paulette Copperstone
Program Assistant 2
Regional Planning Division
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copperstonep@metro.dst.or.us
www.metro-region.org

>>> "Scott Hicks" <hicks.scott@cinequip.com> 5/27/2004 10:04:36 PM >>>
Dear Metro Councilors:

I have studied the recommended areas that the Council is considering for expansion of the Urban Growth Boundary for industrial use, and have concerns about the inclusion of the Wilsonville East study area as industrial land.
The Wilsonville Comprehensive Plan does not envision Wilsonville East becoming an industrial area and has not directed infrastructure investments towards that end. The most recent UGB expansion in that area was in 2002 when the Frog Pond Residential area was brought in by Metro. Industrial expansion in the same area is an incompatible use. Wilsonville's Comprehensive Plan calls for, and Wilsonville's investments have been to develop industrial areas to the northwest of the city, not the east.

Sandwiching residential uses between industrial uses is neither efficient use of public investment nor does it create a compact form. Instead it mixes two different and competing uses with a vastly different need for transportation and other public infrastructure. The adjacent existing uses in the Wilsonville East area are primarily residential neighborhoods, schools and churches. Large trucks and industrial development are not compatible with the existing neighborhood pattern. Industrial uses within residential areas destroy a sense of place, community, privacy and personal safety.Thank you for the opportunity to express these comments, and to have them included in your decision-making process. Best regards, Scott Hicks26760 SW Colvin LaneWilsonville, OR 97070phone (503) 685-9903

CC: Lydia Neill; Marilyn Matteson; Metro Council System Account

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From: 2040 System Accounts
To: Karl Malo
Date: 6/2/2004 3:50:36 PM
Subject: Re: UGB-Borland Road North

Dear Mr. Malo, thank you very much for taking the time to send your comments to Metro. They have been sent to the Metro Council, will be entered into the record and considered by the Council during their decision making process. Thank you for contacting Metro.

Paulette Copperstone
Program Assistant 2
Regional Planning Division
503-797-1562
copperstonep@metro.dst.or.us
www.metro-region.org

>>> "Karl Malo" <karlmalo52@hotmail.com> 5/31/2004 4:45:35 PM >>>
Dear Metro Council;
I strongly urge you to NOT include Borland Road North in the proposed UGB expansion for the following reasons:
As you are aware the cities of Lake Oswego, West Linn, and Tualatin are opposed to this inclusion and would not be willing to provide services to this area.

Development of this area would have a profound negative impact on the established neighborhoods of Fox Hills, Halycon Road, and River Run (Lake Oswego). Noise, lighting, diesal odor, and increased traffic count and congestion would negatively impact the livibility in these neighborhoods. Doesn't Metro's charter dictate sustaining quality of neighborhood livibility when planning for UGB expansion?

The south metro area has already absorbed more than its share of industrial development. Lets "spread the wealth" to other areas, other areas that would welcome the expansion.
Sincerely,
Karl Malo
19686 Perch Ct.
Lake Oswego, OR. 97034
503-638-0357

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CC: Lydia Neill; Marilyn Matteson; Metro Council System Account

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From: 2040 System Accounts
To: AY (HP-Vancouver,ex1) COSNETT
Date: 5/27/2004 12:24:32 PM
Subject: Re: Reasons to oppose adding Stafford to UGB

Dear Mr. Cosnett, thank you very much for taking the time to send your comments to Metro. They have been sent to the Metro Council, will be entered into the record and considered by the Council during their decision making process. Thank you for contacting Metro.

Paulette Copperstone
Program Assistant 2
Regional Planning Division
503-797-1562
copperstonep@metro.dst.or.us
www.metro-region.org

>>> "COSNETT,JAY (HP-Vancouver,ex1)" <jay.cosnett@hp.com> 5/26/2004 8:47:58 PM >>>
Metro Council President and members of Council,

Attached is a detailed version of the testimony which I intend to give at the Council's next meeting on May 27, 2004, regarding the proposal to include the Borland Road North Study Area in the Industrial Lands Expansion of the Urban Growth Boundary.

(Councilors Hosticka and Newman: this is a revised version of the document which I sent you last week.)

My testimony outlines 11 reasons why I believe that Metro's own policies show that the Borland Road North area should not be included in the expansion currently being considered by the council.

I would be happy to answer any questions you or the staff may have, both at Thursday's meeting and afterwards. Please feel free to contact me by phone or email.

Thank you for this opportunity to provide my input.

Jay Cosnett
1246 SW Borland Road
West Linn, Oregon 97068
503-638-9923

jay.cosnett@verizon.net
jay.cosnett@hp.com

CC: Lydia Neill; Marilyn Matteson; Metro Council System Account

11 Reasons to Remove the Borland Road North Study Area from the UGB Industrial Lands Expansion (Measure 26-29)

Submitted into the Public Record of the Metro Council
and to the Mayors of West Linn, Lake Oswego and Tualatin

May 27, 2004

By

Jay Cosnett
1246 SW Borland Road
West Linn, Oregon 97068

503-638-9923

jay.cosnett@verizon.net

The COO's proposal to include the Borland Road North study area in the Industrial Lands expansion of the Urban Growth Boundary violates a number of policies which Metro itself has established for deciding if, where and how to expand the boundary. Here are some of the reasons why Metro should reject this proposal:

1. Conflicts with Regional Framework Plan Section 1 (Land Use), Policy 1, Urban Form

This policy states that:

The region's growth will be balanced by:

- *Maintaining a compact urban form, with easy access to nature;*
- *Preserving existing stable and distinct neighborhoods by focusing commercial and residential growth in mixed-use centers and corridors at a pedestrian scale;*
- *Assuring affordability and maintaining a variety of housing choices with good access to jobs and assuring that market-based preferences are not eliminated by regulation; and*
- *Targeting public investments to reinforce a compact urban form.*

By locating industrial development at the edges of the UGB, this proposal works against the goal of a compact urban form, and specifically undermines existing urban areas, especially town centers, in so far as workers in the newly developed areas will be more likely to locate in residential developments which are also at or near the edges of the UGB. The transportation and other infrastructure "improvements" necessary to support industrial development will further reinforce this. To put it simply, sprawl will beget sprawl.

2. Conflicts with Regional Framework Plan Section 1 (Land Use), Policy 1.2, Built Environment

This policy includes the statement that:

Development in the region should occur in a coordinated and balanced fashion as evidenced by...

- *The creation of a balanced transportation system, less dependent on the private automobile, supported by both the use of emerging technology and the location of jobs, housing, commercial activity, parks and open space.*

Since the only significant transportation method envisioned for the study area is private automobile (for workers) and trucks (for freight), this addition to the UGB would be about as unbalanced as one could imagine when it comes to transportation.

3. Conflicts with Regional Framework Plan Section 1 (Land Use), Policy 1.4, Economic Opportunity

This policy in part states that:

The number and wage level of jobs within each subregion should be balanced with housing cost and availability within that subregion.

The study area has been identified in the staff report as one which would be suited for warehousing and distribution industries. Such industry would presumably provide jobs with wages at or below the regional median income. However, the majority of housing within easy access of the study area is significantly above the region's median home price, which means that virtually all the new jobs will require workers to commute by car. According to Metro's own technical report, transportation for this area is already rated "difficult."

4. Conflicts with Regional Framework Plan Section 1 (Land Use), Policy 1.8, Developed Urban Land

This policy specifies that

In coordination with affected agencies, Metro should encourage the redevelopment and reuse of lands used in the past or already used for commercial or industrial purposes wherever economically viable and environmentally sound.

The public has been presented with little or no evidence— only assertions— that this policy has been followed with regards to industrial lands. Complaints from the business or commercial real estate communities about the "difficulty" of finding land for employment are not enough. The questions are: What have Metro and other jurisdictions done to maximize the usability of existing industrial sites? What creative and innovative solutions have our local governments and businesses examined that would enable the location of new industries on sites with access to transportation of goods by rail, sea and air (instead of highway), and that could realistically encourage workers to commute by transit, bicycle or foot, instead of by car? Only when those efforts have been given the full force and effort of all the region's stakeholders should auto and highway-dependent developments at the region's periphery be even remotely considered.

5. Conflicts with Regional Framework Plan Section 1 (Land Use), Policy 1.9, Urban Growth Boundaries

According to this policy,

> *When Metro expands the boundary, it shall determine whether the expansion will enhance the roles of Centers and, to the extent practicable, ensure that it does.*

Certainly, locating new jobs outside any existing urban areas, where there is no provision for adequate transit, becomes a de-facto government-funded incentive for workers to locate away from existing town centers, with all of the negative effects that this entails.

6. Conflicts with Regional Framework Plan Section 1 (Land Use), Policy 1.11, Neighbor Cities

This policy specifically points to the importance of separation between neighbor cities:

> Separation – *The communities within the Metro UGB, in neighbor cities and in the rural areas in between will all benefit from maintaining the separation between these places as growth occurs. Coordination between neighboring cities, counties and Metro about the location of rural reserves and policies to maintain separation should be pursued.*

The cities of Lake Oswego and West Linn have long been on record as opposing any development in any portion of the Stafford area. At its April 27, 2004 special work session, the Tualatin City Council concluded that the study area should not be included in the current urban growth boundary (UGB) expansion discussion.

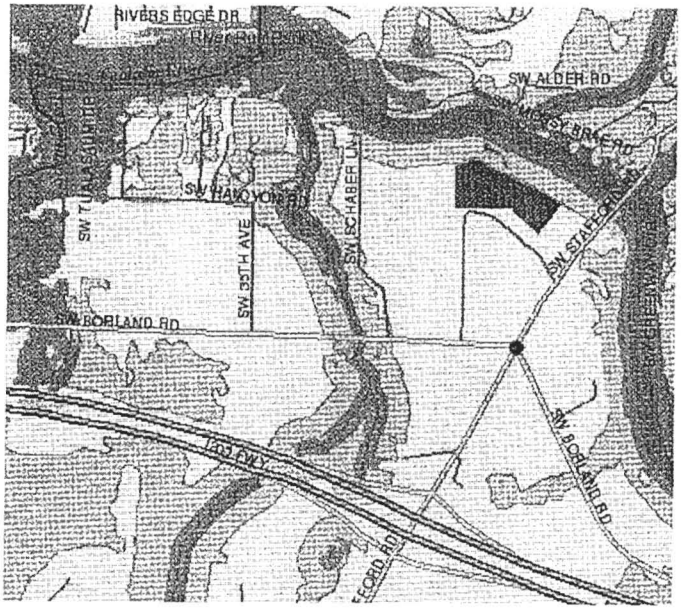
The staff memo from this work session lists the following reasons why the Council would oppose inclusion of the study area:

> *1) Negative unmitigated impacts on overall present-day livability of the residential neighborhoods to the west;*
> *2) Incompatibility with the existing land uses in the study area (churches, schools, temples);*
> *3) Negative impacts on the transportation system, specifically expansion of cut-through traffic;*
> *4) Addition is not compatible with the Community's Long Term Vision for Tualatin's Future;*
> *5) The topography and creeks preclude this area from being an effective industrial area;*
> *6) This area's distance from other industrial areas precludes it from being a realistic industrial area;*
> *7) Existing parcelization in this area is prohibitive to the large lot needs of industrial users;*
> *8) Negative effect on environmental resources in the area; and*
> *9) Tualatin is already providing sufficient industrial lands for the region's needs. Other areas in the region need to be part of the industrial lands solution.*

This laundry list of reasons to oppose urbanization (from the perspective of the jurisdiction that would provide urban services), further reinforces the case against this addition to the UGB.

7. Conflicts with COO Recommendation on Habitat Protection

This map, taken from Metro's own web site, shows substantial areas where development would be moderately or strictly limited under the COO's recommendation.



Given the inherent conflict between industrial development and a viable habitat for fish and wildlife, it seems unlikely that development could occur in this area without substantial negative impacts to those habitats. In a watershed that has already been as severely compromised as the Tualatin, it seems very ill advised to contemplate an action that would cause such negative impacts.

8. Industrial Lands Measure 26-29 Technical Report lists providing sanitary sewer to area "moderately difficult"

This area is moderately difficult to serve. Steep slopes increase the difficulty of serving this area. A number of pump stations and force mains may be required to cross the Tualatin River and I-205 to reach the treatment facilities. These improvements are needed to create additional capacity so that the existing system is not overwhelmed.

9. Industrial Lands Measure 26-29 Technical Report gives area a "difficult overall transportation rating"

Interstate 205 already exceeds capacity during peak travel times. Metro's own projections show that even if lanes are added, capacity will be quickly expanded again, without any UGB expansion in the area. This is the only transportation corridor that the proposed expansion could use for both freight and commuting.

One of the primary consequences of this congestion is diversion of traffic onto Stafford and Borland Roads. This congestion currently creates a wide range of substantial negative effects:

- Dangerous driving conditions. Stafford and Borland Roads are both winding, rural

two-lane roads. However, diverted commuters (already frustrated, perhaps, by the I-205 congestion they are trying to escape) routinely exceed the 45 mph speed limit by 10 mph or more. Traffic from connecting roads and numerous driveways is severely endangered by these speeds, and the excessive volume of this traffic during peak hours substantially impairs the ability of local traffic to safely get on or off of these roads.

- **Conflict with approved uses.** The diverse and widespread agricultural uses in the area (livestock, nursery stock, vineyard, Christmas tree, berry and other crops) are incompatible with the traffic densities and speeds on these roads. Slow-moving tractors routinely move up and down these roads, but because of diverted traffic they are unable to do so during many hours of the day. In addition, this traffic creates a very dangerous conflict with the rural residential character of this area—cars pulling in or out of driveways, children getting on or off a school bus, or even playing in their front yards are all becoming increasingly hazardous.
- **Through-traffic congestion for neighboring urban areas.** As anyone who has tried to get through West Linn's Willamette district during the evening rush hour knows, diverted traffic can completely paralyze this historic commercial district, sometimes backing up as far as the Tualatin River Bridge, and sometimes even as far as Turner Rd, a mile into unincorporated Clackamas County! Spend five minutes watch cars at the intersection of 10th Street and Willamette Falls Drive, and you will see that the vast majority of cars are headed either back to I-205 or down Willamette Falls Drive, where they can either go to Oregon City or get back on I-205 at the Highway 43 interchange. All of this non-local diverted traffic has a substantial negative impact on West Linn residents and businesses, both in restricting local mobility and in increased air pollution.

And yet, in spite of these unmitigated problems, the current recommendation imagines creating thousands of new jobs, virtually all of which would be filled by workers commuting by private automobile on these same already over-capacity corridors?

10. COO recommendation for area presumes future urbanization of entire Stafford Basin

The COO's recommendation for the Borland Road North area states:

> *... any urban services that are planned for this expansion area must take into account the future needs of the entire basin. This will allow for the future urbanization of the entire basin in an efficient and logical planned manner that will result in the desired urban form.*

Previous UGB expansion proposals have shown deep and widespread opposition to any urbanization of the Stafford Basin. This opposition comes from sectors which would be key to any successful urbanization—adjacent jurisdictions, a vast majority of local residents (both those within and outside of the current UGB), as well as regional environmental and land-use organizations. Despite (or perhaps because of?) this long-standing opposition, the recommendation uses the "opportunity" of the Industrial Lands expansion as a pretext to pave the way for an eventual action the region has repeatedly rejected. Broad constituencies in the region have made it clear that we do not want any portion of the Stafford Basin urbanized, no matter how "efficient and logical" that urbanization might be.

The staff recommendation then goes on to assert:

Interstate 205 and the Tualatin River buffer the expansion area from existing agricultural activities, thus urbanization would have little impact on adjacent agricultural activity.

As described above, the increase in truck and automobile traffic that any urbanization would bring cannot be handled by even an expanded I-205. Therefore, the increased auto and truck trips *would* in fact have a significant negative impact on adjacent agricultural activity.

11. Conflicts with 3 of 4 keys to maintaining a strong job base in the region listed in Industrial Lands Measure 26-29 Technical Report, Exhibit 6:

- *Maintain an adequate supply of quality industrial land located close-in to the central core rather than located at the edge of the region except in areas that have concentrations of industrial employers.*
- *Provide multiple modes of transportation to move products efficiently to maintain a competitive edge for the region.*
- *Cluster industry for supplier access, access to transportation improvements and taking advantage of the synergy of like firms located in key areas.*

This proposal clearly fails all of these three points. If Metro is sincerely interested in maintaining a strong base of family-wage jobs in the region, it will look to other areas, other types of industry, and more creative solutions to ensuring an adequate supply of employment-supporting land within the UGB.

95

From: 2040 System Accounts
To: mjrlaw222@aol.com
Date: 6/2/2004 3:51:23 PM
Subject: Re: "Wilsonville East/Frog Pond" - SAY NO TO INDUSTRIAL SITING

Dear Mike and Christine Reynolds, thank you very much for taking the time to send your comments to Metro. They have been sent to the Metro Council, will be entered into the record and considered by the Council during their decision making process. Thank you for contacting Metro.

Paulette Copperstone
Program Assistant 2
Regional Planning Division
503-797-1562
copperstonep@metro.dst.or.us
www.metro-region.org

>>> <mjrlaw222@aol.com> 5/31/2004 9:41:16 AM >>>
May 31, 2004

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

RE: "WILSONVILLE EAST/FROG POND" - DO NOT AUTHORIZE UNNECESSARY AND INAPPROPRIATE INDUSTRIAL SITES TO DESTROY FARMLAND AND HARM OUR RESIDENTIAL COMMUNITY

To President Bragdon and Council:

Our names are Mike and Christine Reynolds. We currently live at 8542 SW Jessica Street, Apartment 908 in Wilsonville. We are in the process of purchasing a new house in the Arbor Crossings neighborhood that is right next to the proposed industrial site. We urge you scrap the costly, complicated, destructive, and poorly conceived proposal for a new industrial site in Wilsonville, known as the "Wilsonville East/Frog Pond area," now and in the future.

The Regional Framework Plan emphasizes that urban design needs to be responsive to needs for privacy, community, sense of place, and personal safety. This area is primarily residential in nature, with a preschool, primary school, high school, and several churches, parks, and trails. On any given day, kids walk and ride bikes to school, families walk to church, people walk their dogs, parents push strollers, and kids play in yards, parks, and on sidewalks. The roaring presence, both day and night, of industrial trucking would clash with the residential uses in this area. The proposed industrial site is a direct threat to public safety and will result in more pollution (chemical, noise, and traffic).

Due to the existing residential uses and character, the "Wilsonville East/Frog Pond" area is not suitable for industrial development. The proposed industrial site has no buffer zone between industrial use and residential use. It should be obvious to regional planning authorities that you cannot and should not place industrial sites directly adjacent to existing residential areas.

We are strong supporters of land use planning that is balanced and makes sense. However, allowing a new industrial site on prime farmland and near a major residential area would destroy the fair and balanced approach that is intended by our land use planning system. Goal 14 of the State Land Use Planning Goals directs that agricultural land must be protected and lands in this area are primarily Class II soils, and are in exclusive farm use zones. Industrial use on farmland wastes valuable resources and is incompatible with other current uses.

Our Governor has stated that he wants us to find "shovel ready land" in Oregon for development. Wilsonville has already met this goal, with 35% of our land zoned for industrial use, which is the second highest percentage in the region. Wilsonville has over 542 acres of vacant industrial land within city limits and another 222 acres ready for industrial expansion next to the Coffee Creek Correctional Institution on non-agricultural lands. Furthermore, other cities are actively seeking this kind of expansion - Wilsonville is not!

I tried to think of a great analogy that illustrates why this proposal is such a horrible idea, but nothing I came up with tops the actual proposal: "Let's put an industrial site right next to a residential area." Please do not make that plan a reality.

Respectfully submitted,

/s/ Mike Reynolds /s/ Christine Reynolds

Mike Reynolds Christine Reynolds

cc:

Mayor Charlotte Lehan
City of Wilsonville
30000 SW Town Center Loop E.
Wilsonville, OR 97070

Carl Hosticka
Metro Councilor
600 NE Grand Ave.
Portland, OR 97232-2736

CC: Lydia Neill; Marilyn Matteson; Metro Council System Account

94

From: 2040 System Accounts
To: M Boehmer
Date: 6/2/2004 3:51:58 PM
Subject: Re: UGB Expansion for Industrial Jobs

Dear Mr. Boehmer, thank you very much for taking the time to send your comments to Metro. They have been sent to the Metro Council, will be entered into the record and considered by the Council during their decision making process. Thank you for contacting Metro.

Paulette Copperstone
Program Assistant 2
Regional Planning Division
503-797-1562
copperstonep@metro.dst.or.us
www.metro-region.org

>>> "M Boehmer" <mmboehmer@earthlink.net> 5/30/2004 2:47:05 PM >>>
Dear Sir or Madam:

I am writing you to express my concern over Metro's plan for expansion of the Urban Growth Boundary (UGB) for Industrial Jobs.

I live near one of the proposed expansion areas at West Union Road and Cornelius Pass Road. I recently moved to this neighborhood for its country feel and open spaces. The land that is under consideration is home to deer, foxes, coyotes and many species of birds. It is a natural habitat for waterfowl as well. Oregon has had a spirit of preservation and the UGB was one of the ways to insure that natural habitats and green spaces were maintained within the boundary. To bring farmland and natural areas into the UGB for use as industrial land does not keep up that spirit.

I am also opposed to this addition due to the lack of infrastructure surrounding this site. West Union Road, Cornelius Pass Road and the surround roads cannot accommodate the large volume of traffic that would be associated with the development and use of an industrial zone in the area. This would be detrimental to the surrounding neighborhoods and schools.

There is plenty of vacant commercial land that is within the UGB that could and should be used for any future industrial jobs. The Evergreen Parkway corridor form 185th to west of the Hillsboro airport has unused land and buildings that should be made available for industrial jobs. The SW Waterfront once used as industrial land should be re-used as industrial land. There is no need to convert this into residential/commercial/retail land. Both of these areas have much better infrastructure and do not damage precious natural habitat and green space.

Metro needs to reveiw why the UGB needs to expand when the expansion adversely effects natural habitat and the infrastructure does not exist to support the propsoed development. I urge you to re-look at this area of possible expansion.

Sincerely,

Mark Boehmer

Mark Boehmer
5745 NW 203rd Place
Portland, OR 97229

95

From: "COSNETT,JAY (HP-Vancouver,ex1)" <jay.cosnett@hp.com>
To: "'hostickac@metro.dst.or.us'" <hostickac@metro.dst.or.us>, "'newmanb@metro.dst.or.us'" <newmanb@metro.dst.or.us>, "'mail'" <2040@metro.dst.or.us>, "'bragdond@metro.dst.or.us'" <bragdond@metro.dst.or.us>, "'monroer@metro.dst.or.us'" <monroer@metro.dst.or.us>, "'burkholderr@metro.dst.or.us'" <burkholderr@metro.dst.or.us>, "'mclains@metro.dst.or.us'" <mclains@metro.dst.or.us>, "'parkr@metro.dst.or.us'" <parkr@metro.dst.or.us>, "'metrocouncil@metro-region.org'" <metrocouncil@metro-region.org>
Date: Thu, Jun 3, 2004 11:48 AM
Subject: UGB industrial lands expansion--MPAC and other amendments to Meas ure 26-29

Metro Council President and members of Council,

Following up on my written and in-person testimony last week, I would like to provide some quick input to you as you consider various amendments to the UGB Industrial Lands expansion:

* I agree with the MPAC recommendation to exclude North Borland, Tualatin and Wilsonville East from this expansion.

* I urge the council to also consider removing the Helvetia study area, based many of the same reasons (impact on adjacent communities and agriculture, need for urban/rural buffers, regional historic significance, etc.), and also based on the compelling testimony presented at last week's public hearing. Additional acreage could be made up by expanding the Evergreen area north, which I believe has the support of the City of Hillsboro, unlike the Helvetia area.

JUN - 3 2004

* The fact that the COO did not take into account currently vacant industrial parcels is astounding to me. If this is because of a requirement built into state law, then Metro needs to challenge that law (in court if necessary), since it will only add to excess urbanization and discourage redevelopment within the current UGB. If this is not a function of state law, then the council needs to change the direction it gives to Metro staff, and no expansion should be undertaken until an adequate understanding of current industrial vacancies can be acquired. Redeveloping existing industrial areas is key to making future industrial employment opportunities work as an asset to the entire community.

* Please try and give as much weight to citizens in the community who live in and around these areas as you do to the lobbyists from the industrial and development communities. We should not join California and Washington in a race to the bottom in an attempt to attract industrial jobs at any cost. We should look for partners in industry who are willing to work *with* us to create jobs that enhance, not impair, our quality of life. Enlightened business leaders know that the best employees are a company's greatest competitive asset (not how close they are to I-5), and that great employees want a great place to live. Quality of life is not a "nice-to-have" only for times of prosperity; it is one of regional economy's strongest assets and an essential cornerstone of a sustainable economic recovery.

* In general, as you juggle all of the various interests and all of the proposed amendments, please try to keep in mind the following principles that have guided the intelligent management of growth that has made our region a model second to none:

* Employment sites should be easily served by multiple transportation methods. Rail transit does not get stuck in traffic like buses do, so sites which can be connected by light rail or street car should be preferred.

* Industrial sites should be easily served by multiple (freight) transportation methods. During peak times, thousands of trucks are stuck in traffic; if even a small percentage of those trailers were transported by rail, shipping times and costs would decrease as would highway congestion. Consider subsidies to redevelop industrial sites with rail access for the benefits this would provide over a truck-only site. Also use our sea and air transportation assets to their fullest. The regional rail network could also be subsidized to spur economic growth--look no farther than the Port of Tillamook Bay for one of many success stories.

* Support of adjacent communities and jurisdictions is essential to successful development. Metro must partner with local jurisdictions; if Metro is only the messenger for the "bad news" of state law, Metro should join existing efforts by other jurisdictions to change state law.

* Some areas (Helvetia, Stafford, etc.) seem to go through this process over and over. Why not embark on a effort to designate and develop long-term plans for Regionally Significant Rural Areas? Areas like Stafford, Frog Pond and Helvetia are incredibly rich in historical, cultural, agricultural, open space, watershed and habitat resources. Let us decide, as a region, with extensive participation of local communities and jurisdictions, that certain areas are to be preserved and enhanced for what they are today, so that future generations can enjoy all of these benefits without having to fight never-ending battles to stave off development. So-called "exception lands" are not necessarily "under utilized"; many of the benefits they offer are unique and greatly enhance the quality of life (for local residents and non-residents alike) in the region. The stability of knowing that certain areas would be permanently taken out of consideration for urban development would reduce speculation and inefficient and incompatible development patterns, enhancing further all that these areas have to offer.

Thank you for this opportunity to provide my input. I hope to attend next week's public hearing and provide my input on whatever specific amendments the council is considering at that time.

Jay Cosnett
1246 SW Borland Road
West Linn, Oregon 97068
503-638-9923

jay.cosnett@verizon.net <mailto:jay.cosnett@verizon.net>
jay.cosnett@hp.com <mailto:jay.cosnett@hp.com>

CC: "'jay.cosnett@verizon.net'" <jay.cosnett@verizon.net>, "'j.things@verizon.net'" <j.things@verizon.net>, "'CCouncil@ci.west-linn.or.us'" <CCouncil@ci.west-linn.or.us>, "'mayor@ci.oswego.or.us'" <mayor@ci.oswego.or.us>, "'lou.ogden@juno.com'" <lou.ogden@juno.com>

060304c-05

106

From: "Chris Wiley" <wileyc@sherwood.or.us>
To: <metrocouncil@metro-region.org>
Date: Thu, Jun 3, 2004 1:54 PM
Subject: Msg for Council from Mayor Mark Cottle, City of Sherwood

Dear Chair Bragdon and Councilors:

I support the concept of granting to local jurisdictions control over UGB expansions. However, I understand that this is a difficult delemia, while METRO hasn't always done what Sherwood has requested in regards to UGB expansion, METRO has been respectful of our desires and has worked with us in mitigating the impact of the expansion on Sherwood and Sherwood appriciates that fact.

I understand the delemia METRO faces, one month or one year a City wants additional land, in this case industrial land, and the next month or year it doesn't. With transportation issues luming ahead, industrial needs pressing forward and a faster growth than expected in the area, it would be seemingly impossible for METRO to do what each City wants.

I would hope that METRO would take into account the following when expanding the UGB:

1. The historic desires of the affected jurisdications;

2. The industrial needs or residential needs of not only the region but the affected jurisdications; 3. The transportion corridors affected by the growth.

In addition, any land brought in should have reasonable conditions imposed upon them that address the above three issues, including planned transportions corridors, buffer zones or transitional zoning areas. One worry is that new industrial land would abut single family homes. There needs to be an allowance for transitional zoning.

Thank you for allowing me to express myself at this late hour.

C.L. "Chris" Wiley

Asst City Mgr/City Recorder

City of Sherwood

20 NW Washington St

Sherwood OR 97140-8032

Office # 503-625-4246

Fax # 503-625-4254

108

From: "Katz, Vera" <vkatz@ci.portland.or.us>
To: "'billingtonc@metro.dst.or.us'" <billingtonc@metro.dst.or.us>
Date: 6/3/2004 1:30:08 PM
Subject: URGENT: Letter for President Bragdon and Metro Councilors

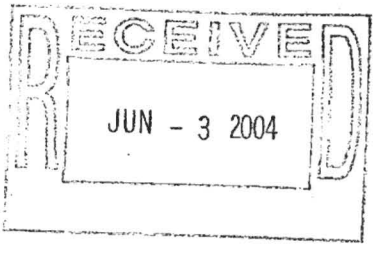
June 3, 2004

Dear David and Members of Metro Council:

I am writing concerning your upcoming hearing on Title 4. As you know, the City of Portland has participated in discussions at MTAC and MPAC concerning both Code Language and mapping of industrial areas. The City worked many months with its stakeholders to designate over 94% of the City's industrial sanctuary lands as Regionally Significant Industrial Areas (RSIAs). Near the end of these discussions, an issue arose concerning siting of both medical and dental office buildings and hospitals, for which there has been little time for study and deliberation. I would like to make clear the City of Portland's position concerning both medical and dental office buildings and hospitals. Our experience is that these facilities can and should be located in 2040 centers, main streets, and corridors. Such facilities generate a high volume of client and customer traffic. Located outside of centers, such facilities may consume both large amounts of land and generate large volumes of auto traffic.

As you know, the City of Portland has a long history of industrial sanctuary policies that encourage the retention of industrial lands and key industrial employers and restrict incompatible uses. We believe these policies are consistent with the intent of Title 4. As a result, we reached the conclusion that allowing for the siting of these facilities in the RSIAs and regional employment areas would be inappropriate. We do support examining the specific needs of such facilities as part of the GMELS.

Thank you for your consideration.



Best regards,

Vera Katz
Mayor

CC: "'bardes@metro.dst.or.us'" <bardes@metro.dst.or.us>

114

From: 2040 System Accounts
To: Jane Morrill
Date: 6/7/2004 12:15:29 PM
Subject: Re: Tualatin industrial land

Dear Ms. Morrill, please check Metro's interactive map link @ http://www.metro-region.org/article.cfm?articleid=7999 and that will show you the current status of your property. The Metro Council removed lands around Tualatin from consideration last Thursday. See Metro's website for information on that change also. Thank you for contacting Metro.

Sincerely,

Paulette Copperstone
Program Assistant 2
Regional Planning Division
503-797-1562
copperstonep@metro.dst.or.us
www.metro-region.org

>>> Jane Morrill <jnmorrill@yahoo.com> 6/7/2004 11:54:59 AM >>>

Dear Sirs:
I oppose adding industrial land adjacent to our homes at the south end of Tualatin. Please listen to the people.
Jane Morrill

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CC: Lydia Neill; Marilyn Matteson; Metro Council System Account

115

From: 2040 System Accounts
To: wsenders@centurytel.net
Date: 6/7/2004 12:20:30 PM
Subject: Re: land expansion

Dear Mr. Senders, please check Metro's interactive map @ http://www.metro-region.org/article.cfm?articleid=7999. The Metro Council made changes to the industrial lands recommendation last Thursday and this may have affected your property/area in question. There is a news release and other descriptive details on the website also. Thank you for contacting Metro.

Sincerely,

Paulette Copperstone
Program Assistant 2
Regional Planning Division
503-797-1562
copperstonep@metro.dst.or.us
www.metro-region.org

>>> <wsenders@centurytel.net> 6/7/2004 11:19:30 AM >>>

Listen to our neighbors in Tualatin. They do not want commercial/industrial development south on Boones Ferry Road. They already have plenty on the Tualatin Sherwood road. The traffic load for this was poorly planed creating many traffic jams. Do not give them more troubles!

Sincerely, Will Senders, Wilsonville

CC: Lydia Neill; Marilyn Matteson; Metro Council System Account

116

From: 2040 System Accounts
To: Derek A. Ebel
Date: 6/7/2004 12:23:32 PM
Subject: Re: Whom to share my thoughts with on the UGB

Dear Mr. Ebel, I think your Metro Councilor is Carl Hosticka, District 3. His phone number is 503-797-1549 and e-mail address is hostickac@metro.dst.or.us

Thank you for contacting Metro.

Sincerely,

Paulette Copperstone
Program Assistant 2
Regional Planning Division
503-797-1562
copperstonep@metro.dst.or.us
www.metro-region.org

>>> "Derek A. Ebel" <ebeld@comcast.net> 6/6/2004 8:19:28 PM >>>

I am a current resident of Washington county and would like to speak with someone at Metro about my displeasure with the current UGB 2040 plan. What Metro has put in place to increase the densities is a disgrace and detriment to our lifestyle for current and future generations to come!!!! Could you please forward the contact information of the person within metro that would represent my district or area.

I live in Portland, OR 97229.

Thank You,

Derek A. Ebel
ebeld@comcast.net

CC: Lydia Neill; Marilyn Matteson; Metro Council System Account

117

From: 2040 System Accounts
To: Susan Hanson
Date: 6/7/2004 1:08:20 PM
Subject: Re: Pending Growth Boundary / Industrial Land Expansion

Dear Ms. Hanson, please check Metro's interactive map @ http://www.metro-region.org/article.cfm?articleid=7999. The Metro Council made changes to the industrial lands recommendation last Thursday and this may have affected your property/area in question. They removed all areas surrounding Tualatin. There is a news release and other descriptive details on the website also. Thank you for contacting Metro.

Sincerely,

Paulette Copperstone
Program Assistant 2
Regional Planning Division
503-797-1562
copperstonep@metro.dst.or.us
www.metro-region.org

>>> "Hanson, Susan" <Susan.Hanson@nike.com> 6/7/2004 12:29:23 PM >>>

To Metro Planning Council:

I recently purchased a new home in Tualatin on SW 105th Ave. My new home is approximately 100 yards from Helenius Road. I am very concerned that after much community feedback and involvement that Metro has decided to go ahead and incorporate 646 acres of industrial land in south Tualatin in the growth boundary expansion plans. My understanding is that this newly zoned land will begin at Helenius Road.

My home and the neighboring homes in the subdivision above mine, which border Helenius Road, are valued between $300,000 and $450,000. This proposed zoning change will have a negative impact on all our property values which will equate to lower tax base for the City of Tualatin and our local schools.

I do not understand why you are not looking at the proposed option of starting the industrial zone at Tonquin Road. This option would still allow the Metro group to realize additional industrial land in the growth district, and yet provide a buffer to the new housing developments that have just gone into this area.

I am greatly concerned about the increase in traffic this zoning change could have on Grahams Ferry Road, potential noise and pollution this could have on my neighborhood, and the negative impact to the general quality of life we enjoy in Tualatin.

Your next hearing on this matter is not at a time I can attend since I work full time to enable me to live in my newly purchased home! If I were able to attend, you can believe I would be there, standing with my neighbors and friends to try and convince you to look at the Tonquin Road option. I believe that it would be the best win-win solution to this issue.

Regards,

Susan Hanson
22759 SW 105th Ave.
Tualatin, OR

118

From: 2040 System Accounts
To: meredith willcox
Date: 6/7/2004 1:19:17 PM
Subject: Re: Urban Growth Boundary/West Union-Cornelius Pass Area

Dear Meredith Willcox, thank you very much for taking the time to send your comments to Metro. They have been sent to the Metro Council, will be entered into the record and considered by the Council during their decision making process. Thank you for contacting Metro.

Paulette Copperstone
Program Assistant 2
Regional Planning Division
503-797-1562
copperstonep@metro.dst.or.us
www.metro-region.org

>>> meredith willcox <meredithwillcox@yahoo.com> 6/5/2004 8:36:37 PM >>>
June 5th, 2004 Metro Council Members: I am writing today to voice my concern about the expansion of the Urban Growth Boundary near West Union Road and Cornelius Pass Road. This land is one of the many areas in the Portland Metro Region you are suggesting be zoned for Industrial Development. Recently, I moved into a new home on 203rd Place, just off of West Union Road. One of the reasons we chose this house is the beautiful view of farmland and the rolling green hills just on the other side of West Union. What a pleasure to live so close to urban conveniences but enjoy the country atmosphere I had grown up with in Eastern Washington. You can imagine my disappointment when I heard this beautiful land has been chosen as one of the proposed sites for industrial development. I truly believe this to be a mistake for the following reasons:To take productive farmland and turn it into an industrial development full of concrete, metal, and asphalt is such a contradiction to the strict environmental principles the State of Oregon lives by. West Union Road cannot support the increased traffic an industrial development would create. It is only a two-lane road, with no real shoulders to speak of, used by automobiles and bicycles every day. I, like so many other drivers, take West Union to and from work to avoid the Highway 26 traffic. With the added automobiles using this road, it would only create more congestion and increaser the number of accidents. There are too many empty industrial parks less than one mile away from this proposed site. When you drive thru Hillsboro you see industrial park after industrial park with Space Available signs in front of them. On Evergreen, west of Cornelius Pass there is a series of buildings completely empty. All these sites are within the city limits of Hillsboro. It does not make any sense to me to expand further into an unincorporated area when there is plenty of industrial land available inside the Urban Growth Boundary. I hope the Metro Council thoroughly evaluates the reasons for choosing this land for industrial zoning and determines it unsuitable. Please do the right thing and keep our community the way we like it, green and peaceful. Sincerely, Meredith Willcox5649 NW 203rd PLPortland, OR 97229503-466-9342

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CC: Lydia Neill; Marilyn Matteson; Metro Council System Account

119

From: 2040 System Accounts
To: nicole rubel
Date: 6/7/2004 1:20:47 PM
Subject: Re:

Dear Mr. Langsen, thank you very much for taking the time to send your comments to Metro. They have been sent to the Metro Council, will be entered into the record and considered by the Council during their decision making process. Thank you for contacting Metro.

Paulette Copperstone
Program Assistant 2
Regional Planning Division
503-797-1562
copperstonep@metro.dst.or.us
www.metro-region.org

>>> "nicole rubel" <nicole@nicolerubel.com> 6/4/2004 9:32:29 AM >>>
Dear Sirs and Madams,

First of all thank-you for not expanding the urban/industrial growth boundary south of Wilsonville. In the June 4th "Oregonian" article I really resented the negative reference to "hobby farms." Our farm in Aurora is surrounded by several small farms. It is true that those who own these smaller tracts can not make a living off of them. Its hard to make a living off of large farms. However, these small tracts preserve the land. Keep in mind that small tracts also support other businesses. For example agricultural equipment, fertilizer companies, landscape products, general labor, seed companies, tree farms, barn builders, irrigation companies, feed stores, etc. Is a better alternative to have a zero lot line housing development, chain stores, or big box retail? I have seen several of these small tract farms gradually become more economically productive. The mind set of larger tracts of land are only worthy if they produce an income sickens me. Is it not of value to just have beautiful uncontaminated land which is becoming scarce? A very common pattern has been that when couples turn to retirement, many create specialized nurseries, organic vegetables and fruits selling at farmers markets and to restaurants, organic beef, chickens and lamb products etc. These small tracts tend to be good stewards of the land. You talk of developing industry. Do not forget Oregon's past. Many of our successful ag businesses have begun from small family farms and ranches. Do not lose sight of the treasures we have in the Valley. Oregon is one of the last areas in the world with this level of beauty.

Richard Langsen
14720 Albers Way NE
Aurora, OR 97002

CC: Lydia Neill; Marilyn Matteson; Metro Council System Account

120

From: 2040 System Accounts
To: AY (HP-Vancouver,ex1) COSNETT
Date: 6/7/2004 1:33:22 PM
Subject: Re: UGB industrial lands expansion--MPAC and other amendments to Meas ure 26-29

Dear Mr. Cosnett, thank you very much for taking the time to send your comments to Metro. They have been sent to the Metro Council, will be entered into the record and considered by the Council during their decision making process. Thank you for contacting Metro.

Paulette Copperstone
Program Assistant 2
Regional Planning Division
503-797-1562
copperstonep@metro.dst.or.us
www.metro-region.org

>>> "COSNETT,JAY (HP-Vancouver,ex1)" <jay.cosnett@hp.com> 6/3/2004 11:47:41 AM >>>

Metro Council President and members of Council,

Following up on my written and in-person testimony last week, I would like to provide some quick input to you as you consider various amendments to the UGB Industrial Lands expansion:
I agree with the MPAC recommendation to exclude North Borland, Tualatin and Wilsonville East from this expansion.
I urge the council to also consider removing the Helvetia study area, based many of the same reasons (impact on adjacent communities and agriculture, need for urban/rural buffers, regional historic significance, etc.), and also based on the compelling testimony presented at last week's public hearing. Additional acreage could be made up by expanding the Evergreen area north, which I believe has the support of the City of Hillsboro, unlike the Helvetia area.
The fact that the COO did not take into account currently vacant industrial parcels is astounding to me. If this is because of a requirement built into state law, then Metro needs to challenge that law (in court if necessary), since it will only add to excess urbanization and discourage redevelopment within the current UGB. If this is not a function of state law, then the council needs to change the direction it gives to Metro staff, and no expansion should be undertaken until an adequate understanding of current industrial vacancies can be acquired. Redeveloping existing industrial areas is key to making future industrial employment opportunities work as an asset to the entire community.
Please try and give as much weight to citizens in the community who live in and around these areas as you do to the lobbyists from the industrial and development communities. We should not join California and Washington in a race to the bottom in an attempt to attract industrial jobs at any cost. We should look for partners in industry who are willing to work *with* us to create jobs that enhance, not impair, our quality of life. Enlightened business leaders know that the best employees are a company's greatest competitive asset (not how close they are to I-5), and that great employees want a great place to live. Quality of life is not a "nice-to-have" only for times of prosperity; it is one of regional economy's strongest assets and an essential cornerstone of a sustainable economic recovery.
In general, as you juggle all of the various interests and all of the proposed amendments, please try to keep in mind the following principles that have guided the intelligent management of growth that has made our region a model second to none:
Employment sites should be easily served by multiple transportation methods. Rail transit does not get stuck in traffic like buses do, so sites which can be connected by light rail or street car should be preferred.
Industrial sites should be easily served by multiple (freight) transportation methods. During peak times, thousands of trucks are stuck in traffic; if even a small percentage of those trailers were transported by rail, shipping times and costs would decrease as would highway congestion. Consider subsidies to redevelop industrial sites with rail access for the benefits this would provide over a truck-only site. Also

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From: 2040 System Accounts
To: Tom Gillihan
Date: 6/7/2004 1:42:01 PM
Subject: Re: South Tualatin Study Area

Dear Mr. Gillihan, thank you very much for taking the time to send your comments to Metro. They have been sent to the Metro Council, will be entered into the record and considered by the Council during their decision making process. Thank you for contacting Metro.

Paulette Copperstone
Program Assistant 2
Regional Planning Division
503-797-1562
copperstonep@metro.dst.or.us
www.metro-region.org

>>> "Tom Gillihan" <gillihan@sterling.net> 6/1/2004 2:26:21 PM >>>
Dear Sirs;

Just quick note to go on record in opposition to the South Tualatin Study Area being added to the UGB as industrial property.

On May 25th, MPAC (Metro Policy Advisory Council) unanimously voted to oppose including the area south of Victoria Woods as property to be zoned industrial. I am in agreement with MPAC and would hate to see that area zoned industrial, having it so close to a high-end residential area.

Tom Gillihan
(503) 968-8908 x222
Sterling Internet Solutions, Inc.
no porn. no spam. no problem.
www.sterling.net

CC: Lydia Neill; Marilyn Matteson; Metro Council System Account

122

From: "Steve Zandhuisen" <zaneun@hotmail.com>
To: <metrocouncil@metro-region.org>
Date: Fri, Jun 4, 2004 11:38 PM
Subject: Wilsonville Industrial Zone change at Frog Pond

David Bragdon:
Brian Newman:
Rod Park:
Carl Hostica:
Susan McLain:
Rex Burkholder:
Rod Monroe:

Commissioners:

I am Steve Zandhuisen. My wife Eunice and I are in favor of the industrial zone change in the Frog Pond area of Wilsonville.
We don't want to be annexed to the City of Wilsonville. We want Clackamas County to take the Frog Pond area into the existing Clackamas County industrial lands inventory. We want to deal with a business friendly governmental entity. Clackamas County wants more industrial land.

Thank you for your attention to this matter.

Sincerely.

Eunice and Steve Zandhuisen, 5911 SW Briar Patch Lane, Wilsonville, OR 97070

125

From: "Anita Derry" <derrya@ohsu.edu>
To: <metrocouncil@metro-region.org>
Date: Sun, Jun 6, 2004 2:22 PM
Subject: Urban Growth Boundry expansion for industrial development in the Stafford Basin

Dear President Bragdon, D.President Newman, Councilors Park, Hosticka, McLain, Burkholder, Monroe:

As a resident of the Stafford Basin for the last 17 years, I would like to express my deep concern regarding inclusion of this area for industrial expansion. Having served on the Mossy Brae Water District for four years, , I am most concerned about any development which would impact available water stores for current residential use.

Another concern is the addition of industriy in a primarily farming/residential area would have a negative impact by radically changing the character that defines this area and has lead so many of us to live here (I base this on conversations from many people who live in my neighborhood (i.e. Mossey Brae).

Also, the green space that exists in this area is a contribution to the air quality of the metro region, which I believe, we would all agree has generally been on the decline the last dedade plus.

Though I realize that providing for industial expansion is important, it seems to me the wisest use of land is to use that which has already been developed for this (i.e. vacated industry), or areas that already are industrial in nature.

I have seen the incredible increase in traffic in this area the last 5 years (living right off of Stafford Road less than a mile from the 205 freeway) and would hope that you would also take this into consideration as you make these difficult decisions.

Thankyou for reading this,

Sincerely,
Anita K. Derry
2195 SW Pattulo Way,
West Linn, OR 97068
503-638-8950

124

From: "Linda Lane" <thelanegang.or@verizon.net>
To: <metrocouncil@metro-region.org>, <monroer@metro.dst.or.us>, <burkholderr@metro.dst.or.us>, <mclains@metro.dst.or.us>, <hostickac@metro.dst.or.us>, <newmanb@metro.dst.or.us>, <parkr@metro.dst.or.us>, <bragdond@metro.dst.or.us>
Date: Mon, Jun 7, 2004 1:11 AM
Subject: Wilsonville and Metro: At the Crossroads

I watch as a citizen and not a politician. I read and I listen to the arguments against industrialization in NE Wilsonville and Tualatin. I witness the effort spent by so many of our neighbors against the impending blight of our community. We apparently are just citizens with a collective voice opposed to the industrialization of NE Wilsonville. We apparently are a voice without a vote. But what occurred last week when the Metro Council ignored the vote of the Metropolitan Policy Advisory Committee was incomprehensible. MPAC voted unanimously to NOT INCLUDE the areas of Borland, Tualatin and NE Wilsonville (Frog Pond). Metro Council without acknowledging the MPAC proposal voted to include these areas in the UGB.
What seems to be occurring before our eyes as local citizens is the absence of power of local government and the unstoppable unilateral power of the Metro Council.

It's chilling to watch citizens and local government come together against an agency (Metro) bent on industrialization at any cost. My friends will forgive my lean to hyperbole but this weekend I was struck with the feeling that Frog Pond is our Omaha Beach. Frog Pond appears to be the battle ground over the quality of life in Oregon vs. greedy land speculation. Frog Pond appears to be the line in the sand between Exclusive Farm Use (EFU) and blight brought on by hypocritical members who speak green and vote toxic.

Members of the Metro Council, there is still time for reconsideration. Please review the attached pictures of NE Wilsonville and consider the technical issues these photos illustrate:

1. Elligsen road cannot handle truck traffic (see photo of Elligsen rd across from Canyon Apartments) There is no room for expansion.
2. Frog Pond at the north boundary has more than 10% slope (see photo taken from 65th st looking west).
3. Frog Pond has a creek running through the lowlands and is a wetlands issue (same photo).

NE Wilsonville is a beautiful area of rolling hills and prairies and is completely inappropriate for industrialization. The time is now to remove this area from the study. Please be remembered as visionary trustees of Oregon and not as the enemy of the people on "D" day.

Thank you,

Phil Lane
Member of the Knollwood Homeowners Association
Frog Pond "Ground Zero"

CC: "Mike Walter" <Wally99@aol.com>, "Merle Greenstein" <merlenasi@yahoo.com>, "Richard Lamb" <richard.lamb@gemstone.com>, "Margaret Bollet" <BolletM@wlwv.k12.or.us>, "Heidi Juza" <hjuza@bevtech.com>, "Kristina and Gary Traffas" <gktraffas@comcast.net>, "Greg Leo" <greg@theleocompany.com>, <charbs51@verizon.net>, <lou.ogden@juno.com>, <rickbella@news.oregonian.com>

135

From: "Hanson, Susan" <Susan.Hanson@nike.com>
To: "2040 System Accounts" <2040@metro.dst.or.us>, <Susan.Hanson@nike.com>
Date: 6/7/2004 2:53:11 PM
Subject: RE: Pending Growth Boundary / Industrial Land Expansion

Dear Paulette,

Thank you for your quick response. I utilized the link you provided and checked Metro's interactive map. It is showing that the area South of Tualatin, specifically bordering Helenis Road is still part of the Chief Operating Offices recommendation for industrial land. I also searched for a news release and discovered one dated June 3rd, 2004. It also contains a map that looks as though the proposed land South of Tualatin starting at Helenis Road is still part of the growth plan.

So, I guess I want to officially state my concern that this expansion is going to butt up to a brand new residential area with homes valued between 300K - 450K. Again, may I suggest that Metro create a buffer around this new development and start the zoning change at Tonquin Road.

Please consider this communication in your meetings on Thursday, June 10th. Please realize I would attend if I could, and would stand with my neighbors to communicate my concern and strongest wish that a compromise can be reached on this issue.

Regards,

Susan Hanson

-----Original Message-----
From: 2040 System Accounts [mailto:2040@metro.dst.or.us]
Sent: Monday, June 07, 2004 1:08 PM
To: Susan.Hanson@nike.com
Cc: Marilyn Matteson; Metro Council System Account; Lydia Neill
Subject: Re: Pending Growth Boundary / Industrial Land Expansion

Dear Ms. Hanson, please check Metro's interactive map @ http://www.metro-region.org/article.cfm?articleid=7999. The Metro Council made changes to the industrial lands recommendation last Thursday and this may have affected your property/area in question. They removed all areas surrounding Tualatin. There is a news release and other descriptive details on the website also. Thank you for contacting Metro.

Sincerely,

Paulette Copperstone
Program Assistant 2
Regional Planning Division
503-797-1562
copperstonep@metro.dst.or.us
www.metro-region.org

>>> "Hanson, Susan" <Susan.Hanson@nike.com> 6/7/2004 12:29:23 PM >>>

To Metro Planning Council:

162

From: 2040 System Accounts
To: Anne Wagner
Date: 6/8/2004 11:07:32 AM
Subject: Re: UGB Proposals

Dear Ms. Wagner, thank you very much for taking the time to send your comments to Metro. They have been sent to the Metro Council, will be entered into the record and considered by the Council during their decision making process. Thank you for contacting Metro.

Paulette Copperstone
Program Assistant 2
Regional Planning Division
503-797-1562
copperstonep@metro.dst.or.us
www.metro-region.org

>>> "Anne Wagner" <awagner55@earthlink.net> 6/7/2004 9:11:28 PM >>>

Dear Metro,

I fully support the Tualatin City Council position on the following Metro UGB expansion options:
* Oppose inclusion of the area south of Tualatin.
* Oppose inclusion of the Borland Road North area, east of Tualatin.
* Oppose inclusion of the Norwood/Stafford area, southeast of Tualatin.
* Advocate for the inclusion of the Quarry area, southwest of Tualatin with conditions.

The roads in these areas can not support the proposed expansion, and buffers are needed between existing schools and residential areas. I urge your consideration of local opinions in your final decision on June 24, 2004.

Anne Wagner
6630 SW Lombard Avenue
Beaverton, OR 97008

CC: Lydia Neill; Marilyn Matteson; Metro Council System Account

163

From: 2040 System Accounts
To: Emilie Kroen
Date: 6/8/2004 11:08:11 AM
Subject: Re: METRO Urban growth boundary expansion

Dear Ms. Kroen, thank you very much for taking the time to send your comments to Metro. They have been sent to the Metro Council, will be entered into the record and considered by the Council during their decision making process. Thank you for contacting Metro.

Paulette Copperstone
Program Assistant 2
Regional Planning Division
503-797-1562
copperstonep@metro.dst.or.us
www.metro-region.org

>>> Emilie Kroen <ekroen@yahoo.com> 6/7/2004 5:55:36 PM >>>

Dear METRO,
I am a Tualatin resident. I fully support the Tualatin City Council's position on the proposed UGB. Tualatin has more than it's fair share of industrial land, we have purposefully developed a balanced city. It is not appropriate for additional industrial land to be zoned to our south or east. The roads and neighborhoods are not compatible with industrial traffic and activities. The City Council has graciously offered the Tigard Quarry area, which is adjacent to other industrial property.

Please do the right thing and modify the UGB expansion to align with the City of Tualatin's proposal.

Thank You!
Emilie

Emilie Kroen, Tualatin, Oregon
ekroen@yahoo.com

"What lies behind us and what lies before us
are small matters compared to what lies within us."
-Ralph Waldo Emerson

Do You Yahoo!?
Tired of spam? Yahoo! Mail has the best spam protection around
http://mail.yahoo.com

CC: Lydia Neill; Marilyn Matteson; Metro Council System Account

164

June 6, 2004

Dear Metro Members,

I am extremely disappointed to learn about your decision to keep the major portion of future industrial development in Tualatin. I can not believe that you would ask a community that already has 40% of its land zoned to industry to take on even more.

We have lived in Tualatin for 9 years and we have loved it. The people here have worked hard to build a strong community with outstanding schools and safe, beautiful neighborhoods. But we are at our breaking point when it comes to industry. We already sit behind numerous trucks at every traffic light in Tualatin.

If you bring in more industry, the quality of life will decline here. We live in a development close to the proposed south Tualatin addition. Right now, my son rides his bike to Helenius Road and feeds the horses. If your proposal goes through, he will have to dodge semi-trucks on his bike ride. The homes in this neighborhood are expensive, but their value will decline. No one is going to pay that kind of money to stare at industry from their backyard. They will go elsewhere, perhaps to a city where industrial zoning is only 12% of its land area.

What about the Tualatin City Councils opinion. Does it mean nothing in your decision making process? You may not be required by law to respect a cities request, but it seems that a reasonable metro committee should weigh heavily the concerns of the city council. After all, they are the ones left picking up the pieces of the traffic mess that you will have created.

What upsets me the most about this situation is my complete loss of faith in the democratic process. There are mothers in our neighborhood who dragged their small children around while they collected 1,000 signatures against this expansion. They came to your hearings and had people speak on our behalf. They had meetings with our metro representative. All these efforts only to have all of our words fall on deaf ears. You asked us to come and give you our opinion. Now I have to stop and wonder why.

I am saddest about the message that this whole process has sent to my kids. I was hoping they would see that if you come together with others, work hard, and voice your opinion that you can make a difference in your future. Instead, they are seeing that a small group of politicians with a tremendous amount of power to impact our lives, appeared to listen to us, but in the end followed their own agenda. Apparently, the Industrial Developers have a much greater influence on your decision making than the residents of Tualatin do.

Please prove me wrong! Help show my children that the elected officials that we put in office do care about the well being of the citizens who put them there.

Sincerely,

Kathy Scherer

A very unhappy resident of Tualatin

165

From: 2040 System Accounts
To: Susan Hanson
Date: 6/8/2004 11:12:04 AM
Subject: RE: Pending Growth Boundary / Industrial Land Expansion

Dear Ms. Hanson, you are very welcome. Your comments are being sent to the Metro Council for their consideration and please keep checking the website and staying current via the paper. You are welcome to call here if you have any questions or want anything at all. Thank you for contacting Metro.

Sincerely,

Paulette Copperstone
Program Assistant 2
Regional Planning Division
503-797-1562
copperstonep@metro.dst.or.us
www.metro-region.org

>>> "Hanson, Susan" <Susan.Hanson@nike.com> 6/7/2004 2:52:34 PM >>>

Dear Paulette,

Thank you for your quick response. I utilized the link you provided and checked Metro's interactive map. It is showing that the area South of Tualatin, specifically bordering Helenis Road is still part of the Chief Operating Offices recommendation for industrial land. I also searched for a news release and discovered one dated June 3rd, 2004. It also contains a map that looks as though the proposed land South of Tualatin starting at Helenis Road is still part of the growth plan.

So, I guess I want to officially state my concern that this expansion is going to butt up to a brand new residential area with homes valued between 300K - 450K. Again, may I suggest that Metro create a buffer around this new development and start the zoning change at Tonquin Road.

Please consider this communication in your meetings on Thursday, June 10th. Please realize I would attend if I could, and would stand with my neighbors to communicate my concern and strongest wish that a compromise can be reached on this issue.

Regards,

Susan Hanson

-----Original Message-----
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Sent: Monday, June 07, 2004 1:08 PM
To: Susan.Hanson@nike.com
Cc: Marilyn Matteson; Metro Council System Account; Lydia Neill
Subject: Re: Pending Growth Boundary / Industrial Land Expansion

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166

website also. Thank you for contacting Metro.

Sincerely,

Paulette Copperstone
Program Assistant 2
Regional Planning Division
503-797-1562
copperstonep@metro.dst.or.us
www.metro-region.org

>>> "Hanson, Susan" <Susan.Hanson@nike.com> 6/7/2004 12:29:23 PM >>>

To Metro Planning Council:

I recently purchased a new home in Tualatin on SW 105th Ave. My new home is approximately 100 yards from Helenius Road. I am very concerned that after much community feedback and involvement that Metro has decided to go ahead and incorporate 646 acres of industrial land in south Tualatin in the growth boundary expansion plans. My understanding is that this newly zoned land will begin at Helenius Road.

My home and the neighboring homes in the subdivision above mine, which border Helenius Road, are valued between $300,000 and $450,000. This proposed zoning change will have a negative impact on all our property values which will equate to lower tax base for the City of Tualatin and our local schools.

I do not understand why you are not looking at the proposed option of starting the industrial zone at Tonquin Road. This option would still allow the Metro group to realize additional industrial land in the growth district, and yet provide a buffer to the new housing developments that have just gone into this area.

I am greatly concerned about the increase in traffic this zoning change could have on Grahams Ferry Road, potential noise and pollution this could have on my neighborhood, and the negative impact to the general quality of life we enjoy in Tualatin.

Your next hearing on this matter is not at a time I can attend since I work full time to enable me to live in my newly purchased home! If I were able to attend, you can believe I would be there, standing with my neighbors and friends to try and convince you to look at the Tonquin Road option. I believe that it would be the best win-win solution to this issue.

Regards,

Susan Hanson
22759 SW 105th Ave.
Tualatin, OR

CC: Lydia Neill; Marilyn Matteson; Metro Council System Account

Rachel Tallmadge

From: Rachel Tallmadge [Rachel@theleocompany.com]
Sent: Wednesday, May 19, 2004 6:41 AM
To: 'Gina Whitehill-Baziuk'
Cc: 'Greg Leo'
Subject: Citizen Involvement - More petitions for Wilsonville East!

Hi Gina,

We have ~~about 110~~ 112 more signatures for the petition regarding "No industrial development in Wilsonville East", collected at the May 6th Hearing and after. Our hope is that these can be included in the record with our original letter and petitions –Is this possible?

As with the other petitions, it is Not Necessary for your office to respond to each individual who signed our petition. Residents look to the Save Frog Pond Committee to distribute any kind of response from Metro.

Greg Leo will be dropping them by for you today.

Thanks!
Rachel Tallmadge

Rachel Tallmadge

Rachel Tallmadge
3 Monroe Parkway, Suite P-426
Lake Oswego, Oregon 97035

Rachel@theleocompany.com

(503)866-8775

Industrial Lands Expansion
Public Comment Report
Addendum A - June 2004

Wilsonville East Petition to Metro Council

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

May 2004

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

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

	PRINTED NAME	SIGNATURE	ADDRESS
1	Mitchell Cooper	[signature]	28540 S.W. Sandalwood Ct., Wilsonville.
2	Yvonne Jacobs	Yvonne Jacobs	25025 SW Gage Rd, Wilsonville, Or 97070
3	[signature]	Mary Tarkington	7576 SW Thornton Drive Wilsonville 97070
4	Donna Drinaga	Donna Drinaga	15819 E Becke Rd Aur. 97002
5	Josh Levin	[signature]	29700 SW Mountain Road · West Linn, OR 97065
6	Donald Anderson	[signature]	7530 SW Davis Post Rd Wilsonville 97070
7	Mary G Hunt	Mary G Hunt	32265 SW Armitage Rd. Wilsonville 97070
8	Colleen George	Colleen George	7500 SW Frog Pond Lane Rd Wilsonville
9	Theodora E Tambert	Theodora E Tambert	13305 Carl Rd Hubbard OR 97032
10	Ruth M Johnson	Ruth M Johnson	32497 SW Juliette Wilsonville 97070
11	Steven Sandwald	Steven R. Sandwald	7579 S.W. Roanoke Dr. N. 97070 Wilsonville
12	Dave Nieuwstraten	[signature]	28905 SW Cascade Lp Wilsonville OR 97070

Thank you for signing and encouraging others to sign this petition. We will present the petition to Metro Council May 7, 2004. Please send signed pages to "Wilsonville East Petition", PMB 426, 3 Monroe Parkway, Lake Oswego, Oregon 97035. Direct your questions to Rachel at (503)866-8775 or savefrogpond@comcast.net

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	PRINTED NAME	SIGNATURE	ADDRESS
1	Kristin Tinker	Kristin Tinker	7749 SW Roanoke Dr. S. Wilsonville, OR 97070
2	Jay Tinker	Jay Tinker	7749 SW Roanoke Dr S Wilsonville, OR 97070
3	Brian Patterson	Brian Patterson	28208 SW Wagner St. Wilsonville, OR 97070
4	Dennis Bertelc	Dennis Bertelc	26350 SW 45th Dr. Wilsonville, OR 97070
5	Charlotte Bartlek	Charlotte M Bartlek	26358SW 45th Drive Wilsonville OR 97070
6	SARA STEENHUIS		7578 ROANOKE DR WILSONVILLE OR 97070
7	JOSH Bicher		7578 Roanoke Dr WILSONVILLE OR 97070
8	Marcia Hicks	Marcia A. Hicks	26760SW Calvin ln Wilsonville, OR 97070
9	Karyn Schultz	Karyn Schultz	25185 Swift Shore Dr West Linn, OR 97068
10	Andrea Patrick	Andrea L Patrick	12535SW Morgan Rd Sherwood 97140
11	Penny Fisher	Penny Fisher	29397SW Tami Loop #120 Wilsonville 97070
12	Lois Romanini	Lois F Romaine	27249 S.W Aden Ave Wilsonville OR 97070

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	PRINTED NAME	SIGNATURE	ADDRESS
1	Karen L. Carnahan	[signature]	7681 SW Thornton Dr 97070
2	Kaye Bryson	[signature]	31476 S.W. Old Farm Rd. 97070
3	Elizabeth L. Walden	Elizabeth L. Walden	7755 SW Murray St 97070
4	Lyn Burnett	[signature]	28605 SW Peles Mt West Linn 97068
5	Ruth V. Covert	Ruth V. Covert	3355 SW Homesteader Rd, West Linn 97068
6	Darrell Covert	David L Covert	" " " " " "
7	Betty & Porter Pauly		7520 S.W. Downing Rd 97070
8	Jennifer Gulbrandson	Jgulbrandson	7712 SW Carriage Oaks Ln 97070
9	Herman R. GERICKE	H.R. Gericke	13180 S.W. Morgan Rd. Sherwood 97040
10	Beverly E. GERICKE		13180 S.W. Morgan R. Sherwood 97040
11	Chris Burger	[signature]	26748 SW Colvin Creek Wilsonville 97070
12	Dorothy M. DeBeck	[signature]	7450 S.W Lakeside Lp

Thank you for signing and encouraging others to sign this petition. We will present the petition to Metro Council May 7, 2004. Please send signed pages to "Wilsonville East Petition", PMB 426, 3 Monroe Parkway, Lake Oswego, Oregon 97035. Direct your questions to Rachel at (503)866-8775 or savefrogpond@comcast.net

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President of Metro Council
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Portland, OR 97232-2736

May 2004

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	PRINTED NAME	SIGNATURE	ADDRESS
1	DONALD H. HANDEWITH	D H Handewith	6800 SW DEVONSHIRE Ct.
2	BURNADEEN HANDEWITH	Burnadeen Handewith	"
3	J. T. S. GALLACHER	J S Gallacher	31505 SW Arbor Glen Loop
4	MARY E DAVIS	M E Davis	27111 SW ADEN AVE
5	GERALDINE MAAS	Geraldine Maas	7546 SW Thornton DR
6	Robert K Russell	[illegible]	14990 NE Lawrence Circle, Aurora, Or
7	STANLEY R OLSEN	S R Olsen	32139 SW FOUNTAIN LAKES WILSONVILLE
8	JON WOERNER	Jon Woerner	7247 S.W. LAKE BLUFF CT. WILSONVILLE 97070
9	DICK Collins	[illegible]	32549 S.W. [illegible] Dr Wilsonville 97070
10	Bob Davies	[illegible]	31121 SW French Prairie Road, Wilsonville 97070
11	ERIC KELSO	Eric M. Kelso	7568 SW THORNTON DR., WILSONVILLE, 97070
12	Jeanne Christ	Jeanne Christ	31535 S.W. Arbor Glen Lp Wilsonville Ore 97070

Thank you for signing and encouraging others to sign this petition. We will present the petition to Metro Council May 7, 2004. Please send signed pages to "Wilsonville East Petition", PMB 426, 3 Monroe Parkway, Lake Oswego, Oregon 97035. Direct your questions to Rachel at (503)866-8775 or savefrogpond@comcast.net

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Portland, OR 97232-2736

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	PRINTED NAME	SIGNATURE	ADDRESS
1	ERMA MEAD	Erma Mead	Clairvoyant Spring Ridge
2	ELWOOD MEAD	Elwood Mead	32200 SW French Pr Rd - Apt B-205
3	JOHN Scott GREENOUGH	John Scott Greenough	7588 SW THORNTON DRIVE, WILSONVILLE, OR 97070
4	Julie McCarthy	Julie McCarthy	7743 SW Arbor Glen Ct Wilsonville OR 97070
5	NOLA PEAR	Nola Pear	7602 SW THORNTON DR WILSONVILLE 97070
6	PAUL CHANEY	Paul Chaney	27227 SW STAFFORD RD WILSONVILLE 97070
7	MARGARET R DEISZ	Margaret R Deisz	15009 Lawn View Circle Aurora 97002
8	Peter Deisz	Peter Deisz	15009 Lawn View Circle Aurora 97002
9	KATHY WHEELER	Kathy D. Wheeler	25371 NE BUTTEVILLE RD AURORA OR 97002
10	Sandy Morley	Sandy Morley	26919 SW McLeod, Wilsonville, 97070
11	Lynette Young	Lynette Young	27767 SW Stafford Rd. Wilsonville 97070
12	Ian Morley	Ian Morley	26919 SW McLeod Ave Wilsonville 97070

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

May 2004

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

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

	PRINTED NAME	SIGNATURE	ADDRESS
1	ROBERT CHRIST	[illegible]	31535 SW ARBOR GLEN LOOP WILSONVILLE OR 97070
2	MICHAEL STRONK	[illegible]	486 SW RIVERBEND DR WEST LINN OR 97068
3	ELEANOR MURRAY	Eleanor Murray	31780 SW Village Crest Lane Wilsonville, OR 97070
4	Linda Humphers	Linda Humphers	7731 SW Thornton " " "
5	Dale Hendren	[illegible]	5780 SW Adrane Ave Wilsonville Or 97070
6	Marge Hendren		" " " " " "
7	ALLAN DOUGLAS	[illegible]	28701 SW MEADOWS LP Wilsonville 97070
8	KATHLEEN DOUGLAS	Kathleen Douglas	28701 SW MEADOWS LP. WILSONVILLE OR 97070
9	Sally Applegarth	Sally Applegarth	32660 SW Lake Point Ct Wilsonville OR 97070
10	Darrell R. Bang	D R Bang	6806 SW Wheatland Run Wilsonville, OR
11	Susan Rindone	Sue Rindone	32200 SW Boones Bend, Wilson 97070
12	Shirley J. Powell	Shirley J. Powell	7669 S.W. Emery Cir Wilsonville, Or 97070

Thank you for signing and encouraging others to sign this petition. We will present the petition to Metro Council May 7, 2004. Please send signed pages to "Wilsonville East Petition", PMB 426, 3 Monroe Parkway, Lake Oswego, Oregon 97035. Direct your questions to Rachel at (503)866-8775 or savefrogpond@comcast.net

Wilsonville East Petition to Metro Council

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

May 2004

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	PRINTED NAME	SIGNATURE	ADDRESS
1	Sarah Spradling	Sarah Spradling	7691 SW Emery Circle Wilsonville, OR 97070
2	Janet Nustad	Janet Nustad	31520 SW Arbor Glen Dr.
3	Doug Nustad	Doug Nustad	Wilsonville, OR 97070
4	JANET WOERNER	Janet Woerner	Wilsonville Or 97070
5	Shirley Hufford	Shirley Hufford	32535 Arbor Glen Dr.
6	LISSA CRAGFIELD	Lissa Cragfield	7376 SW EAST LAKE CT.
7	Shelby Creecraft	Shelby Creecraft	26328 SW McConnell 97140
8	Richard Bohrer	Richard Bohrer	2174 SW Mossy Brae Rd Lake Oswego
9	Cesar F. GIRON	Cesar F. Giron	7360 SW BOUCHAINE CT wilsonville
10	MARGARET BANG	Margaret G. Bang	6866 SW Wheatland Rm Wville 97070
11	Wm R. RINDONE		32200 Boones Ferry Rd Wlsv. 97070
12	Anne Olsen	Anne Olsen	8605 SW Carmel Wilsonville OR 97070

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	PRINTED NAME	SIGNATURE	ADDRESS
1	BILL SEATON	Bill Seaton	16189 SW Milan Lane, Tigard 97223
2	Carol Knee	Carol Knee	7916 SW Sacajawea Way Wilsonville OR 97070
3	SUSAN GUYTON	Susan D. Guyton	30760 SW BOONES FERRY RD WILSONVILLE OR 97070
4	Mary Van Kleef	Mary Ellen Kleef	7108 SW Bouchaine St Wilsonville 97070
5	RON VAN KLEEF	Ronald E Van Kleef	7108 S.W. BOUCHAINE ST. WILSONVILLE 97070
6	KATHY Green	Kathryn P. Green	25131 S.W. Gage Rd. Wilsonville 97070
7	Andrew Guyler		28663 Crestwood Drive, Wilsonville, OR 97070
8	CHRIS EDMISTON		28454 SW MORGAN CT
9	Laura Koeroghlian	Laura Koeroghlian	28539 SW Meadows Lp. Wilsonville OR 97070
10	ERNIE KOEROGHLIAN	Ernie Koeroghlian	28539 SW MEADOWS LP WILSONVILLE OR 97070
11	Leslie North	Leslie North	26937 SW McLeod St Wilsonville 97070
12	Bill Hayhurst		25159 NE Butteville Rd Aurora 97002

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May 2004

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	PRINTED NAME	SIGNATURE	ADDRESS
1	G. Chris Bayha		25371 NE Butteville Rd Aurora OR 97002
2	Rhoda Wolff	Rhoda Wolff	28118 SW Wagner St. Wilsonville, OR 97070
3	Phyllis-Millan		29832 SW Comlat Wilsonville, OR 97070
4	Blair J West		29000 SW Brock Ln Wilsonville OR 97070
5	Vicki Yates		28563 SW Meadows loop Wilsonville OR 97070
6	Sheri L. Mathers		23490 SW 82nd Ave Tualatin OR 97062
7	Connie Holmes		4748 Homesteader Wilsonville, OR 97070
8	Diane Hill		7589 SW Thornton Wilsonville OR 97070
9	Betty Bohrer		2174 SW Morey Brae West Linn OR 97068
10	Tim Smith		7576 SW Thornton Dr. Wilsonville OR
11	Mary Hinds		11293 SW Chantilly Wilsonville 97070 97070
12	Lynn Fox		PO Box 236 Marylhurst, Or 97036

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Wilsonville East Petition to Metro Council

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

May 2004

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

	PRINTED NAME	SIGNATURE	ADDRESS
1	KEN ASHLEY	Ken Ashley	7724 SW CARRIAGE OAKS LN. WILSONVILLE, OR 97070
2	SHARYL ASHLEY.	Sharyl Ashley	7724 SW CARRIAGE OAKS LN WILSONVILLE OR 97070
3	Darren Gulbrandsen	Darren M. Gul	7712 SW Carriage Oaks Ln. Wilsonville, OR 97070
4	Zoe Anne Pilger ↔ ZOE ANNE PILGER	Zoe Anne Pilger	17703 TREETOP WAY LO 97034
5			
6			
7			
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9			
10			
11			
12			

Thank you for signing and encouraging others to sign this petition. We will present the petition to Metro Council May 7, 2004. Please send signed pages to "Wilsonville East Petition", PMB 426, 3 Monroe Parkway, Lake Oswego, Oregon 97035. Direct your questions to Rachel at (503)866-8775 or savefrogpond@comcast.net

Marilyn Matteson - Re: Citizen Involvement - More petitions for Wilsonville East!

From: Gina Whitehill-Baziuk
To: Rachel Tallmadge
Date: 5/19/2004 9:38 AM
Subject: Re: Citizen Involvement - More petitions for Wilsonville East!
CC: Karen Withrow; Kate Marx; Lydia Neill; Marilyn Matteson

Hi Rachel,
Any comments received throughout the process will be communicated to the council members. The compilation of comments that is going to the printer tomorrow includes all comments received through last Friday. Comments received after that date will be put into an addendum to this report and I will report that additional information verbally to the council next week. If you have any questions please give me a call. thanks

>>> "Rachel Tallmadge" <Rachel@theleocompany.com> 05/19/04 06:40AM >>>
Hi Gina,

We have about 110 more signatures for the petition regarding "No industrial development in Wilsonville East", collected at the May 6th Hearing and after. Our hope is that these can be included in the record with our original letter and petitions –Is this possible?

As with the other petitions, it is Not Necessary for your office to respond to each individual who signed our petition. Residents look to the Save Frog Pond Committee to distribute any kind of response from Metro.

Greg Leo will be dropping them by for you today.

Thanks!
Rachel Tallmadge

Rachel Tallmadge
3 Monroe Parkway, Suite P-426
Lake Oswego, Oregon 97035

Rachel@theleocompany.com

(503)866-8775

171

From: 2040 System Accounts
To: Greg Scherer
Date: 6/8/2004 11:06:27 AM
Subject: Re: Metro Growth Boundary Changes

Dear Mr. Scherer, thank you very much for taking the time to send your comments to Metro. They have been sent to the Metro Council, will be entered into the record and considered by the Council during their decision making process. Thank you for contacting Metro.

Paulette Copperstone
Program Assistant 2
Regional Planning Division
503-797-1562
copperstonep@metro.dst.or.us
www.metro-region.org

>>> "Greg Scherer" <gregs@lvvi.com> 6/8/2004 9:29:51 AM >>>

Dear Metro Board Members, Please see the attached letter regarding the metro growth boundary changes south of Tualatin. Thank you, C. Gregory Scherer

CC: Lydia Neill; Marilyn Matteson; Metro Council System Account

June 6, 2004

Dear Metro Members,

I would like you to know that I am one of many in the Tualatin area that is very disappointed with the direction you are apparently headed in expanding the Metropolitan Growth Boundary at the south end of Tualatin. Two years ago our family moved away from a residential neighborhood in north Tualatin that is trapped by industrial development. We were happy to find this new development in south Tualatin bounded by homes, and farmland, with schools and parks scattered within. In fact, we found great solace in knowing that we lived only four blocks from the growth boundary line assuming that that our environment would remain free from industrial growth for some time. Our boys have enjoyed the benefits of residential life while at the same time enjoying the deer that run free in the nearby open land and feeding the horses in the pasture a short walk away. You can imagine our disappointment to learn that these things may soon change because little consideration is being given to home owners such as us in south Tualatin.

We have greatly enjoyed the community of Tualatin for many reasons during our nine years of residency here. But one of our greatest frustrations is the poor land use and transportation planning that has affected it. In my opinion, most of the problem has been created by decisions made outside of the City of Tualatin. It is unfortunate that our little "downtown" just happens to lie at the convergence of I-5 and I-205, that it acts as the gateway to Sherwood growth, and that it provides the easiest connection between I-5 and Hwy 99. Traffic can be a nightmare just getting from north to south Tualatin. Adding large areas of industry on the south end of town is very short sited and is certainly a loosing proposition for any of the inhabitants of Tualatin.

I understand that in the neighborhood of 40% of Tualatin is already zoned for industrial use (well above that of other Metro cities with the exception of possibly Wilsonville). And of that 40%, I bet not even one half of that industrial land is yet in use. No one has made it clear to me why even more of Tualatin's land needs to be designated for industry. It seems equitable to share the economic growth with other Portland area suburbs, some of which apparently welcome the growth. Besides, additional commuters and truckers destined to and from Tualatin will only compound the traffic problems our community already faces.

If, for reasons I am not privy to, we must be forced to live with more industry in our backyard, I (and my 13 year old son jabbing me in the side about it) ask that you would at least provide a nice buffer between the 40 ton trucks that will come and the 40 pound children racing around the block on their scooters and bikes. By my estimation, the land directly south of us (between SW Helenius Rd andTonquin Rd) does not meet the criteria for land that Metro is to consider anyway. It is zoned for farming (or at least I assume it is by the sheep, horses, and blueberries I run and bike by), it is not within one mile of existing industry (unless the Women's Prison that was crammed down our throat is considered as such), and the only slope less that 10 percent is the small portion of land between the uphill and the downhill sides. In addition, I would ask that Grahams Ferry Road and Boones Ferry Road strictly prohibit truck traffic coming north into residential Tualatin. These seemingly small concessions would at least dampen the impact to our town.

Sincerely,

172

From: 2040 System Accounts
To: Mike Gillespie
Date: 6/9/2004 9:28:03 AM
Subject: Re: Southern Tualatin

Dear Mr. Gillespie, thank you very much for taking the time to send your comments to Metro. They have been sent to the Metro Council, will be entered into the record and considered by the Council during their decision making process. Thank you for contacting Metro.

Paulette Copperstone
Program Assistant 2
Regional Planning Division
503-797-1562
copperstonep@metro.dst.or.us
www.metro-region.org

>>> "Mike Gillespie" <mgillespie@linear.com> 6/8/2004 3:49:04 PM >>>

Metro Coucilors:

I am very disappointed in your decision (as a governmental body) to keep the S. Tualatin study area for consideration into the UGB expansion land - even after every local mayor, thousands of residents, and MPAC themselves recommended otherwise. This is exactly the type of pompous behavior that has caused most Americans to throw up their hands in disgust at the way local government deals with contentious issues. It is very disturbing that the 5 members of the Metro council that decided to keep the Tualatin Study area on the agenda for inclusion feel that they "know something" that virtually the entire community and local governmental agencies don't. Please re-consider your decision to include this area into the UGB - we're all counting on you to meet your mandate to protect the local residents and listen to the overwhelming voice of your constituents and colleagues.

Regards,

Mike Gillespie
Tualatin
(503) 939-6297

CC: Lydia Neill; Marilyn Matteson; Metro Council System Account

173

From: 2040 System Accounts
To: Cindy_Schultz@ord.uscourts.gov
Date: 6/9/2004 9:28:51 AM
Subject: Re: Metro UGB expansion

Dear Ms. Schultz, thank you very much for taking the time to send your comments to Metro. They have been sent to the Metro Council, will be entered into the record and considered by the Council during their decision making process. Thank you for contacting Metro.

Paulette Copperstone
Program Assistant 2
Regional Planning Division
503-797-1562
copperstonep@metro.dst.or.us
www.metro-region.org

>>> Cindy_Schultz@ord.uscourts.gov> 6/8/2004 1:54:19 PM >>

Dear Metro,

I fully support the Tualatin City Council position on the following Metro UGB expansion options:

* Oppose inclusion of the area south of Tualatin.
* Oppose inclusion of the Borland Road North area, east of Tualatin.
* Oppose inclusion of the Norwood/Stafford area, southeast of Tualatin.
* Advocate for the inclusion of the Quarry area, southwest of Tualatin with conditions.

The roads in these areas can not support the proposed expansion, and buffers are needed between existing schools and residential areas. I urge your consideration of local opinions in your final decision on June 24, 2004.

Cindy Schultz
5900 S.W. Prosperity Park Road
Tualatin, OR 97062

(503) 638-7722

CC: Lydia Neill; Marilyn Matteson; Metro Council System Account

174

From: 2040 System Accounts
To: Cola09@aol.com
Date: 6/9/2004 9:29:55 AM
Subject: Re: tualatin industrial

Dear Ms. Fennell, thank you very much for taking the time to send your comments to Metro. They have been sent to the Metro Council, will be entered into the record and considered by the Council during their decision making process. Thank you for contacting Metro.

Paulette Copperstone
Program Assistant 2
Regional Planning Division
503-797-1562
copperstonep@metro.dst.or.us
www.metro-region.org

>>> <Cola09@aol.com> 6/8/2004 11:44:29 AM >>>

I am a resident of Tualatin. Residing in the Southern West Part of this city. I have 5 children, volunteer at 4 differant schools in the Tigard/Tualatin district and would like to see the children of this community stay and invest thier futures in Tualatin. Metro has residential success here with high property taxes to inrich this state. We already have too much industrial traffic passing our high schoolers and Byrom elementary on Boonesferry. Keep Tuatatins Industrial in certain areas ...Do not have
this community pockadotted all over with changes of residential, business & industrial every 5 blocks. There needs to be some consistancy in the flow of traffic but when you have this diversity every few blocks the traffic flow and noise of Industrial just overpowers all the neighborhood serenity all of us in Tualatin have invested in.
Thank you
Carla A. Fennell

CC: Lydia Neill; Marilyn Matteson; Metro Council System Account

FROM 2040 SYSTEM ACCOUNTS
INDUSTRIAL LANDS E-MAILS
MAY 15 TO JUNE 11, 2004

May 15, 2004
3:30 p.m.

This is the second time that I am writing about the proposed industrialization of Wilsonville East. I strongly oppose Metro's current recommendation and one again request that Metro look to other area that have been potentially earmarked for this type of zoning. Furthermore, as the City of Wilsonville does not support this area but has even provided additional options, I recommend that you partner with our local leaders on crafting a solution that we all agree with.

Rick Zinda
7698 SW Roanoke Dr S
Wilsonville OR 97070

/////

May 17, 2004
5:55 p.m.

We own land bordered by the Sunset Highway to the North, Jackson School Road to the west and Meek Road to the south. The current industrial land study area does not, but should, include our property which is now most suitable for industrial development.

ODOT has taken nearly one quarter of our acreage for the Jackson School Road/Sunset Interchange.....making it a smaller piece that would be ideal for industrial/business zoning. Although we currently rent the property to an agribusiness company, it is not ideal nor irrigated farm land. Since much of the study area is dedicated to residential use with homes and/or subdivisions already on the land, it would seem appropriate to expand the study area to include our property.

Thank you for your consideration.

Sincerely,
L.B. and Beverly Zurcher

/////

5/18/04
11:43 a.m.

Dear Mr. Bragdon:

Attached please find a letter from Howard E. Heller, a hard copy of which is being sent to you via US Mail.

If you have any questions, please contact Howard Heller either by email (heheller@optonline.net) or by telephone (845-634-6570).

Sincerely,

Shari D. Ellison
Legal Assistant for Howard E. Heller, Esq.
Kin Properties, Inc.
185 NW Spanish River Blvd.
Suite 100
Boca Raton, FL 33431
(561) 620-9200 ext. 143

ATTACHED LETTER

May 18, 2004

Via Mail and Email:
2040@metro.dst.or.us

Metro Regional Council
600 NE Grand Avenue
Portland, OR 97232
Attn: David Bragdon, Council President

Re: Property #3054 - 2424 SE Holgate Boulevard, Portland, OR

Dear Mr. Bragdon:

With reference to the above-captioned property, this letter is forwarded on behalf of the property owner, Sanford Sandelman as Trustee of the Mascot Trust.

It has just been brought to our attention that Metro is considering changes with respect to land uses which will be intended to maximize available industrial land by limiting the size of retail uses in industrial areas and attempting to keep industrial properties as industrial properties. We are concerned with respect to the impact on the above-captioned property.

Note that this property was in use, until the last several years, for production of paper packaging. There have been multiple tenants at the premises, such as Pacific Paperboard, Fort James Corporation and Graphic Packaging International, Inc., with the leasehold having been transferred multiple times in conjunction with corporate transactions. Note, however, that the lease is ending as of August 31, 2004, and the premises will need to be put to a new use. The owner of the above-captioned property is anxious to make certain that the full spectrum of available uses be maintained with respect to this property and that this property not be locked into industrial use only.

Accordingly, I write at this time to object to any reclassification of this property as an industrial use only. Please advise as to whether this property is included in the changes contemplated and, if so, please advise as to how we can proceed to make certain that the change in the regulations is not applicable to this property. If necessary, we will retain local counsel in order to handle this matter. We would prefer not to do so and hope that we will be able to reach an accommodation with your office to preserve the full latitude of uses available to this property. Please add these comments to the public record at the next hearing on May 27, 2004 and at all future hearings.

Very truly yours,

Howard E. Heller
Signed in Attorney's absence to avoid delay

Special Counsel
Kin Properties, Inc.
16 N. Main Street, #384
New City, NY 10956
T: (845) 634-6570
F: (845) 634-6659
heheller@optonline.net

HEH:sde

cc: Allen P. Lev, Esq.

Thomas S. Smith, Esq.
Preston Gates Ellis, LLP
222 SW Columbia Street, Suite 1400
Portland, OR 97201-6632

/////

5/22/04
1:12 p.m.

Reid & Lisa Smith
29790 Minkler Lane
Wilsonville, OR 97070

Negatively Impacts Livability -
My family will soon move from Wilsonville West to Wilsonville East for improved livability. We are moving because we have felt the effects of increasing commercial & industrial sites on the "westside." The home we are moving to is one of about 100 new homes in Arbor Crossings - a community mostly made up of younger families like mine. I join with hundreds of other Wilsonville families (Wilsonville Meadows, Landover, Arbor Trail, communities opposite from the HS) in opposing the creation of a Wilsonville East industrial area that will jeopardize the growth of healthy community already well underway surrounding Frog Pond.

Kids and trucks don't mix. Proposing the Wilsonville East industrial area next to families, schools and churches diminishes livability and threatens public health and safety. Traffic to and from the Wilsonville Road interchange will pass by a high school, a grade school, a library, churches, neighborhoods and right through Wilsonville's main commercial and civic core, the area of the city with the highest bicycle and pedestrian traffic. Bringing industrial traffic through this area undoes in a single stroke what decades of Wilsonville planning has sought and maintained, that truck and residential traffic be separate. Additionally, neighboring cities to the proposed Wilsonville East industrial area, Canby, Oregon City, as well as Clackamas and Marion Counties oppose expanding industrial development east of Wilsonville.

Land Use Policy 1.7 envisions an urban-rural transition. That exists today in Wilsonville East and is an excellent buffer of uses. Metro's proposed industrial expansion into this area destroys the buffer and mixes uses in a hopscotch pattern. According to Metro's own staff report (page 9) concerning Warehouse and Distribution Sites: "...(should have) no intermediate conflicting uses such as residential, schools and high traffic generating commercial uses...) Clearly, the Wilsonville East area has these uses currently in place.

One proposed fix we have heard about is to create a truck route that limits truck traffic to Elligsen Road and the Stafford Road / I-5 interchange. Any effective truck route, that is, a truck route that will get used, has to create a convenience for truck drivers. There is no way to create any such truck route in this area. The proposed truck route will add miles and time for trucks bound to or from the south and therefore will not get used. All a truck route would create is an enforcement nightmare in south Wilsonville. And, to speak to the Stafford Road / I-5 interchange, truck traffic there to and from the east passes through a regional commercial center. For the west side of the freeway, where Wilsonville has planned for industrial development, this is not true.

It is possible to layout a community so industrial traffic does not mix with commercial and residential traffic. Wilsonville has done this. Please consider only boundary and zoning changes that are compatible with Wilsonville's plan. Remove the Wilsonville East from consideration for industrialization.

Sincerely,
Reid Smith
Reid@southlakechurch.com
971-506-1556 (c)

/////

5/22/04
5:17 p.m.

FOOD OVER MONEY

I know that you have criteria and growing numbers of people to accommodate, but it's foolhardy to expand growth of industry into this area. We need our all to scarce farmland for growing food. WE CAN'T EAT MONEY!

I own no land or resources in this area, but grew up 50+ years ago in Oregon City and practiced law for over 30 years in this state. I'm sure there are developers and land owners-speculators who want to make a large profit by moving this area into the UGB, but at what cost to our human existence. It might be good for industrial land, but it's much too valuable We expand here at our own peril both to our livability and to our ability to remain healthily attractive. Let's not waste our valuable resources. We're trusting and counting on you to guard our best interests.

Thanks - Dan Seymour

/////

5/24/04
9:47 a.m.

Good morning:

I'm writing on behalf of the owner of 10000 SE 242nd, Anita Weber, trying to get a clear understanding of the timeline in which this property might be annexed (and by which entity) and available to begin the development application process. Can you give me some direction as to where I go and to whom I might talk?

Thanks for your expected response.

Brad Davis

/////

5/24/04
4:39 p.m.

Thanks for getting back to me so quickly. After sending my email I was in your office area and so dropped by. Amy was very helpful (as are

you), and I may or may not be getting to Mr. Valone, depending on my client's need at my first report.

Thanks again. Your prompt response/attention is appreciated.

Brad

From: 2040 System Accounts [mailto:2040@metro.dst.or.us]
Sent: Monday, May 24, 2004 4:26 PM
To: Davis, Brad
Subject: Re: 1000 SE 242

Dear Mr. Davis, that property is already inside the Urban Growth Boundary; see the link below:

http://www.metro-region.org/article.cfm?articleID=7999&do=map&maf_id=333544

I know you came in today and talked to one of our planners, Amy Rose, and have Ray Valone's number - do you need anything else? Thank you for contacting Metro.

Paulette Copperstone
Program Assistant 2
Regional Planning Division
503-797-1562
copperstonep@metro.dst.or.us
www.metro-region.org

>>> "Davis, Brad" <brad@braddavisproperties.com> 5/24/2004 9:46:46 AM >>>

Good morning:

I'm writing on behalf of the owner of 10000 SE 242nd, Anita Weber, trying to get a clear understanding of the timeline in which this property might be annexed (and by which entity) and available to begin the development application process. Can you give me some direction as to where I go and to whom I might talk?

Thanks for your expected response.

Brad Davis

/////

5/26/04
8:48 p.m.

Metro Council President and members of Council,

Attached is a detailed version of the testimony which I intend to give at the Council's next meeting on May 27, 2004, regarding the proposal to include the Borland Road North Study Area in the Industrial Lands Expansion

of the Urban Growth Boundary.

(Councilors Hosticka and Newman: this is a revised version of the document which I sent you last week.)

My testimony outlines 11 reasons why I believe that Metro's own policies show that the Borland Road North area should not be included in the expansion currently being considered by the council.

I would be happy to answer any questions you or the staff may have, both at Thursday's meeting and afterwards. Please feel free to contact me by phone or email.

Thank you for this opportunity to provide my input.

Jay Cosnett
1246 SW Borland Road
West Linn, Oregon 97068
503-638-9923

ATTACHED TESTIMONY

11 Reasons to Remove the Borland Road North Study Area from the UGB Industrial Lands Expansion (Measure 26-29)

Submitted into the Public Record of the Metro Council
and to the Mayors of West Linn, Lake Oswego and Tualatin

May 27, 2004

By

Jay Cosnett
1246 SW Borland Road
West Linn, Oregon 97068

503-638-9923

jay.cosnett@verizon.net

The COO's proposal to include the Borland Road North study area in the Industrial Lands expansion of the Urban Growth Boundary violates a number of policies which Metro itself has established for deciding if, where and how to expand the boundary. Here are some of the reasons why Metro should reject this proposal:

Conflicts **with Regional Framework Plan Section 1 (Land Use), Policy 1, Urban Form**
This policy states that:

The region's growth will be balanced by:
Maintaining a compact urban form, with easy access to nature;
Preserving existing stable and distinct neighborhoods by focusing commercial and residential growth in mixed-use centers and corridors at a pedestrian scale;

Assuring affordability and maintaining a variety of housing choices with good access to jobs and assuring that market-based preferences are not eliminated by regulation; and
Targeting public investments to reinforce a compact urban form.

By locating industrial development at the edges of the UGB, this proposal works against the goal of a compact urban form, and specifically undermines existing urban areas, especially town centers, in so far as workers in the newly developed areas will be more likely to locate in residential developments which are also at or near the edges of the UGB. The transportation and other infrastructure "improvements" necessary to support industrial development will further reinforce this. To put it simply, sprawl will beget sprawl.

Conflicts **with Regional Framework Plan Section 1 (Land Use), Policy 1.2, Built Environment**
This policy includes the statement that:

Development in the region should occur in a coordinated and balanced fashion as evidenced by ...

The creation of a balanced transportation system, less dependent on the private automobile, supported by both the use of emerging technology and the location of jobs, housing, commercial activity, parks and open space.

Since the only significant transportation method envisioned for the study area is private automobile (for workers) and trucks (for freight), this addition to the UGB would be about as unbalanced as one could imagine when it comes to transportation.

Conflicts **with Regional Framework Plan Section 1 (Land Use), Policy 1.4, Economic Opportunity**
This policy in part states that:

The number and wage level of jobs within each subregion should be balanced with housing cost and availability within that subregion.

The study area has been identified in the staff report as one which would be suited for warehousing and distribution industries. Such industry would presumably provide jobs with wages at or below the regional median income. However, the majority of housing within easy access of the study area is significantly above the region's median home price, which means that virtually all the new jobs will require workers to commute by car. According to Metro's own technical report, transportation for this area is already rated "difficult."

Conflicts **with Regional Framework Plan Section 1 (Land Use), Policy 1.8, Developed Urban Land**
This policy specifies that

In coordination with affected agencies, Metro should encourage the redevelopment and reuse of lands used in the past or already used for commercial or industrial purposes wherever economically viable and environmentally sound.

The public has been presented with little or no evidence—only assertions—that this policy has been followed with regards to industrial lands. Complaints from the business or commercial real estate communities about the "difficulty" o f finding land for employment are not enough. The questions are: What have Metro and other jurisdictions done to maximize the usability of existing industrial sites? What creative and innovative solutions have our local governments and businesses examined that would enable the location of new industries on sites with access to transportation of goods by rail, sea and air (instead of highway), and that could realistically encourage workers to commute by transit, bicycle or foot, instead of by car? Only when those efforts have been given the full force and effort of all the region's stakeholders should auto and highway-dependent developments at the region's periphery be even remotely considered.

Conflicts **with Regional Framework Plan Section 1 (Land Use), Policy 1.9, Urban Growth Boundaries**
According to this policy,

When Metro expands the boundary, it shall determine whether the expansion will enhance the roles of

Centers and, to the extent practicable, ensure that it does.

Certainly, locating new jobs outside any existing urban areas, where there is no provision for adequate transit, becomes a de-facto government-funded incentive for workers to locate away from existing town centers, with all of the negative effects that this entails.

Conflicts **with Regional Framework Plan Section 1 (Land Use), Policy 1.11, Neighbor Cities**

This policy specifically points to the importance of separation between neighbor cities:

Separation – *The communities within the Metro UGB, in neighbor cities and in the rural areas in between will all benefit from maintaining the separation between these places as growth occurs. Coordination between neighboring cities, counties and Metro about the location of rural reserves and policies to maintain separation should be pursued.*

The cities of Lake Oswego and West Linn have long been on record as opposing any development in any portion of the Stafford area. At its April 27, 2004 special work session, the Tualatin City Council concluded that the study area should not be included in the current urban growth boundary (UGB) expansion discussion.

The staff memo from this work session lists the following reasons why the Council would oppose inclusion of the study area:

1) Negative unmitigated impacts on overall present-day livability of the residential neighborhoods to the west;
2) Incompatibility with the existing land uses in the study area (churches, schools, temples);
3) Negative impacts on the transportation system, specifically expansion of cut-through traffic;
4) Addition is not compatible with the Community's Long Term Vision for Tualatin's Future;
5) The topography and creeks preclude this area from being an effective industrial area;
6) This area's distance from other industrial areas precludes it from being a realistic industrial area;
7) Existing parcelization in this area is prohibitive to the large lot needs of industrial users;
8) Negative effect on environmental resources in the area; and
9) Tualatin is already providing sufficient industrial lands for the region's needs. Other areas in the region need to be part of the industrial lands solution.

This laundry list of reasons to oppose urbanization (from the perspective of the jurisdiction that would provide urban services), further reinforces the case against this addition to the UGB.

Conflicts with COO Recommendation on Habitat Protection

This map, taken from Metro's own web site, shows substantial areas where development would be moderately or strictly limited under the COO's recommendation.

Given the inherent conflict between industrial development and a viable habitat for fish and wildlife, it seems unlikely that development could occur in this area without substantial negative impacts to those habitats. In a watershed that has already been as severely compromised as the Tualatin, it seems very ill advised to contemplate an action that would cause such negative impacts.

Industrial Lands Measure 26-29 Technical Report **lists providing sanitary sewer to area "moderately difficult"**

This area is moderately difficult to serve. Steep slopes increase the difficulty of serving this area. A number of pump stations and force mains may be required to cross the Tualatin River and I-205 to reach the treatment facilities. These improvements are needed to create additional capacity so that the existing system is not overwhelmed.

Industrial Lands Measure 26-29 Technical Report **gives area a "difficult overall transportation rating"**

Interstate 205 already exceeds capacity during peak travel times. Metro' s own projections show that even if lanes are added, capacity will be quickly expanded again, without any UGB expansion in the area. This is the only transportation corridor that the proposed expansion could use for both freight and commuting.

One of the primary consequences of this congestion is diversion of traffic onto Stafford and Borland Roads. This congestion currently creates a wide range of substantial negative effects:

Dangerous driving conditions. Stafford and Borland Roads are both winding, rural two-lane roads. However, diverted commuters (already frustrated, perhaps, by the I-205 congestion they are trying to escape) routinely exceed the 45 mph speed limit by 10 mph or more. Traffic from connecting roads and numerous driveways is severely endangered by these speeds, and the excessive volume of this traffic during peak hours substantially impairs the ability of local traffic to safely get on or off of these roads.
Conflict with approved uses. The diverse and widespread agricultural uses in the area (livestock, nursery stock, vineyard, Christmas tree, berry and other crops) are incompatible with the traffic densities and speeds on these roads. Slow-moving tractors routinely move up and down these roads, but because of diverted traffic they are unable to do so during many hours of the day. In addition, this traffic creates a very dangerous conflict with the rural residential character of this area—cars pulling in or out of driveways, children getting on or off a school bus, or even playing in their front yards are all becoming increasingly hazardous.
Through-traffic congestion for neighboring urban areas. As anyone who has tried to get through West Linn's Willamette district during the evening rush hour knows, diverted traffic can completely paralyze this historic commercial district, sometimes backing up as far as the Tualatin River Bridge, and sometimes even as far as Turner Rd, a mile into unincorporated Clackamas County! Spend five minutes watch cars at the intersection of 10th Street and Willamette Falls Drive, and you will see that the vast majority of cars are headed either back to I-205 or down Willamette Falls Drive, where they can either go to Oregon City or get back on I-205 at the Highway 43 interchange. All of this non-local diverted traffic has a substantial negative impact on West Linn residents and businesses, both in restricting local mobility and in increased air pollution.

And yet, in spite of these unmitigated problems, the current recommendation imagines creating thousands of new jobs, virtually all of which would be filled by workers commuting by private automobile on these same already over-capacity corridors?
COO recommendation for area presumes future urbanization of entire Stafford Basin
The COO's recommendation for the Borland Road North area states:

...any urban services that are planned for this expansion area must take into account the future needs of the entire basin. This will allow for the future urbanization of the entire basin in an efficient and logical planned manner that will result in the desired urban form.

Previous UGB expansion proposals have shown deep and widespread opposition to any urbanization of the Stafford Basin. This opposition comes from sectors which would be key to any successful urbanization—adjacent jurisdictions, a vast majority of local residents (both those within and outside of the current UGB), as well as regional environmental and land-use organizations. Despite (or perhaps because of?) this long-standing opposition, the recommendation uses the "opportunity" of the Industrial Lands expansion as a pretext to pave the way for an eventual action the region has repeatedly rejected. Broad constituencies in the region have made it clear that we do not want any portion of the Stafford Basin urbanized, no matter how "efficient and logical" that urbanization might be.

The staff recommendation then goes on to assert:

Interstate 205 and the Tualatin River buffer the expansion area from existing agricultural activities, thus urbanization would have little impact on adjacent agricultural activity.

As described above, the increase in truck and automobile traffic that any urbanization would bring cannot be handled by even an expanded I-205. Therefore, the increased auto and truck trips *would* in fact have a significant negative impact on adjacent agricultural activity.
Conflicts with 3 of 4 keys to maintaining a strong job base in the region listed in **Industrial Lands Measure 26-29 Technical Report, Exhibit 6:**
Maintain an adequate supply of quality industrial land located close-in to the central core rather than located at the edge of the region except in areas that have concentrations of industrial employers.

Provide multiple modes of transportation to move products efficiently to maintain a competitive edge for the region.
Cluster industry for supplier access, access to transportation improvements and taking advantage of the synergy of like firms located in key areas.

This proposal clearly fails all of these three points. If Metro is sincerely interested in maintaining a strong base of family-wage jobs in the region, it will look to other areas, other types of industry, and more creative solutions to ensuring an adequate supply of employment-supporting land within the UGB.

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5/27/04
9:50 a.m.

I'm writing to you in efforts to let you know I was pleased with the level of regional cooperation shown at MPAC on Wednesday and that you support their recommendation.

Sincerely,
Shirley Longfellow
7621 SW Thornton Road
Wilsonville, OR 97070

/////

5/27/04
11:15 a.m.

President Bragdon and Metro Councilors:

I have one deceptively simple, yet challenging, request to the council and your staff: Please listen. Please listen to me, my fellow citizens, my city, my school district, and my local elected officials regarding Wilsonville East.

In April, Metro staff recommended this area be converted from agricultural to industrial use, despite receiving comments by our city, elected officials, school district, chamber of commerce and business leaders and many citizens who opposed the land conversion in Wilsonville East.

I was keenly disappointed in the staff recommendation, because it appeared they did not listen to our community's position.

I resolved to share this information with as many people in my community as I could, and have spent up to 10 or 12 hours a day on this issue in recent weeks. I have led my community's coalition to get the word out. And my neighbors listened to me. They joined with me to spread the word. You witnessed the results of our efforts at the May 6th hearing in Wilsonville when you heard almost 6 hours of testimony by folks concerned about the industrial lands issue.

I have three kids. When they want my attention and I don't attend to their needs immediately, they become very loud and persistent. It can be a challenge for me to meet their needs and to attend to all my other responsibilities. But I do, because I love my kids and I want to take good care of them. Their persistence and loudness can be annoying at times. The

younger kids don't understand that I can't always respond to their desires immediately. They don't understand all the things I need to do each day, and what a challenge it is to fit everything in. But I do my best.

And I am asking you to do your best. Just like my kids do not understand all my responsibilities, I do not understand all the pressing responsibilities of the Metro government. But I do understand the needs of my community. We do not wish to annoy you or your staff with our numerous comments and testimony. But we do ask that you listen, and when we have not been listened to, we will repeat our message until we know you are listening.

When I was a high school student, Councilor Monroe was my U.S. History teacher. I was a straight A student throughout junior high and high school, except for a B I earned in Mr. Monroe's class one quarter. While a B is an acceptable grade, I know I could have done better. I didn't earn an A because I did not listen and study as well as I could have. But I learned a lot from that experience. It is ok not to be perfect, but it is important to listen and do one's best.

Last Saturday, I had the opportunity to attend my brother's graduation from Washington University in St. Louis. I was profoundly moved by the commencement speech "Imagine" given by New York Times columnist and author Thomas Friedman. Mr. Friedman exhorted the graduates and those in attendance to listen. I have attached a copy of his speech for you to read

END OF E-MAIL/NO MORE TEXT AND ATTACHMENT NOT SENT

/////

5/27/04
10:05 p.m.

Dear Metro Councilors:

I have studied the recommended areas that the Council is considering for expansion of the Urban Growth Boundary for industrial use, and have concerns about the inclusion of the Wilsonville East study area as industrial land.
The Wilsonville Comprehensive Plan does not envision Wilsonville East becoming an industrial area and has not directed infrastructure investments towards that end. The most recent UGB expansion in that area was in 2002 when the Frog Pond Residential area was brought in by Metro. Industrial expansion in the same area is an incompatible use. Wilsonville's Comprehensive Plan calls for, and Wilsonville's investments have been to develop industrial areas to the northwest of the city, not the east.

Sandwiching residential uses between industrial uses is neither efficient use of public investment nor does it create a compact form. Instead it mixes two different and competing uses with a vastly different need for transportation and other public infrastructure. The adjacent existing uses in the Wilsonville East area are primarily residential neighborhoods, schools and churches. Large trucks and industrial development are not compatible with the existing neighborhood pattern. Industrial uses within residential areas destroy a sense of

place, community, privacy and personal safety.
Thank you for the opportunity to express these comments, and to have them included in your decision-making process.

Best regards,

Scott Hicks
26760 SW Colvin Lane
Wilsonville, OR 97070
phone (503) 685-9903

/////

5/30/04
1:00 a.m.

Please adopt the MPAC recommendation which excludes the South Tualatin study area from the industrial land UGB expansion.

Pat Volz

/////

5/30/04
1:01 a.m.

Metro President Bragdon & Metro Councilors:

I urge you to adopt MPAC's proposed amendment whereby the "South Tualatin Study Area" is excluded from the area to be added to the UGB as industrial property.

Thanks for your consideration.

Dave Volz

/////

5/30/04
3:16 p.m.

Greetings,

We'd like to state our opposition to adding the South Tualatin Study Area to the UGB as industrial property. Although we are generally in favor of well-thought out planning, the proposal presents several issues:

1. Destroys quality of life for current residents. Before we moved to our current location, we looked at residential property next to existing industrial sites in Tualatin and rejected the locations due to noise. The UGB change would put industrial noise within yards of our house. In addition, the traffic increase on Lower Boones Ferry, regardless of any improvements, would be not only noisy but deadly. Our sons have had multiple narrow escapes crossing the street with just the current traffic load, let alone adding more large truck like the UPS and Interstate trucks that already barrel down the street. Furthermore, we picked our home due to the proximity of a quiet neighborhood of rural homes, which this change would

destroy.
2. Destroys the balance of the community. Tualatin already has the highest percentage of industrial land of any city, yet 45% of the proposed increase is allocated to Tualatin. Tualatin has a great deal of undeveloped industrial land without this change, so the change is unnecessary and unfair. Who will pay for the infrastructure development?
3. Based on poor information and planning. The proposal smacks of someone taking a look at an old map and not bothering to make a visual inspection. Metro used data from 2000 to establish the inventory of available property, the validity of which has been challenged by several mayors as overstating requirements for industrial land. Furthermore, several major subdivisions have been built along the Tualatin southern UGB border since 2000.
4. Poorly suited for industrial development. Based on Metro's own study, 70% of the need for new industrial land is for warehouse and distribution. This requires flat land. While the east side of Boones Ferry is fairly flat, the west side has what amounts to a cliff going down to a wetland, making development difficult. And again, traffic will be a problem. The majority of traffic will come from the north on Boones Ferry through the crowded Tualatin center and then through residential and three school zones. Adding a Westside bypass exit would only make matters worse, not better.
5. The City of Tualatin and MPAC both oppose this inclusion.

Please modify the proposal to exclude this area for industrial development.

Bob, Susan, Michael, & Adam Dietrich (all registered voters)
9650 SW Iowa Dr.
Tualatin, OR 97062
<mailto:rwdietrich@yahoo.com> rwdietrich@yahoo.com
503.692.6423 home

/////

5/30/04
5:39 p.m.

Dear Sir or Madam:

I am writing you to express my concern over Metro's plan for expansion of the Urban Growth Boundary (UGB) for Industrial Jobs.

I live near one of the proposed expansion areas at West Union Road and Cornelius Pass Road. I recently moved to this neighborhood for its country feel and open spaces. The land that is under consideration is home to deer, foxes, coyotes and many species of birds. It is a natural habitat for waterfowl as well. Oregon has had a spirit of preservation and the UGB was one of the ways to insure that natural habitats and green spaces were maintained within the boundary. To bring farmland and natural areas into the UGB for use as industrial land does not keep up that spirit.

I am also opposed to this addition due to the lack of infrastructure surrounding this site. West Union Road, Cornelius Pass Road and the surround roads cannot accommodate the large volume of traffic that would be associated with the development and use of an industrial zone in the area. This would be detrimental to the surrounding neighborhoods and schools.

There is plenty of vacant commercial land that is within the UGB that could and should be used for any

future industrial jobs. The Evergreen Parkway corridor form 185th to west of the Hillsboro airport has unused land and buildings that should be made available for industrial jobs. The SW Waterfront once used as industrial land should be re-used as industrial land. There is no need to convert this into residential/commercial/retail land. Both of these areas have much better infrastructure and do not damage precious natural habitat and green space.

Metro needs to review why the UGB needs to expand when the expansion adversely effects natural habitat and the infrastructure does not exist to support the proposed development. I urge you to re-look at this area of possible expansion.

Sincerely,

Mark Boehmer
5745 NW 203rd Place
Portland, OR 97229

/////

5/31/04
9:31 a.m.

May 31, 2004

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

RE: "WILSONVILLE EAST/FROG POND" - DO NOT AUTHORIZE UNNECESSARY AND INAPPROPRIATE INDUSTRIAL SITES TO DESTROY FARMLAND AND HARM OUR RESIDENTIAL COMMUNITY

To President Bragdon and Council:

Our names are Mike and Christine Reynolds. We currently live at 8542 SW Jessica Street, Apartment 908 in Wilsonville. We are in the process of purchasing a new house in the Arbor Crossings neighborhood that is right next to the proposed industrial site. We urge you scrap the costly, complicated, destructive, and poorly conceived proposal for a new industrial site in Wilsonville, known as the "Wilsonville East/Frog Pond area," now and in the future.

The Regional Framework Plan emphasizes that urban design needs to be responsive to needs for privacy, community, sense of place, and personal safety. This area is primarily residential in nature, with a preschool, primary school, high school, and several churches, parks, and trails. On any given day, kids walk and ride bikes to school, families walk to church, people walk their dogs, parents push strollers, and kids play in yards, parks, and on sidewalks. The roaring presence, both day and night, of industrial trucking would clash with the residential uses in this area. The proposed industrial site is a direct threat to public safety and will result in more pollution (chemical, noise, and traffic).

Due to the existing residential uses and character, the "Wilsonville East/Frog Pond" area is not suitable for industrial development. The proposed industrial site has no buffer zone between industrial use and residential use. It should be obvious to regional planning authorities that you cannot and should

not place industrial sites directly adjacent to existing residential areas.

We are strong supporters of land use planning that is balanced and makes sense. However, allowing a new industrial site on prime farmland and near a major residential area would destroy the fair and balanced approach that is intended by our land use planning system. Goal 14 of the State Land Use Planning Goals directs that agricultural land must be protected and lands in this area are primarily Class II soils, and are in exclusive farm use zones. Industrial use on farmland wastes valuable resources and is incompatible with other current uses.

Our Governor has stated that he wants us to find "shovel ready land" in Oregon for development. Wilsonville has already met this goal, with 35% of our land zoned for industrial use, which is the second highest percentage in the region. Wilsonville has over 542 acres of vacant industrial land within city limits and another 222 acres ready for industrial expansion next to the Coffee Creek Correctional Institution on non-agricultural lands. Furthermore, other cities are actively seeking this kind of expansion - Wilsonville is not!

I tried to think of a great analogy that illustrates why this proposal is such a horrible idea, but nothing I came up with tops the actual proposal: "Let's put an industrial site right next to a residential area." Please do not make that plan a reality.

Respectfully submitted,

/s/ Mike Reynolds _____ /s/ Christine Reynolds _____

Mike Reynolds Christine Reynolds

cc:

Mayor Charlotte Lehan
City of Wilsonville
30000 SW Town Center Loop E.
Wilsonville, OR 97070

Carl Hosticka
Metro Councilor
600 NE Grand Ave.
Portland, OR 97232-2736

/////

5/31/04
4:45 p.m.

Dear Metro Council;
I strongly urge you to NOT include Borland Road North in the proposed UGB expansion for the following reasons:
As you are aware the cities of Lake Oswego, West Linn, and Tualatin are opposed to this inclusion and would not be willing to provide services to this area.

Development of this area would have a profound negative impact on the established neighborhoods of Fox Hills, Halcyon Road, and River Run (Lake Oswego). Noise, lighting, diesel odor, and increased traffic count and congestion would negatively impact the livability in these neighborhoods. Doesn't Metro's charter dictate sustaining quality of neighborhood livability when planning for UGB expansion?

The south metro area has already absorbed more than its share of industrial development. Lets "spread the wealth" to other areas, other areas that would welcome the expansion.

Sincerely,

Karl Malo
19686 Perch Ct.
Lake Oswego, OR. 97034
503-638-0357

/////

5/31/04
4:59 p.m.

please enter the enclosed letter from the Aurora Fire District into your record.
Thank You, Rod Yoder
District Chief

5/31/04
5:36 p.m.

Please put the attached letter in the record for your hearing.

Rod Yoder
Aurora Fire Chief

SAME LETTER ATTACHMENT FOR BOTH E-MAILS ABOVE FOLLOWS

May 26, 2004

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

RE: PROPOSED EXPANSION OF INDUSTRIAL UGB SOUTH OF WILLAMETTE RIVER

Dear President Bragdon:

The Aurora Rural Fire Protection District appreciates Metro's commitment to protecting agricultural land as required by the State of Oregon (ORS 215.243). We also agree with your staff that the area South of the Willamette River under consideration for inclusion in the June 2004 expansion of the UGB is not suitable. The Willamette River provides a natural barrier for the separation of existing agricultural land and industrial land.

This natural border also serves as the dividing line for our Fire District and Tualatin Valley Fire and Rescue (TVF&R). At this time the only land in TVF&R on the South Side of the Willamette River is Charbonneau. We routinely have delays in getting emergency calls from this area because of the confusion at the dispatch center over our border with TVF&R. If METRO extended up Airport Road or Hubbard cutoff Road, it would make this situation worse.

We feel that there is enough vacant industrial lands North of the Willamette River and lands that can be

developed for industrial uses for the current and future needs.

We also feel that land use policies should not be violated to benefit one entity or special interest for it's financial gain at the expense of our citizen's safety and lost revenue to our district.

Sincerely,

Aurora Rural Fire Protection District
Board of Directors

Chair – Fred Netter
Board Member – Erwin Nyquist
Board Member – Rosella Yoder
Board Member – Donna McAdams
Board Member – Debra Garner

/////

6/1/04
10:02 a.m.

Dear Metro,
I fully support the Tualatin City Council position on the following Metro UGB expansion options:

* Oppose inclusion of the area south of Tualatin.
* Oppose inclusion of the Borland Road North area, east of Tualatin.
* Oppose inclusion of the Norwood/Stafford area, southeast of Tualatin.
* Advocate for the inclusion of the Quarry area, southwest of Tualatin with conditions.

The roads in these areas can not support the proposed expansion, and buffers are needed between existing schools and residential areas. I urge your consideration of local opinions in your final decision on June 24, 2004.

Mira Vowles, PE
5030 SW Greenwood Circle
Tualatin, OR 97062
(503) 230-4796 phone

/////

6/1/04
2:26 p.m.

Dear Sirs;

Just quick note to go on record in opposition to the South Tualatin Study Area being added to the UGB as industrial property.

On May 25th, MPAC (Metro Policy Advisory Council) unanimously voted to oppose including the area south of Victoria Woods as property to be zoned industrial. I am in agreement with MPAC and would hate to see that area zoned industrial, having it so close to a high-end residential area.

Tom Gillihan
(503) 968-8908 x222

/////

6/3/04
11:48 a.m.

Metro Council President and members of Council,

Following up on my written and in-person testimony last week, I would like to provide some quick input to you as you consider various amendments to the UGB Industrial Lands expansion:

* I agree with the MPAC recommendation to exclude North Borland, Tualatin and Wilsonville East from this expansion.

* I urge the council to also consider removing the Helvetia study area, based many of the same reasons (impact on adjacent communities and agriculture, need for urban/rural buffers, regional historic significance, etc.), and also based on the compelling testimony presented at last week's public hearing. Additional acreage could be made up by expanding the Evergreen area north, which I believe has the support of the City of Hillsboro, unlike the Helvetia area.

* The fact that the COO did not take into account currently vacant industrial parcels is astounding to me. If this is because of a requirement built into state law, then Metro needs to challenge that law (in court if necessary), since it will only add to excess urbanization and discourage redevelopment within the current UGB. If this is not a function of state law, then the council needs to change the direction it gives to Metro staff, and no expansion should be undertaken until an adequate understanding of current industrial vacancies can be acquired. Redeveloping existing industrial areas is key to making future industrial employment opportunities work as an asset to the entire community.

* Please try and give as much weight to citizens in the community who live in and around these areas as you do to the lobbyists from the industrial and development communities. We should not join California and Washington in a race to the bottom in an attempt to attract industrial jobs at any cost. We should look for partners in industry who are willing to work *with* us to create jobs that enhance, not impair, our quality of life. Enlightened business leaders know that the best employees are a company's greatest competitive asset (not how close they are to I-5), and that great employees want a great place to live. Quality of life is not a "nice-to-have" only for times of prosperity; it is one of regional economy's strongest assets and an essential cornerstone of a sustainable economic recovery.

* In general, as you juggle all of the various interests and all of the proposed amendments, please try to keep in mind the following principles that have guided the intelligent management of growth that has made our region a model second to none:

* Employment sites should be easily served by multiple transportation methods. Rail transit does not get stuck in traffic like buses do, so sites which can be connected by light rail or street car should be preferred.

* Industrial sites should be easily served by multiple (freight)

transportation methods. During peak times, thousands of trucks are stuck in traffic; if even a small percentage of those trailers were transported by rail, shipping times and costs would decrease as would highway congestion. Consider subsidies to redevelop industrial sites with rail access for the benefits this would provide over a truck-only site. Also use our sea and air transportation assets to their fullest. The regional rail network could also be subsidized to spur economic growth--look no farther than the Port of Tillamook Bay for one of many success stories.

* Support of adjacent communities and jurisdictions is essential to successful development. Metro must partner with local jurisdictions; if Metro is only the messenger for the "bad news" of state law, Metro should join existing efforts by other jurisdictions to change state law.

* Some areas (Helvetia, Stafford, etc.) seem to go through this process over and over. Why not embark on a effort to designate and develop long-term plans for Regionally Significant Rural Areas? Areas like Stafford, Frog Pond and Helvetia are incredibly rich in historical, cultural, agricultural, open space, watershed and habitat resources. Let us decide, as a region, with extensive participation of local communities and jurisdictions, that certain areas are to be preserved and enhanced for what they are today, so that future generations can enjoy all of these benefits without having to fight never-ending battles to stave off development. So-called "exception lands" are not necessarily "under utilized"; many of the benefits they offer are unique and greatly enhance the quality of life (for local residents and non-residents alike) in the region. The stability of knowing that certain areas would be permanently taken out of consideration for urban development would reduce speculation and inefficient and incompatible development patterns, enhancing further all that these areas have to offer.

Thank you for this opportunity to provide my input. I hope to attend next week's public hearing and provide my input on whatever specific amendments the council is considering at that time.

Jay Cosnett
1246 SW Borland Road
West Linn, Oregon 97068
503-638-9923

/////

6/4/04
9:33 a.m.

Dear Sirs and Madams,

First of all thank-you for not expanding the urban/industrial growth boundary south of Wilsonville. In the June 4th "Oregonian" article I really resented the negative reference to "hobby farms." Our farm in Aurora is surrounded by several small farms. It is true that those who own these smaller tracts can not make a living off of them. Its hard to make a living off of large farms. However, these small tracts preserve the land. Keep in mind that small tracts also support other businesses. For example agricultural equipment, fertilizer companies, landscape products, general labor, seed companies, tree farms, barn builders, irrigation companies, feed stores, etc. Is a better alternative to have a zero lot line housing development, chain stores, or big box retail? I have seen several of these small tract farms gradually become more economically productive. The mind set of larger tracts of land are only worthy if they produce an income

sickens me. Is it not of value to just have beautiful uncontaminated land which is becoming scarce? A very common pattern has been that when couples turn to retirement, many create specialized nurseries, organic vegetables and fruits selling at farmers markets and to restaurants, organic beef, chickens and lamb products etc. These small tracts tend to be good stewards of the land. You talk of developing industry. Do not forget Oregon's past. Many of our successful ag businesses have begun from small family farms and ranches. Do not lose sight of the treasures we have in the Valley. Oregon is one of the last areas in the world with this level of beauty.

Richard Langsen
14720 Albers Way NE
Aurora, OR 97002

/////

6/5/04
8:37 a.m.

June 5th, 2004

Metro Council Members:

I am writing today to voice my concern about the expansion of the Urban Growth Boundary near West Union Road and Cornelius Pass Road. This land is one of the many areas in the Portland Metro Region you are suggesting be zoned for Industrial Development.

Recently, I moved into a new home on 203rd Place, just off of West Union Road. One of the reasons we chose this house is the beautiful view of farmland and the rolling green hills just on the other side of West Union. What a pleasure to live so close to urban conveniences but enjoy the country atmosphere I had grown up with in Eastern Washington. You can imagine my disappointment when I heard this beautiful land has been chosen as one of the proposed sites for industrial development. I truly believe this to be a mistake for the following reasons:

To take productive farmland and turn it into an industrial development full of concrete, metal, and asphalt is such a contradiction to the strict environmental principles the State of Oregon lives by.

West Union Road cannot support the increased traffic an industrial development would create. It is only a two-lane road, with no real shoulders to speak of, used by automobiles and bicycles every day. I, like so many other drivers, take West Union to and from work to avoid the Highway 26 traffic. With the added automobiles using this road, it would only create more congestion and increaser the number of accidents. There are too many empty industrial parks less than one mile away from this proposed site. When you drive thru Hillsboro you see industrial park after industrial park with Space Available signs in front of them. On Evergreen, west of Cornelius Pass there is a series of buildings completely empty. All these sites are within the city limits of Hillsboro. It does not make any sense to me to expand further into an unincorporated area when there is plenty of industrial land available inside the Urban Growth Boundary.

I hope the Metro Council thoroughly evaluates the reasons for choosing this land for industrial zoning and determines it unsuitable. Please do the right thing and keep our community the way we like it, green and peaceful.

Sincerely,

Meredith Willcox
5649 NW 203rd PL
Portland, OR 97229
503-466-9342

/////

6/6/04
8:19 p.m.

I am a current resident of Washington county and would like to speak with someone at Metro about my displeasure with the current UGB 2040 plan. What Metro has put in place to increase the densities is a disgrace and detriment to our lifestyle for current and future generations to come!!!! Could you please forward the contact information of the person within metro that would represent my district or area.

I live in Portland, OR 97229.

Thank You,

Derek A. Ebel
ebeld@comcast.net

/////

6/20/04
11:20 a.m.

Listen to our neighbors in Tualatin. They do not want commercial/industrial development south on Boones Ferry Road. They already have plenty on the Tualatin Sherwood road. The traffic load for this was poorly planed creating many traffic jams. Do not give them more troubles!

Sincerely, Will Senders, Wilsonville

/////

6/7/04
11:55 a.m.

Dear Sirs:
I oppose adding industrial land adjacent to our homes at the south end of Tualatin. Please listen to the people.
Jane Morrill

/////

6/7/04
12:30 a.m.

To Metro Planning Council:

I recently purchased a new home in Tualatin on SW 105th Ave. My new home is approximately 100 yards from Helenius Road. I am very concerned that after much community feedback and involvement that Metro has decided to go ahead and incorporate 646 acres of industrial land in south Tualatin in the growth boundary expansion plans. My understanding is that this newly zoned land will begin at Helenius Road.

My home and the neighboring homes in the subdivision above mine, which border Helenius Road, are valued between $300,000 and $450,000. This proposed zoning change will have a negative impact on all our property values which will equate to lower tax base for the City of Tualatin and our local schools.

I do not understand why you are not looking at the proposed option of starting the industrial zone at Tonquin Road. This option would still allow the Metro group to realize additional industrial land in the growth district, and yet provide a buffer to the new housing developments that have just gone into this area.

I am greatly concerned about the increase in traffic this zoning change could have on Grahams Ferry Road, potential noise and pollution this could have on my neighborhood, and the negative impact to the general quality of life we enjoy in Tualatin.

Your next hearing on this matter is not at a time I can attend since I work full time to enable me to live in my newly purchased home! If I were able to attend, you can believe I would be there, standing with my neighbors and friends to try and convince you to look at the Tonquin Road option. I believe that it would be the best win-win solution to this issue.

Regards,

Susan Hanson
22759 SW 105th Ave.
Tualatin, OR

/////

6/7/04
2:53 p.m.

Dear Paulette,

Thank you for your quick response. I utilized the link you provided and checked Metro's interactive map. It is showing that the area South of Tualatin, specifically bordering Helenis Road is still part of the Chief Operating Offices recommendation for industrial land. I also searched for a news release and discovered one dated June 3rd, 2004. It also contains a map that looks as though the proposed land South of Tualatin starting at Helenis Road is still part of the growth plan.

So, I guess I want to officially state my concern that this expansion is going to butt up to a brand new residential area with homes valued between 300K - 450K. Again, may I suggest that Metro create a buffer around this new development and start the zoning change at Tonquin Road.

Please consider this communication in your meetings on Thursday, June 10th. Please realize I would attend if I could, and would stand with my neighbors to communicate my concern and strongest wish that a compromise can be reached on this issue.

Regards,

Susan Hanson

-----Original Message-----
From: 2040 System Accounts [mailto:2040@metro.dst.or.us]
Sent: Monday, June 07, 2004 1:08 PM
To: Susan.Hanson@nike.com
Cc: Marilyn Matteson; Metro Council System Account; Lydia Neill
Subject: Re: Pending Growth Boundary / Industrial Land Expansion

Dear Ms. Hanson, please check Metro's interactive map @ http://www.metro-region.org/article.cfm?articleid=7999. The Metro Council made changes to the industrial lands recommendation last Thursday and this may have affected your property/area in question. They removed

all areas surrounding Tualatin. There is a news release and other descriptive details on the website also. Thank you for contacting Metro.

Sincerely,

Paulette Copperstone
Program Assistant 2
Regional Planning Division
503-797-1562
copperstonep@metro.dst.or.us
www.metro-region.org

>>> "Hanson, Susan" <Susan.Hanson@nike.com> 6/7/2004 12:29:23 PM >>>

To Metro Planning Council:

I recently purchased a new home in Tualatin on SW 105th Ave. My new home is approximately 100 yards from Helenius Road. I am very concerned that after much community feedback and involvement that Metro has decided to go ahead and incorporate 646 acres of industrial land in south Tualatin in the growth boundary expansion plans. My understanding is that this newly zoned land will begin at Helenius Road.

My home and the neighboring homes in the subdivision above mine, which border Helenius Road, are valued between $300,000 and $450,000. This proposed zoning change will have a negative impact on all our property values which will equate to lower tax base for the City of Tualatin and our local schools.

I do not understand why you are not looking at the proposed option of starting the industrial zone at Tonquin Road. This option would still allow the Metro group to realize additional industrial land in the growth district, and yet provide a buffer to the new housing developments that have just gone into this area.

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Your next hearing on this matter is not at a time I can attend since I work full time to enable me to live in my newly purchased home! If I were able to attend, you can believe I would be there, standing with my neighbors and friends to try and convince you to look at the Tonquin Road option. I believe that it would be the best win-win solution to this issue.

Regards,

Susan Hanson
22759 SW 105th Ave.
Tualatin, OR

/////

6/7/04
3:37 p.m.

URBAN GROWTH BOUNDARY CHANGES

Please see the attached letter regarding the above issue.

Thank you,

Kathy Scherer

June 6, 2004

Dear Metro Members,

I am extremely disappointed to learn about your decision to keep the major portion of future industrial development in Tualatin. I can not believe that you would ask a community that already has 40% of its land zoned to industry to take on even more.

We have lived in Tualatin for 9 years and we have loved it. The people here have worked hard to build a strong community with outstanding schools and safe, beautiful neighborhoods. But we are at our breaking point when it comes to industry. We already sit behind numerous trucks at every traffic light in Tualatin.

If you bring in more industry, the quality of life will decline here. We live in a development close to the proposed south Tualatin addition. Right now, my son rides his bike to Helenius Road and feeds the horses. If your proposal goes through, he will have to dodge semi-trucks on his bike ride. The homes in this neighborhood are expensive, but their value will decline. No one is going to pay that kind of money to stare at industry from their backyard. They will go elsewhere, perhaps to a city where industrial zoning is only 12% of its land area.

What about the Tualatin City Councils opinion. Does it mean nothing in your decision making process? You may not be required by law to respect a cities request, but it seems that a reasonable metro committee should weigh heavily the concerns of the city council. After all, they are the ones left picking up the pieces of the traffic mess that you will have created.

What upsets me the most about this situation is my complete loss of faith in the democratic process. There are mothers in our neighborhood who dragged their small children around while they collected 1,000 signatures against this expansion. They came to your hearings and had people speak on our behalf. They had meetings with our metro representative. All these efforts only to have all of our words fall on deaf ears. You asked us to come and give you our opinion. Now I have to stop and wonder why.

I am saddest about the message that this whole process has sent to my kids. I was hoping they would see that if you come together with others, work hard, and voice your opinion that you can make a difference in your future. Instead, they are seeing that a small group of politicians with a tremendous amount of power to impact our lives, appeared to listen to us, but in the end followed their own agenda. Apparently, the Industrial Developers have a much greater influence on your decision making than the residents of Tualatin do.

Please prove me wrong! Help show my children that the elected officials that we put in office do care about the well being of the citizens who put them there.

Sincerely,

Kathy Scherer
A very unhappy resident of Tualatin

/////

6/7/04
4:54 p.m.

I've searched your sight for a definition of "Industrial Land". Can you help with defining what type of businesses can occupy land that is zoned as such?

Thanks!

Susan Hanson

/////

6/7/04
5:56 p.m.

Dear METRO,
I am a Tualatin resident. I fully support the Tualatin City Council's position on the proposed UGB. Tualatin has more than it's fair share of industrial land, we have purposefully developed a balanced city. It is not appropriate for additional industrial land to be zoned to our south or east. The roads and neighborhoods are not compatible with industrial traffic and activities. The City Council has graciously offered the Tigard Quarry area, which is adjacent to other industrial property.

Please do the right thing and modify the UGB expansion to align with the City of Tualatin's proposal.

Thank You!
Emilie

Emilie Kroen, Tualatin, Oregon
ekroen@yahoo.com

"What lies behind us and what lies before us
are small matters compared to what lies within us."
-Ralph Waldo Emerson

/////

6/7/04
9:12 p.m.

Dear Metro,

I fully support the Tualatin City Council position on the following Metro UGB expansion options:
* Oppose inclusion of the area south of Tualatin.
* Oppose inclusion of the Borland Road North area, east of Tualatin.
* Oppose inclusion of the Norwood/Stafford area, southeast of Tualatin.
* Advocate for the inclusion of the Quarry area, southwest of Tualatin with conditions.

The roads in these areas can not support the proposed expansion, and buffers are needed between existing schools and residential areas. I urge your consideration of local opinions in your final decision on June 24, 2004.

Anne Wagner
6630 SW Lombard Avenue
Beaverton, OR 97008

/////

6/8/04
8:42 a.m.

My father just purchased a house on 1.67 acres just outside the UGB line. I was wondering if it is possible to get annexed into the UGB and if so, how I would go about starting that process. The property is located at: 11233 SW 175th in Beaverton.

Thanks for your time,

Dustin L. Aman
AKA Direct
503.454.2257
Fax: 503.454.2258

/////

6/8/04
9:34 a.m.

Dear Metro Board Members,

Please see the attached letter regarding the metro growth boundary changes south of Tualatin.

Thank you,

C. Gregory Scherer

June 6, 2004

Dear Metro Members,

I would like you to know that I am one of many in the Tualatin area that is very disappointed with the direction you are apparently headed in expanding the Metropolitan Growth Boundary at the south end of Tualatin. Two years ago our family moved away from a residential neighborhood in north Tualatin that is trapped by industrial development. We were happy to find this new development in south Tualatin bounded by homes, and farmland, with schools and parks scattered within. In fact, we found great solace in knowing that we lived only four blocks from the growth boundary line assuming that that our environment would remain free from industrial growth for some time. Our boys have enjoyed the benefits of residential life while at the same time enjoying the deer that run free in the nearby open land and feeding the horses in the pasture a short walk away. You can imagine our disappointment to learn that these things may soon change because little consideration is being given to home owners such as us in south Tualatin.

We have greatly enjoyed the community of Tualatin for many reasons during our nine years of residency here. But one of our greatest frustrations is the poor land use and transportation planning that has affected it. In my opinion, most of the problem has been created by decisions made outside of the City of Tualatin. It is unfortunate that our little "downtown" just happens to lie at the convergence of I-5 and I-205, that it acts as the gateway to Sherwood growth, and that it provides the easiest connection between I-5 and Hwy 99. Traffic can be a nightmare just getting from north to south Tualatin. Adding large areas of industry on the south end of town is very short sited and is certainly a loosing proposition for any of the inhabitants of Tualatin.

I understand that in the neighborhood of 40% of Tualatin is already zoned for industrial use (well above that of other Metro cities with the exception of possibly Wilsonville). And of that 40%, I bet not even one half of that industrial land is yet in use. No one has made it clear to me why even more of Tualatin's land needs to be designated for industry. It seems equitable to share the economic growth with other Portland area suburbs, some of which apparently welcome the growth. Besides, additional commuters and

truckers destined to and from Tualatin will only compound the traffic problems our community already faces.

If, for reasons I am not privy to, we must be forced to live with more industry in our backyard, I (and my 13 year old son jabbing me in the side about it) ask that you would at least provide a nice buffer between the 40 ton trucks that will come and the 40 pound children racing around the block on their scooters and bikes. By my estimation, the land directly south of us (between SW Helenius Rd and Tonquin Rd) does not meet the criteria for land that Metro is to consider anyway. It is zoned for farming (or at least I assume it is by the sheep, horses, and blueberries I run and bike by), it is not within one mile of existing industry (unless the Women's Prison that was crammed down our throat is considered as such), and the only slope less that 10 percent is the small portion of land between the uphill and the downhill sides. In addition, I would ask that Grahams Ferry Road and Boones Ferry Road strictly prohibit truck traffic coming north into residential Tualatin. These seemingly small concessions would at least dampen the impact to our town.

Sincerely,

C. Gregory Scherer
Tualatin Resident

/////

6/8/04
11:45 a.m.

I am a resident of Tualatin. Residing in the Southern West Part of this city. I have 5 children, volunteer at 4 different schools in the Tigard/Tualatin district and would like to see the children of this community stay and invest their futures in Tualatin. Metro has residential success here with high property taxes to enrich this state. We already have too much industrial traffic passing our high schoolers and Byron elementary on Boones ferry. Keep Tualatin's Industrial in certain areas ...Do not have this community pockadotted all over with changes of residential, business & industrial every 5 blocks. There needs to be some consistency in the flow of traffic but when you have this diversity every few blocks the traffic flow and noise of Industrial just overpowers all the neighborhood serenity all of us in Tualatin have invested in.
Thank you
Carla A. Fennell

/////

6/8/04
1:55 p.m.

Dear Metro,

I fully support the Tualatin City Council position on the following Metro UGB expansion options:

* Oppose inclusion of the area south of Tualatin.
* Oppose inclusion of the Borland Road North area, east of Tualatin.
* Oppose inclusion of the Norwood/Stafford area, southeast of Tualatin.
* Advocate for the inclusion of the Quarry area, southwest of Tualatin with conditions.

The roads in these areas can not support the proposed expansion, and buffers are needed between existing schools and residential areas. I urge your consideration of local opinions in your final decision on June 24, 2004.

Cindy Schultz
5900 S.W. Prosperity Park Road
Tualatin, OR 97062

(503) 638-7722

/////

6/8/04
3:49 p.m.

Metro Councilors:

I am very disappointed in your decision (as a governmental body) to keep the S. Tualatin study area for consideration into the UGB expansion land - even after every local mayor, thousands of residents, and MPAC themselves recommended otherwise. This is exactly the type of pompous behavior that has caused most Americans to throw up their hands in disgust at the way local government deals with contentious issues. It is very disturbing that the 5 members of the Metro council that decided to keep the Tualatin Study area on the agenda for inclusion feel that they "know something" that virtually the entire community and local governmental agencies don't. Please re-consider your decision to include this area into the UGB - we're all counting on you to meet your mandate to protect the local residents and listen to the overwhelming voice of your constituents and colleagues.

Regards,

Mike Gillespie
Tualatin
(503) 939-6297

/////

6/9/04
6:44 p.m.

Dear Metro Councilor:

I support Metro's recent approval of the amendment removing the proposed 163 acres in the Borland Road/I-205 area for inclusion within the urban growth boundary for use as industrial land.

I have resided in that immediate area (on SW Pattulo Way off of Stafford Road) for the past 11 years. I own my home on 1.3 acres of land. In addition, I work in the Willamette District of West Linn, located approximately 4.5 miles from the proposed industrial use area. Consequently, I have reason to travel through the affected area several times per day, both during rush hour and at other times during the day. During the past 11 years, traffic congestion on Stafford Road, Borland Road and I-205 has substantially increased, with one of the worst offenders being the

Stafford/Borland 4-way stop at Wankers Corner (which is approximately a ½ mile from my home). Due to the increasing traffic congestion, significant numbers of drivers are already diverting onto smaller side roads and neighborhood streets such as Childs Road, Johnson Road and Rosemont Road. Furthermore, the stretch of Stafford Road between Wilsonville and I-205 has already become many drivers' alternative "freeway" to avoid the congestion at the I-5/I-205 merger. During morning and afternoon rush hours, as well as at peak times on the weekends, traffic is often backed up from Wankers Corner on Stafford Road for a ¼ - ½ mile. In my opinion, industrial development will only exacerbate the existing traffic congestion. Industrial use such as warehousing will significantly increase rush hour congestion with warehouse employees reporting to/leaving work, and truck traffic will significantly increase at all times during the day.

In addition, this area is a rural community consisting of schools, churches, single family dwellings and farms on parcels of land in varying sizes. The available parcels for development are generally not large tracts of contiguous land conducive to industrial development, but are broken up by these homes, churches, farms and schools. Nor does industrial development mesh with the area's rural community character.

Thank you for your time and consideration.

Lisa Day
2165 SW Pattulo Way
West Linn, OR 97068

/////

6/9/04
10:34 p.m.

Metro councilors:

I have learned from experience that this is futile. Your decision has been made and public input is just a formality, but I must speak up anyway. You are making decisions about my home and my way of life and I didn't even get to vote for any of you--I am not represented on your board. That flies in the face of all that is American, but a lot about this process isn't fair, so I'll just hope you'll listen anyway.

Rural people aren't just holding land hoping that some city person will finally decide what to do with it. This is an area of nurseries, farms and other rural businesses that are currently employing people and providing goods and services for Oregon. The idea that they must be destroyed and productive farm land paved over to make room for industrial business that most likely will not employ local people anyway, is shortsighted. Traffic that is too much for the roads now will be ridiculous when people are moved here or brought in from other areas to fill the jobs and what do you expect to do with the people who lose their jobs when you dismiss their employer? Why do you take businesses and homeowners who have paid taxes all these years so lightly? Do you think we can't see the unused land in already established industrial areas? Do you think we need another congested area where rain can't run off and there is nothing but an ocean of buildings and pavement?

Do you really think local governments can support this increase? It would appear from election campaign literature that expanding the boundary has never yet solved a single problem in the past, but rather increased them, so why not wait until the need is dire, which it isn't currently.

Do you have a plan for when all Oregon's farmland has been "developed"? Do you know how little kids will visit farms and learn about animals and growing food? Do you know where your strawberries and Christmas trees will come from, or do you only care about a developer turning a quick profit and getting out? Obviously, the people who have lived here for years mean nothing, so have you considered the environmental consequences and what will happen when gridlock and congestion destroy livability?

Farmland, nurseries and greenspaces are valuable assets to a community and I think you can get a whole lot more creative about finding places for businesses and job creation than trashing the Boring/Damascus area. Please don't include Boring/Damascus in your growth boundary.

Sincerely,

Lorry Brown
33320 SE Ranmar
Boring OR 97009

/////

6/10/04
1:46 p.m.

To:
Metro Commissioners;

David Bragdon - Council President
Rod Park
Brian Newman
Carl Hosticka
Susan McLain
Rex Burkholder
Rod Monroe

From:
Keith Aden
PO Box 1501
Lake Oswego, OR 97035

Hello:

I am an owner of property that may have it's zoning changed by the current Metro UGB/Zoning decision. One of my main concerns at this point is that Wilsonville would not work well with property owners or potential buyers of industrial lands. For this reason I am asking that Clackamas County retain and manage the property outside of the current Wilsonville city limits.

Thank You
Keith Aden

kaphoto@earthlink.net

503 230-0325 work
503 625-1003 home

/////

6/10/04
7:17 p.m.

--- Mark Perkins
--- mp0263@earthlink.net
--- EarthLink: The #1 provider of the Real Internet.

----- Original Message -----
From: Charlotte Lehan
To: frogpond group
Sent: 6/7/2004 8:54:33 AM
Subject: [savefrogpond] Fw: Point of View

----- Original Message -----
From: Charlotte Lehan
To: Curt Kipp
Cc: Danielle Cowan ; Arlene Loble
Sent: Sunday, June 06, 2004 9:39 PM
Subject: Point of View

Wilsonville Spokesman
June 4, 2004
Point of View
By Charlotte Lehan, Mayor of Wilsonville
Metro Decision Ignores Regional Partnerships
The decisions regarding industrial lands made last week by the Metro Council mark a low point in the relationship between Metro and the cities of the region. The council positions, which Presiding Officer David Bragdon reported in the Oregonian are unlikely to change before their final decision on June 24th, did not even seriously consider the recommendations of the local jurisdictions. And this has devastating consequences for Frog Pond and for Wilsonville.
Some might recall that the Metro Policy Advisory Committee (MPAC), comprised of local elected officials, came forward with a compromise proposal that would allow Metro to meet its goal of adding 1,200 acres of industrial lands into the Urban Growth Boundary while siting them only where local jurisdictions were willing to provide service.
Instead of actually considering this reasoned proposal, the majority of the Metro Council ignored the MPAC recommendation and instead chose to site 967 of the 1200 needed industrial acres in Tualatin and Wilsonville. These two cities, with the highest percentage of industrial lands in the region already, who together make up less than 5% of Metro's land area, are being forced to accept more than 80% of the region's current industrial lands need.
Their decision leaves in Wilsonville East (Frog Pond) and Tualatin South while leaving out most of Cornelius, Evergreen in Hillsboro and Noyer Creek by Damascus even as those jurisdictions have lobbied to include them. No consideration was given to community livability, local planning, regional partnerships, or a community's willingness to provide service.
They also weren't swayed by public opinion. Thousands of citizens in and around Tualatin and Wilsonville have testified, filled out comment cards, sent emails and petitions – nearly all in opposition to the current proposal.
The council ignored testimony from residents and businesses that industrializing Frog Pond was a poor decision because of conflicts with existing and planned uses. The council tried to brush aside these

concerns by saying they would remove the area south of Kahle Road and then would require trucks to only go north. As if they – or anyone – had the ability to do that!
Let's consider:
Frog Pond is Tier 5 Resource Land. That means it is the LAST land that can be brought into the UGB and the council must demonstrate that they have no other viable option.
Industrializing Wilsonville East will place truck traffic in areas not planned for such use. The costs to build roads and to bring in sewer and water are astronomical and make even less fiscal sense if the land area is reduced.
It doesn't meet Goal 14 and other land-use standards. Not only neighborhoods, but also one of Wilsonville's largest commercial centers, Argyle Square, would be severely impacted.
There are numerous environmental features that make this land unsuitable for expansion. It includes the headwaters of Boeckman Creek and has huge power line easements running through it. It has ravines and riparian areas that would be negatively impacted and would restrict development.
Since the city switched off all their wells, the water table in Frog Pond is rising faster than all the current users combined have the ability to draw it down. There are no water restrictions on any existing irrigators.
There is one more opportunity for public comment at the June 10th hearing at Metro Headquarters, beginning at 2:00 p.m. Given that we have heard that the Metro councilors are unlikely to change their positions and given that our comments have thus far been largely ignored, the City will be presenting most of our testimony in writing in preparation for the legal challenges ahead. I will of course be there to express my objections, but my remarks will be brief.
Throughout this trying process I have been very proud of the professional demeanor of our citizens and City officials. However, I was recently criticized by a member of the Metro council for being too emotionally involved and for getting my citizens unnecessarily worked up over this issue. I was told that if I would just present it in a more positive light, the citizens would be more accepting.
If I am emotionally involved, it is because I care passionately about the future of Wilsonville and I believe this decision threatens that. We have done an excellent job planning our community and being good regional partners for the past thirty years. It makes no sense to turn all that on its head in order to meet a questionable land need that can be accommodated more sensibly with regional cooperation. Furthermore, I believe that no matter what light I might present it in, the citizens will not be more accepting, because by any common sense planning criteria, this decision is simply unacceptable. We have no intention to let it stand unchallenged.

/////

6/10/04
7:17 p.m.

--- Mark Perkins
--- mp0263@earthlink.net
--- EarthLink: The #1 provider of the Real Internet.

----- Original Message -----
From: Shirley Longfellow
To: savefrogpond@yahoogroups.com
Sent: 6/7/2004 10:16:30 AM
Subject: RE: [savefrogpond] Fw: Point of View

Thank you Major Lehan. This just confirms my belief Metro had their minds made up all along and the rest was just an exercise in frustration.

S. Longfellow

-----Original Message-----
From: Charlotte Lehan [mailto:charbs51@verizon.net]
Sent: Monday, June 07, 2004 8:55 AM
To: frogpond group

Subject: [savefrogpond] Fw: Point of View

----- Original Message -----
From: Charlotte Lehan
To: Curt Kipp
Cc: Danielle Cowan ; Arlene Loble
Sent: Sunday, June 06, 2004 9:39 PM
Subject: Point of View

Wilsonville Spokesman
June 4, 2004
Point of View
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Instead of actually considering this reasoned proposal, the majority of the Metro Council ignored the MPAC recommendation and instead chose to site 967 of the 1200 needed industrial acres in Tualatin and Wilsonville. These two cities, with the highest percentage of industrial lands in the region already, who together make up less than 5% of Metro's land area, are being forced to accept more than 80% of the region's current industrial lands need.
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It doesn't meet Goal 14 and other land-use standards. Not only neighborhoods, but also one of Wilsonville's largest commercial centers, Argyle Square, would be severely impacted.
There are numerous environmental features that make this land unsuitable for expansion. It includes the headwaters of Boeckman Creek and has huge power line easements running through it. It has ravines and riparian areas that would be negatively impacted and would restrict development.
Since the city switched off all their wells, the water table in Frog Pond is rising faster than all the current users combined have the ability to draw it down. There are no water restrictions on any existing irrigators.
There is one more opportunity for public comment at the June 10th hearing at Metro Headquarters, beginning at 2:00 p.m. Given that we have heard that the Metro councilors are unlikely to change their positions and given that our comments have thus far been largely ignored, the City will be presenting most of our testimony in writing in preparation for the legal challenges ahead. I will of course be there to express

my objections, but my remarks will be brief.
Throughout this trying process I have been very proud of the professional demeanor of our citizens and City officials. However, I was recently criticized by a member of the Metro council for being too emotionally involved and for getting my citizens unnecessarily worked up over this issue. I was told that if I would just present it in a more positive light, the citizens would be more accepting.
If I am emotionally involved, it is because I care passionately about the future of Wilsonville and I believe this decision threatens that. We have done an excellent job planning our community and being good regional partners for the past thirty years. It makes no sense to turn all that on its head in order to meet a questionable land need that can be accommodated more sensibly with regional cooperation. Furthermore, I believe that no matter what light I might present it in, the citizens will not be more accepting, because by any common sense planning criteria, this decision is simply unacceptable. We have no intention to let it stand unchallenged.

/////

6/10/04
7:18 p.m.

--- Mark Perkins
--- mp0263@earthlink.net
--- EarthLink: The #1 provider of the Real Internet.

> [Original Message]
> From: fosterjct2003 <fosterjct@earthlink.net>
> To: <savefrogpohd@yahoogroups.com>
> Date: 6/7/2004 10:40:35 AM
> Subject: RE: [savefrogpond] Fw: Point of View
>
> Dear Mayor Lehan,

> Thank you very much for your support and unyielding effort to work
> with both the citizens of Wilsonville that you represent and Metro.
> For Metro to characterize your involvement as being too emotional is
> simply not fair but so much of Metro's actions on this issue have
> nothing to do with being fair. Metro's authority to re-zone EFU land
> to industrial use without majority approval of the public forces the
> citizens that are negatively affected by this decision no other
> recourse but to speak out in any and every manner available to us.
> However, rather than speaking out on a highly charged emotional
> level, we made a deliberate attempt from the onset to fully
> understand the land use issues including Metro's mandate to retain a
> 20 year reserve of industrial land for future economic growth, the
> factual impact of an industrial area immediately adjacent to
> neighborhoods, schools and parks, and other viable alternatives that
> would still fulfill Metro's requirements. It is extremely unfortunate
> that some people are now depicting this knowledge based and rational
> effort into some type of organized conspiracy to undermine Metro and
> that you are the leader of the conspiracy. One thing is now perfectly
> clear, it doesn't matter how well organized and informed the public
> may be on the issue or how many speak out in opposition of a
> Metro "proposal", our words are falling on deaf ears. Metro is truly
> an omnipotent entity and intent on taking the easy way out and we,
> the general public, are just another bunch of NIMBY's.
>
> Thoughtful and reasonable land use planning by the City of
> Wilsonville has created appropriate industrial land use areas with

> buffers from residential areas. It is because of this that
> Wilsonville is my home and I will continue to fight to maintain the
> quality of living that you and City of Wilsonville have created.
>
> Sincerely,
>
> John Foster

/////

6/11/04
7:48 a.m.

Dear Despots,

Historically battles fought defending one's home have been the fieriest. Those of you who have lost sight of being representatives of the people will be facing more lawsuits. Your arrogant disregard for Wilsonville not wanting more industry is a misuse of power. Are you doing this for money or future political backing? You could choose the path of harmony and go with the cities who do want industry, Hillsboro etc. How would you feel with a factory next to your home?

Richard Langsen
14720 Albers Way
Aurora, OR 97002

/////

6/11/04
7:57 a.m.

Dear Sirs:
My name is Julian Cranford and my address is, 23320 NW West Union Rd. Hillsboro, OR 97124. I own 29.8 acres and have lived here for 24 years, it is part of the Helvetia Parcel. I agree with Metro's recommendation for the Helvetia area to be brought into the Urban Growth Boundary. This area has change from rural to urban as far as traffic on West Union Rd. It is no longer safe for bringing the farm machinery in and out of our place, thus we may have to quit farming it.
I out of state at this time do to illness in the family so my son-in-law, Curt Vice will represent us at the meeting on June 24 and July 8th.
Thank You,
Julian Cranford
PS I can be reached at 503-803-0869

END OF INDUSTRIAL LANDS E-MAILS FOR MAY 15 THROUGH JUNE 11, 2004

INDUSTRIAL LAND CALLS FROM MAY 15 THROUGH JUNE 11, 2004

May 25, 2004
1:33 p.m.

Hi, my name is **Ron Mink**. My number's 245-6249. I would like to request the Level 1 protection that the Audubon Society was calling me about for our natural areas around town. And as far as the Urban Growth Boundary, I want to keep it the way it is, no further, and keep it strict, that's what it's about. So anyway call me if you would please to let me know that my comments did get recorded. Thanks.

May 31, 2004
9:35 a.m.

Hello, my name is **Mike Reynolds**. I live at 8542 SW Jessica Street, Apartment 908 in Wilsonville, Oregon and I urge you not to authorize a new industrial site in the Wilsonville East and Frog Pond area. Thank you.

June 7, 2004
7:08 p.m.

Hello, this is **Michael Skidmaker**. My address is 22711 SW 105th Avenue in Tualatin. I wanted to share my opinion about the potential expansion of the Urban Growth Boundary in Tualatin off of Helenius and Norwood Road. I strongly oppose that expansion of the boundary for industrial land. There's enough industrial going around in this area. There's enough children, it doesn't add to the impact of why I moved to Oregon and why I moved to this community. I highly recommend that you look elsewhere to expand the Urban Growth Boundary and not along this road. Thank you.

June 10, 2004
7:20 a.m.

Hello, my name is **Fred Van Dyke**, I live off Spiesschaert Road in Cornelius, Oregon and this message is in reference to a meeting tonight concerning the Urban Growth Boundary expansion and I'm voicing my opinion because I'm not going to be able to make it to the meeting that I disagree with it being for industrial use but I think that it would be better if it was for residential and that's basically all my thoughts, thanks, bye.

June 10, 2004
12:55 p.m.

Good afternoon, this is **Jeanine Foster**. I live at 36775 NW Spiesschaert Road in Cornelius, Oregon and I'd like to, not able to attend any of the meetings that are at the Metro level. I have attended Cornelius Council meetings and voiced my opinion that I did not want Urban Growth Boundary north of Council Creek, which includes my little farm, and I would like to voice my opinion that I would like to see Metro not to make anything north of Council Creek into the Urban Growth Boundary. Again, Jeanine Foster in Cornelius. Thank you.

I:\gm\gmadm\staff\paulette\old_I\PAULETTE\Industrial Lands Hotline3.doc

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SAVE FROG POND COMMUNITY COALITION
c/o Kristina Traffas, President
P.O. Box 2825, Wilsonville, OR 97070

June 10, 2004 Petition with 240 signatures

Dear Presiding Officer Bragdon and Members of the Metro Council:

Subject: Wilsonville East (Frog Pond)

We strongly believe that Metro's recommendation to industrialize the prime Class I & Class II soils of the Frog Pond area east of Wilsonville is a serious mistake and should be reconsidered. There are numerous reasons why the entire Frog Pond study area is inappropriate for industrial development. Overall, the selection and study process whereby Frog Pond was chosen and remains under consideration is a model of how not to choose land to urbanize, especially for the narrow specific purpose of industrialization. The criteria used by Metro to evaluate different study areas pay scant attention to community livability, local planning, or service provisions. As residents of the area, we must live with the consequences and spillover effects of this decision to industrialize Frog Pond, which we believe is ill-considered and unsupported.

In short, our objections are that: the area is valuable farmland, it has severe transportation constraints, it has environmental and topographic constraints that have not been adequately considered, and the local jurisdiction is actively opposed to its inclusion.

We outline the substance of our objections below:

Marketability

- Metro has incorrectly assessed Frog Pond's desirability as land for a "warehousing and distribution" site. The site is hobbled by poor transportation connections, hilly topography, and diminished yield due to power lines, wetland and other natural resource areas. Given all these restrictions on the land, simply designating the estimated 412 gross acres (295 net acres or less) of Frog Pond as industrial will not serve Metro's intended policy goals because it will fail to attract warehousing and distribution businesses. Prospective buyers or tenants who conduct even a minimal amount of due diligence on site conditions will not locate on the Frog Pond land. For this reason, other candidate lands are far better for inclusion in the Metro area for job-generating purposes.

Transportation

- Metro has modified the proposal to route site-generated truck traffic along Elligsen Road to I-5. The grade along Elligsen to/from the Interstate is steeper than 5% over half a mile. This would require a fully loaded, 80,000 pound truck trailer to creep in the lowest gear to get up the grade. Combined with the existing residential, commercial and public safety traffic along Elligsen road, these trucks will move at a slow speed in a long, difficult trip

between the site and the overloaded I-5/Elligsen Road interchange. Moreover, inadequate stacking space for the loaded trucks will require trucks to stop, on a hill, next to high density housing for long periods of time. Wilsonville has located its trucking uses predominantly on the west side as a consequence of years of careful planning to accommodate and separate traffic from different uses.

- Metro's unwilling partner in this industrialization decision—the City of Wilsonville—has the ability to mandate truck routes within its City limits. The city has expressed resistance to legislating this restriction and expending resources to enforce it. Trucks will inevitably pursue the path of least resistance. From this site, trucks will access I-5 by Wilsonville Road and I-205 by the County's narrow, winding two-lane Stafford Road, which is outside the City limits and its authority to legislate truck traffic restrictions. Truck drivers, like other drivers, will seek to avoid the inevitable traffic jams at the I-5/Elligsen Road interchange, where trucks will mix with large numbers of private autos for the large commercial Argyle Square development. The North Wilsonville/Stafford interchange cannot bear the expected traffic volumes from the Wilsonville and Tualatin areas selected by Metro for industrial development. The future Highway 99/I-5 Connector, increased truck traffic from the Coffee Creek, Quarry and Tualatin areas, and this proposed development will all funnel into I-5 at an interchange already near capacity. Using Frog Pond's proximity to I-5 as one of the suitability criteria is far too general, since it ignores the reality of the performance of the nearest interchange and I-5's capacity.

- Choosing Frog Pond as a future warehousing and distribution site will drive increased development in the area that will increase traffic volumes, and ultimately build pressure toward the constructing the Boeckman Road interchange. This project has long been resisted by the Oregon Department of Transportation, because it will cost, at a minimum, four times Metro's yearly operating budget. Metro has no plans to pay for this project, which is a possible consequence of its mandate, nor does it plan to provide Wilsonville with resources to serve a future interchange effectively.

- The City of Wilsonville's Transportation Services Plan, Comprehensive Plan, and street standards require a standard of connectivity which cannot be accommodated by industrializing the Frog Pond area. The obvious conflict between Metro's decision and Wilsonville's arduously developed and adopted plans shows the future difficulties in "turning dirt" on this site.

Agriculture

- In evaluating the agricultural viability of this area, Metro relied on the testimony of farmers who are seeking to sell their land. A more credible source of information is the Oregon Department of Agriculture. Out of fourteen agricultural areas included in Metro's study, the State initially gave nine other areas higher ranking for agricultural viability, but based on data which shows rapid aquifer recharge in the two years since the City stopped

using the aquifer for its water supply, the State has recently moved Frog Pond's agricultural viability ranking to the third most viable area being studied.

- Metro has incorrectly relied on outdated water supply data, anecdotal comments made by interested parties, and speculation about future agricultural viability. The revised agricultural ranking provided by the Oregon Department of Agriculture and the strong recommendation by the State Board of Agriculture not to industrialize the prime farmland of Frog Pond should be carefully reviewed and considered.

- The fiction that farmers will only be interested in very large parcels is not true in every case. In fact, Frog Pond land is ideal for farms that produce small scale, high-value products such as specialty nursery, organic vegetables, and highly perishable flower and herbs. These farms need the rich Class I & II soils available at the site.

- The conflict between urban water users and irrigators discussed by the Metro Council in previous hearings is resolved. The construction and operation of the Willamette River Water Treatment Plant changes the agricultural future of Frog Pond. Edmond Roses, Larsen Farms and others who advocate industrialization have chosen to grow their crops at other locations due to many reasons, such as labor relations, efficiency, access to the California fresh flower market, and now resolved water supply issues, rather than the quality of Frog Pond agricultural land. The assertions of the current land owners are clearly influenced by their direct financial interest in future industrialization. The objective facts are that this land contains some of the richest, most valuable soil in the region and that it has significant agricultural potential.

Cooperation

- Rejecting the MPAC recommendation to limit new industrial land to jurisdictions that are willing to provide service has political and practical consequences. Politically, it damages Metro's cooperative relationship with the local governments in the region by forcing development on those lands a local jurisdiction is unable or unwilling to serve. Other jurisdictions with a dearth of industrial land are left wondering why they have been passed over. Practically, the City of Wilsonville is unlikely to move quickly to serve this site with public facilities, because of a lack of resources to do so and documented plans that prioritize development elsewhere. From a regional standpoint, Metro must decide if it worthwhile to use its power and resources to take on united neighborhoods, the City of Wilsonville, and other regional partners who are strongly opposed to Metro's recommendations. If there is a beginning of the end to this regional enterprise, it may be here.

We, the signers of this letter and citizens of the region, respectfully urge you to reverse this decision to industrialize the Frog Pond area of Wilsonville. We urge you to work cooperatively with local government and follow the recommendation voiced by MPAC in their unanimously passed compromise recommendation. If Metro persists in the direction it

SAVE FROG POND COMMUNITY COALITION
c/o Kristina Traffas, President
P.O. Box 2825, Wilsonville, OR 97070

is apparently taking, our people and our government will have no alternative but to undertake every means at our disposal to respond. At this point, we do not know where that response will take us or the region. Nevertheless, we will not stand by to have a regional government take land that is not qualified to be industrial, not developable as industrial, and not likely to be serviceable as industrial just so the numerical body count of industrial acreage is met.

Sincerely,

Signed Name Kristina E Traffas Printed Name KRISTINA E. TRAFFAS

Address 28579 SW WAGNER ST. WILSONVILLE OR 97070

Signed Name Gary D Traffas Printed Name Gary D. Traffas

Address 28579 SW Wagner St. Wilsonville, OR 97070

Signed Name TC Printed Name TC TOLBOE

Address 28675 SANDALWOOD DR. WILSONVILLE, OR 97070.
– ON BEHALF MEADOWS HOMEOWNERS ASSOCIATION – 308 HOMES; AS PRESIDENT

Signed Name Kim McKown Printed Name Kim McKown

Address 2881 SW Crestwood Dr., Wilsonville, OR 97070

Signed Name Dais Foster Printed Name DORIS FOSTER

Address 6589 SW Stratford Ct, Wilsonville, OR 97070

Signed Name Todd Nelson Printed Name Todd Nelson

Address 6620 SW STRATFORD CT. Wilsonville OR. 97070

Signed Name Stacey Lynn Nelson Printed Name Stacey Lynn Nelson

Address 6620 SW STRATFORD CT. Wilsonville OR 97070

Signed Name Diane Brooke Printed Name Diane Brooke

Address 28446 SW Wagner St Wilsonville 97070

Signed Name [illegible] Printed Name THOMAS BONN

28416 SW Wagner St. Wilsonville 97070

Signed Name [signature] Printed Name Louie Pike
Address 7025 SW Boeckman Rd Wilsonville OR 97070

Signed Name [signature] Printed Name PAUL CHANEY
Address 27227 SW STAFFORD RD WILSONVILLE OR 97070

Signed Name Janene P Chaney Printed Name JANENE P. CHANEY
Address 27227 SW Stafford Rd, Wilsonville, Or. 97070

Signed Name [signature] Printed Name William R Morgan
Address 6720 SW FROG POND LANE WILSONVILLE OR 97070

Signed Name Janice Morgan Printed Name JANICE MORGAN
Address 6720 SW. Frogpond LANE Wilsonville, Ore. 97070

Signed Name Tami Pittman Printed Name Tami Pittman
Address 7115 SW Frog Pond Lane Wilsonville, OR 97070

Signed Name Linda Haas Printed Name Linda Haas
Address 7315 SW Frog Pond Lane, Wilsonville, OR 97070

Signed Name [signature] Printed Name Tom Haas
Address 7315 SW Frog Pond Lane, Wilsonville, OR 97070

Signed Name Sharon O'Hogan Printed Name Sharon O'Hogan
Address 7400 S.W. Frogpond Ln Wilsonville, OR. 97070

Signed Name Diane Hayford Printed Name Diane Hayford
Address 7320 SW Frogpond Ln Wilsonville, OR 97070

Signed Name Tim J Hayford Printed Name TIM J. HAYFORD
Address 7320 SW Frog Pond Ln Wilsonville, OR 97070

Signed Name Paul V Woebkenberg Jr. Printed Name PAUL V. WOEBKENBERG JR.
Address 7130 FROG POND LN WILSONVILLE OR 97070

Signed Name Henry F Mehus Printed Name HENRY F. Mehus
Address 6725 SW Frogpond Wilsonville, OR 97070

14 Signed Name Walter O Wehler Printed Name WALTER O WEHLER
Address 6855 SW BOECKMAN Rd Wilsonville OR 97070

	SIGNATURE	PRINTED NAME	ADDRESS
1	Sheryl Branch	Sheryl Branch	28690 SW 35 Wilsonville
2	Kim Griffiths	Kim Griffiths	29066 Rawhide West Linn
3	David Ill	David Ill	1805 SE 37th Ave. Lower Portland, OR
4	Joyce Liden	Joyce Liden	11412 SW French Glen Ct Wilsonville OR
5	Cynthia Petrie	Cynthia J. Petrie	28623 SW Cascade Lp Wilsonville OR
6	Josh D Yeamans	Josh D Yeamans	28535 SW Ashland Dr. Wilsonville
7	Maralee Greeno	Maralee Greeno	5319 SE Franklin - Portland OR
8	Ralph Goldstein	Ralph Goldstein	134 Cherry Ave. Oregon City, OR
9	Justine Sutton	Justine Sutton	4339 NE Flanders PDX 97213
10	Sarah E. Hanthorn	Sarah E. Hanthorn	24090 SW Canyon Creek Rd #102 Wilsonville, OR 97070
11	Matthew J. Whitehead	MATTHEW J. WHITEHEAD	8432 N.E. Broadway PDX 97220
12	Stuart Levy	Stuart Levy	2911 NE 31ST Ave PDX 97212
13	Jennifer Cerasin	Jennifer Cerasin	8165E Nehalem ST PDX 97202
14	Marjorie Skreen	Marjorie Skreen	7265 SW Meadows ct Wilsonville
15	Deb Hickman	Deb Hickman	19060 SW TUALATIN TUALATIN OR 97062 97070
16	Jesse Skinner	Jesse Skinner	3258 SE Morrison Portland, OR 97214
17	Charles Boone	Charles Boone	2322 SE 96th Portland, OR 97216
18	Susan Asher	Susan Asher	16795 SW Serena Ct Tigard 97224
19			

1 Linda Koller Linda Koller 1585 SW Shadow Wood West Linn, OR 97068

2 Merry McAdoo MERRY McADOO 2320 SW Schaeffer West Linn, OR. 97068

3 Margaret F. Bollet Margaret F. Bollet 6789 SW Knollwood Tualatin, OR

4 Julianne I Etzel Julianne I Etzel 36944 SW Kensington Wilsonville, OR 97070

5 Wade E. Scott Jr. WADE SCOTT 11283 SW CHANTICLEY WILSONVILLE, OR 97070

6 Joyce K. Summers Joyce K. Summers 7576 SW Wimbledon ct Wilsonville, OR 97070

7 Toni J. Walter Toni J. Walter 6900 Knollwood Ct. Tualatin, Or. 97062

8 Karoline Ashley Karoline Ashley 3732 N. Michigan Ave Portland, Oregon 97227

9 Leanne M Johnston Leanne Johnston 10981 SW Flores St. Wilsonville OR 97070

10 Linda S. Sato-Juras Linda S. Sato-Juras 26085 NE Butteville Rd Aurora, Or 97002

-----Original Message-----
From: Judy Jindrich [mailto:jindrich@comcast.net]
Sent: Tuesday, June 08, 2004 3:27 PM
To: savefrogpond@yahoogroups.com
Subject: Re: [savefrogpond] Thanks

Dear Kristina,
I have been planning to write a letter, but I can't quite tell if we are supposed to wait for guidelines? Or has there been a change in plan related to letters? Do you still want them and are they to be delivered to your home?
Judy Jindrich

Kristina and Gary wrote:

> Thanks, Judy, and to all of our other citizens who are helping fight
> industry in Wilsonville East.

qualified to be industrial, not developable as industrial, and not likely to be serviceable as industrial just so the numerical body count of industrial acreage is met.

Sincerely,

SIGNATURE PRINTED NAME ADDRESS

1 Warren C Easley Warren C. Easley, 24710 SW Nodaway Ln., Wilsonville, OR 97070

2 Marge Easley, Marge Easley, 24710 SW Nodaway Ln., Wilsonville, OR 9707

3 Teri Fitch, TERI FITCH 24565 SW NODAWAY LN Wilsonv 9707C

4 Elizabeth S.J. Taylor ELIZABETH S.J. TAYLOR 24700 SW NODAWAY LN. WILSONVILLE 9707

5 Gayle Hardie Gayle Hardie 24711 SW Nodaway Wilsonville 9707

6 David R. Johnson David R. Johnson 24711 SW Nodaway Ln Wilsonville OR 97070 24711 SW Nodaway

7 E. Jeannette Johnson E. Jeannette Johnson Wilsonville, OR 97070

8 Russ Bancroft RUSS BANCROFT 24735 SW NODAWAY LN. WILSONVILLE, OR 97070

9 Kathryn P. Green KATHRYN P. GREEN 25131 S.W. Gage Rd. Wilsonville, OR 97070

10 _____

-----Original Message-----
From: Judy Jindrich [mailto:jindrich@comcast.net]
Sent: Tuesday, June 08, 2004 3:37 PM
To: saveourfarmland@yahoogroups.com

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Sincerely,

	SIGNATURE	PRINTED NAME	ADDRESS
1	Mary Furrow	Mary Furrow	3120 SW Cascara Ct Wilsonville
2	Timothy N. Furrow	Timothy N. Furrow	3120 SW Cascara Ct, Wilsonville.
3			
4			
5			
6			
7			
8			
9			
10			

-----Original Message-----
From: Judy Jindrich [mailto:jindrich@comcast.net]
Sent: Tuesday, June 08, 2004 3:27 PM
To: savefrogpond@yahoogroups.com
Subject: Re: [savefrogpond] Thanks

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Judy Jindrich

Kristina [illegible]:
> Thanks, Judy, and to all of our other citizens who are helping fight

4

Signed Name Doris Wehler Printed Name Doris Wehler
Address 6855 SW Boeckman Rd, Wilsonville, OR 97070

Signed Name [signature] Printed Name John Ludlow
Address 29173 SW. Courtside Dr. Wilsonville 97070

Signed Name Sue Ludlow Printed Name SUE LUDLOW
Address 29173 Courtside DR Wilsonville, OR 97070

Signed Name [signature] Printed Name JAMES MAROHN
Address 4433 SW Homesteader Rd. Wilsonville, OR 97070

Signed Name David Rukke Printed Name DAVID RUKKE
Address 28237 S.W. WAGNER ST, WILSONVILLE, OR 97070

Signed Name Dolores J Rukke Printed Name DOLORES RUKKE
Address 28237 SW Wagner St Wilsonville Ore 97070

Signed Name Verla S Kreilkamp Printed Name Verla S. Kreilkamp
Address 6895 S.W. Boeckman Rd. / Wilsonville, Or. 97070

Signed Name Dale J. Kreilkamp Printed Name DALE J. KREILKAMP
Address 6875 S.W. BOECKMAN RD. / WILSONVILLE, OR. 97070

Signed Name [signature] Printed Name David J. Rieveld
Address 7310 SW Boeckman Rd, Wilsonville, OR 97070

10

Signed Name [signature] Printed Name DERK WEHLER
Address 6855 SW BOECKMAN RD. WILSONVILLE, OR 97070

Signed Name _____ Printed Name _____
Address _____

Signed Name _____ Printed Name _____
Address _____

Signed Name _____ Printed Name _____
Address _____

Signed Name _____ Printed Name _____
Address _____

	SIGNATURE	PRINTED NAME	ADDRESS
1	Kelly Tellegar	Kelly Tellegar	7715 SW Roanoke Dr W.Linn 97070
2	John M. Burke	JOHN M. BURKE	26938 SW McLEOD ST. WILSNVL 97070
3	Sally E Burke	SALLY E. BURKE	26938 SW McLeod St Wilsonville 97070
4	Ian Morley	IAN Morley	26919 SW McLeod St Wilsonville 97070
5	Sandy Morley	Sandy Morley	26919 SW McLeod St Wilsonville
6	Christine A Hawkins	CHRIS HAWKINS	26895 SW MCLEOD ST WILSONVILLE.
7	Patricia Kusyk	Patricia Kusyk	26898 SW McLeod St Wilsonville
8	B. Bobby V. Hi	BOBBY BALACHANDRAN	26858 SW McLeod St Wilsonville
9		Sherman J. Gossett	26839 SW McLeod St. Wilsonville
10	Karina Bonn	KARINA BONN	28416 SW Wagner St Wilsonville
11	Kylie K Hanan	Kylie K. Hanan	29312 SW Tami Lp #155 Wilsonville
12	Hong Zhu	Hong Zhu	28359 SW Wagner St.
13	Laurie Clarke	LAURIE CLARKE.	28146 SW WAGNER ST. WILSONVILLE
14	Doug Welch	DOUG WELCH	28298 SW MORGAN CT Wilsonville
15	Marie Perkins	Marie Perkins	28394 S.W. Morgan Ct. Wilsonville
16	Scott Hay-Roe	Scott Hay-Roe	28418 SW Morgan ct Wilsonville
17	Robert R. Patton	ROBERT R. PATTON	28432 SW. Morgan Ct. Wilsonville 97070
18	Mikal Lorio	Mikal LORIO	28122 SW Flynn St. Wilsonville 97070
19	Bonnie Niemstrater	Bonnie Niemstrater	28905 SW Cascade Lp. Wilsonville 97070
20			

	SIGNATURE	PRINTED NAME	ADDRESS
1	Edward S. Jindrich	EDWARD S. JINDRICH	26817 SW MCLEOD ST, WILSONVILLE
2	Lisa Macks	Lisa Macks	26799 SW Mcleod St. Wilsonville
3	Anthony Carlson	Anthony E. Carlson	7529 SW Roanoke Dr N, Wilsonville
4	C. Bunger	C. Bunger	26760 SW Colvin lane, Wilsonville
5	Helen Scott	Helen Scott	7524 SW Roanoke Dr. N.
6	Opal Scott	OPAL SCOTT	7524 SW ROANOKE DR N
7	Ray Scott	Ray Scott	7524 SW Roanoke Dr N
8	Rodney Fernando	Rodney Fernando	7538 SW ROANOKE DR N
9	Kristie Reeves	Kristie Reeves	7550 Roanoke Dr N
10	Brent Reeves	BRENT REEVES	7550 ROANOKE DR. N.
11	Shannon Bouchard	Shannon Bouchard	7565 Roanoke Dr. N
12	Annette Fellows-Dekers	Annette Fellows-Dekers	7564 SW Roanoke Dr. N.
13	Gabrielle Brewer-Wallin	Gabrielle Brewer-Wallin	26675 SW Colvin Lane Wilsonville
14	Babette Stofle	Babette Stofle	26779 SW Colvin Ln. Wilsonville
15	Pete Stofle	PETE STOFLE	" " "
16	Steve Carlisle	STEVE CARLISLE	7570 SW ROANOKE DR. N WILSONVILLE, OR
17	Carrie Whelen	Carrie Whelen	7590 SW Roanoke Dr. N. Wilsonville OR
18	Shannon Cannell	Shannon Cannell	7601 SW Roanoke Dr S Wilsonville, OR
19	Yvonne Wanczynski	Yvonne Wanczynski	7618 S.W. Roanoke Dr Wilsonville, OR
20	Lydia M. Potter	Lydia M Potter	7642 SW Roanoke Dr. Wilsonville OR

	SIGNATURE	PRINTED NAME	ADDRESS
1		Jeff Cowart	7650 Roanoke Dr. S., Wilsonville
2		JYL COWART	7650 Roanoke Dr S Wilsonville
3		Chet Parker	7658 Roanoke So. Wilsonville, OR 97070
4		Jesse CLANCY	7664 SW Roanoke Dr. S. Wilsonville OR
5		DANA JIACQUETTI	7669 SW Roanoke Dr. S Wilsonville
6		Michael Gaffaney	7670 SW Roanoke Dr. S Wilsonville OR
7		Michelle Gaffaney	7670 SW Roanoke Dr. S. Wilsonville, OR.
8		Jason Lust	7673 SW Roanoke Dr S. Wilsonville, OR
9		MARK W. CHURCH	7678 SW Roanoke Dr S. Wilsonville OR
10		Sherry Zinda	7698 SW Roanoke Dr. S Wilsonville OR
11		Kenneth A. Douglas	7702 SW Roanoke DR S Wilsonville OR 97070
12		Anne Kelsea	7710 SW Roanoke Dr Wlsvl, OR 97070
13		Bob Kellso	7710 SW Roanoke Dr Wlsvl, OR 97070
14		Vance Rodewald	7718 SW Roanoke Dr. Wilsonville OR 97070
15		DANA RAMSEY	7724 SW Roanoke dr. Wilsonville OR 97070
16		KIRK DAVIS	7730 SW ROANOKE DR WILSONVILLE OR 97070
17		Joe Anderson	7738 SW Roanoke DR Wilsonville OR 97070
18		Tricia Orness	7742 SW Roanoke Dr. Wilsonville OR 97070
19		KATHLEEN Swidow	7750 S.W. Roanoke DR Wilsonville 97070
20		PAIGE PETERSON	7780 Roanoke Dr. S. Wilsonville OR 97070

	SIGNATURE	PRINTED NAME	ADDRESS
1		Marlin H. Todd	27243 SW Wood Ave, Wilsonville, OR 97070
2		TIMOTHY F. SMITH	7576 SW THORNTON DR. WILSONVILLE OR. 97070
3		Jeff Rabe	7700 SW Thornton Dr. Wilsonville, OR 97070
4		JOHN Scott GREENOUGH	7588 SW THORNTON DR. WILSONVILLE, OR. 97070
5		Shirley Longfellow	7621 SW Thornton Dr, Wilsonville, OR 97070
6		JANET T. BLISS	7701 SW Thornton Dr Wilsonville OR 97070
7		Mary Ellen Langton	7576 SW Thornton Dr. Wilsonville OR 97070
8		LAURIE NIELSEN THIMM	28553 SW WAGNER ST. WILSONVILLE 97070
9		Gwendolyn J Lloyd Johnson	31158 SW Willamette Way W Wilsonville 97070
10		Molly Luoto	29690 SW Lancelot, Wilsonville OR
11		Dixie Underwood	7030 Molalla Bend Rd., Wilsonville, OR
12		Patricia Austen	11814 SE 34th Ave Wilsonville, OR 97222
13		Olga VanTassle	14141 SW. McKinley Dr. Sherwood, OR 97140
14		Karen Lavalle	23841 Worbler Pl. Sherwood, OR 97140
15		Ruthann Panck	8530 S.W. Miami Wilsonville, OR 97070
16		ELIZABETH PAYNE	23440 SW 65th Tualatin OR 97062
17		Ann Christler	16010 SW Bell Rd Sherwood OR 97140
18		Tracie Lynne Freni	9430 S.W. McDonald St. Tigard, OR 97224
19		Rosalind Dalberg	11672 SW Elder View Dr. Sherwood OR 97140
20		Julie Kimball	10949 Parkcrest Dr. Wilsonville 97070

	SIGNATURE	PRINTED NAME	ADDRESS
1	Eric M. Kelso	ERIC M. KELSO	7868 SW THORNTON DR., WILSONVILLE, OR 97070
2	[illegible]	Karen L. Carnahan	7681 SW THORNTON DR, Wilsonville, OR 97070
3	Mary E Davis	MARY E DAVIS	27111 SW ADEN AVE WILSONVILLE, OR 97070
4	Ray Cooper	Ray Cooper	27109 SW Aden Ave, Wilsonville, OR 97070
5	Marilou Baughman	Marilou Baughman	27109 SW Aden Ave, Wilsonville, OR 97070
6	Diane Hill	Diane Hill	7589 SW Thornton Dr " "
7	Mark Lavallo	MARK LAVALLO	23841 SW WARBLER PL Sherwood
8	Sharon Wong	Sharon Wong	29842 SW Camelot St. Wilsonville
9	Lisa Pascoe	Lisa Pascoe	30950 SW Willamette Way West Wilson
10	Penny L. Line	Penny Line	10955 SW 121st Ave. Tigard, OR 97223
11	Patricia B Vanier	Patricia B Vanier	647 SE Cascade Pl, Sherwood OR 97140
12	Nanette K. Johnson	Nanette K. Johnson	10589 SW Coleman Lp N. Wilsonville, OR 97070
13	Riley A. Johnson	RILEY A. JOHNSON	10589 COLEMAN LP. N.
14	Gina Ruediger	Gina K. Ruediger	1305 SE Smock St. Sherwood, OR 97140
15	Angela Barrow	ANGELA BARROW	14684 KASEL CT. NE AURORA OR 97002
16	Sarah Geisler	Sarah M. Geisler	13448 NE Denbrook Rd Aurora OR 97002
17	Heather Kohl	[illegible]	P.O. Box 3883 Wilsonville, OR 97070
18	Sandii Chase	Sandii Chase	652 SE Cascade Pl. Sherwood. 97140
19	Sonia Sexton	Sonia L Sexton	29625 SW Lancelot Ln Wilsonville 97070
20	Penni Meislahn	Penni Meislahn	8500 SW Miami Wilsonville OR 97070

	SIGNATURE	PRINTED NAME	ADDRESS
1		Claudia Kiewald	7310 SW Boeckman Rd. Wilsonville 97070
2		Joanne Conway	28283 SW Willow Creek Dr. Wilsonville 97070
3		Sally Nettie	3200 SW Willamette Way E Wilsonville 97070
4		Suzanne Lemons	6871 SW Wilsonville Rd Wilsonville 97070
5		Kelly Wood	29312 SW Town Loop #17 " "
6		DIANA CARNER	10610 SW Wilsonville Rd Sp #49 Wilsonville 97070
7		Scott Carner	12870 SW Evergreen ST Beaverton 97005
8		Tina L. Starr	28750 SW Cascade Lp. Wilsonville 97070
9		Scott A. Starr	28750 SW Cascade Lp. Wilsmville 97070
10		Steven L. Allison	23435 S.W. Newland Rd. Wilsonville 97070
11		Rod HORNER	23945 S.W. 65th Ave TUALATIN 97062
12		LARRY GOLDAPE	28599 SW Cascade Loop Wilsonville 97070
13		Monroe Conway III	28283 SW Willow Creek Dr. Wilsonville 97070
14			
15			
16			
17			
18			
19			
20			

Section 3

16

	SIGNATURE	PRINTED NAME	ADDRESS
1	Marilyn Lammerman	Marilyn Lammerman	7649 SW Thornton Dr
2	Daniel L Seale	Daniel L Seale	7669 SW Thornton Dr Wilsonville, OR 97070
3		J.E. STERN	7709 SW EMERY CIR, WILSONVILLE, OR 97070
4		L DOOLON	7567 LOURIE LN n 97070
5	Nena Thomas	NENA Thomas	7709 SW THORNTON DR. Wilsonville, 97070
6	Janine K Todd	Janine K Todd	27743 SW Ward Ave Wilsonville 97070
7	Mary Van Kleef	Mary Vankleef	7108 SW Bauchaine St " "
8	Ronald Van Kleef	RONALD VAN KLEEF	7108 SW BAUCHAINE ST. " "
9	Judith Jindrich	Judith Jindrich	26812 SW McLeod St, Wilsonville 97070
10	Wayne Robson	Wayne Robson	28170 SW Wagner St. Wilsonville 97070
11	Elizabeth Weil	Elizabeth Weil	28169 SW Willow Creek Dr. - Wilsonville 97070
12		Michael Nakanishi	7506 SW Roanoke Dr N - Wilsonville 97070
13	John C. Foster	John C. Foster / President Landover HOA	6589 SW Stratford Ct Wilsonville
14	M Hodson	SUSAN M. HODSON	5025 SW HOMESTEADER RD, WILSONVILLE 97070
15			
16			
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	SIGNATURE	PRINTED NAME	ADDRESS	L.O.
1		MICHELLE BRIGGS	18325 SW 65TH OR	
2		Elizabeth Edwards	30339 S.W Thomas St #807 Wil OR	97035
3		ROBIN MCVAY	28558 SW Wagner Wsnvl	97070
4		I. LAVON MONTELIUS	28519 SW WAGNER Wilsonville	97070
5		BETTY C. Andersen	28516 SW Wagner St Wilsonville	97070
6		Robert L. Andersen	28516 SW Wagner St. Wilsonville	
7		Karin Counts	28530 SW Wagner St. Wilsonville OR	97070
8		Von L. Davis	28433 S.W. Wagner ST, Wilsonville	
9		Cassandra Danae Meister	28085 SW morgan st. Wilsonville, OR	
10		Molly Mills	26160 SW Canyon Creek #103 Wilsonville	
11		Lois Humphrey	6576 SW Stratford Ct Wilsonville, OR	
12		Thomas H. Humphrey	6576 SW. Stratford st Wilsonville OR	
13		Dorothy J. VonEggers	6562 SW Stratford Ct Wilsonville	
14		Brenda L. Melum	6598 SW Stratford Court Wilsonville	97070
15				
16				
17				
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19				
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18

	SIGNATURE	PRINTED NAME	ADDRESS
1	John A Warcukauski	John A. Warcukauski	6510 SW Knollwood Ct Tualatin, OR 97062
2	Shui Ming Warcukauski	SHUI MING WAICUKAUSKI	6510 SW KNOLLWOOD CT
3	[illegible]	MEALE FREEDSTEIN	6578 SW KNOLLWOOD TUALATIN
4	[illegible] Lamb	Lesley Lamb	6830 SW Knollwood Tuala
5	Richard Lamb	Richard Lamb	6830 SW Knollwood Ct. T
6	Elliot M Bollet	Elliot Bollet	6789 SW Knollwood Ct, Tua
7	Lauren Bollet	Lauren Bollet	6789 SW Knollwood Tualat
8	[illegible]	PHIL LANE	6557 SW Knollwood Tuala
9	Naomi C. Hays	Naomi C. Hays	13978 S. Pompei Dr Oregon City
10	Tami G	Tami Goldstein	134 Cherry Ave OR City 97045
11	Dana VanderZanden	Dana VanderZanden	15774 SW Highpoint Sherwood 97
12	Richard Carriveau	Richard Carriveau	7782 45th Place, NE Salem, OR
13	[illegible]	JOHN ANDERSON	1000 S. SPRINGBROOK, NEW.
14	Calvin Riggar	CALVIN RIGGAR	29125 SW MEEK LA WILSONV
15	M K Bartel	Marlaine Bartel	19457 SW 35th Ct. L.O. 97034
16	[illegible]	Jon Peachey	3895 [illegible] Cr. WL. 97062
17	Heather Foster	Heather Foster	2130 SE Lenino Portland, OR. 97
18	Steve Olekas	STEVE OLEKAS	10465 SW 135th AVE
19	V. Sey	V. Ola Sey	2591 Bronco Ct BEAVERTON 9 W. Union

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CITY of BEAVERTON

4755 S.W. Griffith Drive, P.O. Box 4755, Beaverton, OR 97076 TEL: (503) 526-2481 V/TDD FAX: (503) 526-2571

ROB DRAKE
MAYOR

RECEIVED
JUN 10 2004

June 10, 2004

Mr. Brian Newman
Deputy President
Metro Council
600 NE Grand Avenue
Portland, OR 9232-2736

Dear Deputy President Newman & Metro Councilors:

This letter is in support of the action that MPAC took at last night's meeting and I strongly encourage you to adopt MPAC's recommendation.

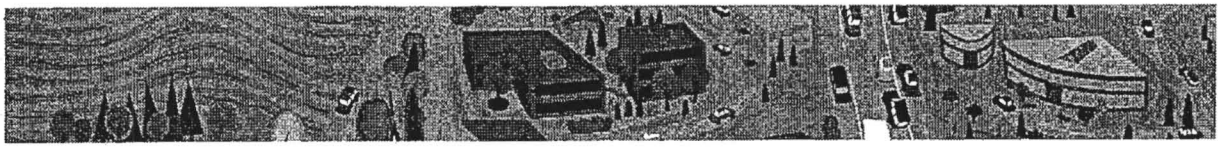
Last night's recommendation from MPAC addresses most issues that were impacting local governments and also provides a significant increase in industrial lands for business and service expansions. It is important that the governments that would serve the new lands be willing and able to serve the new land additions. The recommendation from MPAC finds the best common ground possible, without negatively impacting certain communities and their residents. Though I feel that the southern Tualatin addition might conflict with the alignment process for the proposed I-5/Highway 99 Connector, bringing in the southern portion of the proposed addition will not negatively impact residential citizens of Tualatin.

Thank you for your willingness to consider this important recommendation from MPAC.

Sincerely,

Rob Drake
Mayor

Appendix B: Notices and Outreach Materials



APRIL 2004

Which land should be set aside for industrial jobs?

Industrial land expansion public hearings

METRO

PEOPLE PLACES
OPEN SPACES

Attend a public hearing to learn more about Metro's analysis and recommendations and to provide oral and written testimony on which land should be set aside for industrial jobs.

In June 2004, the Metro Council will identify approximately 2,000 buildable acres to set aside for industrial jobs. This will provide a 20-year supply of industrial land as required by Oregon's statewide planning laws.

The Metro Council will hold public hearings as part of their regularly scheduled council meetings. Some hearings will be held as part of a regularly scheduled Metro Council meeting. These meetings will begin at the times listed. The hearings may begin later in the agenda and will last until all public comments have been heard. Agendas will be available a week in advance of the meeting at www.metro-region.org or by calling (503) 797-1540.

Public hearings

5 p.m. Thursday, April 22
Gresham Public Safety and School Building
1333 NW Eastman Parkway
MAX light rail and TriMet bus 4

5 p.m. Thursday, April 29
Washington County Public Services Building
155 N. First Ave., Hillsboro
MAX light rail and TriMet bus 46

5 p.m. Thursday, May 6
Wilsonville Holiday Inn
25425 SW 95th Ave. (I-5 exit 286)
TriMet bus 96 and Smart bus 201

2 p.m. Thursday, May 27

2 p.m. Thursday, June 10

2 p.m. Thursday June 24

Metro Regional Center
600 NE Grand Ave., Portland
MAX light rail and TriMet bus 6

How to comment

If you cannot attend a hearing but would like to comment on industrial lands, send e-mail to 2040@metro.dst.or.us or mail comments to Metro. Comments also can be faxed to (503) 797-1793. To leave a recorded comments, call Metro's planning hotline at (503) 797-1888 option 1.

For more information

To find out more about a specific property, use the interactive map tool at www.metro-region.org or call (503) 797-1839.

For more information about the technical analysis, the Industrial Lands Measure 26-29 Technical Report or to obtain a copy of the public comment report, contact Metro at (503) 797-1839, send e-mail to 2040@metro-region.org, send a written request to Metro, 600 NE Grand Ave., Portland, OR 97232, or visit Metro's web site at www.metro-region.org.

money for full-length runway overlays, as will two of six airports that fell under an "at risk" category last year.

Airports will use the remaining 15 percent of the grant money to install safety and security features

vide $232,000 for overlay of a runway and $18,000 to create an airport layout plan.

Three other airports also received grants worth more than $100,000. Lind will use its $250,000 for runway overlay work; Ilwaco will use a unspecified construction work

- Rosalia, $1,000 for runway repairs.
- Shelton, $10,500 for apron overlays
- Ephrata, $10,000 for crack-sealing work

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as well as do-it-your-



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RUST (368-7878) to

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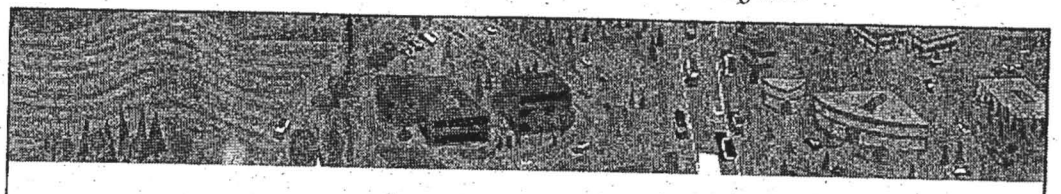

Urban growth boundary expansion

Hearing slated to select industrial land

The Metro Council will hold three public hearings on the proposed addition of 2,000 buildable acres to the urban growth boundary. Determining which lands are most suitable for conversion from rural to urban use will enable Metro to meet the state mandate to provide a 20-year land supply. The Metro Council will consider public comments and staff recommendations as it makes a final decision about which land to add to the boundary.

Hearings will be held during Metro Council meetings, which begin at 5 p.m. The hearings may begin later in the agenda and will last until all public comments have been heard. Agendas will be available a week in advance of the meetings at **www.metro-region.org** or by calling **(503) 797-1540**.

5 p.m. Thursday, April 22
Gresham Public Safety
and School Building
1333 NW Eastman Parkway
MAX light rail and TrMet bus 4

5 p.m. Thursday, April 29
Washington County Public
Services Building auditorium
155 N. First Ave., Hillsboro
MAX light rail and TriMet bus 46

5 p.m. Thursday, May 6
Holiday Inn Wilsonville
25425 SW 95th Ave.
(I-5 exit 286)
TriMet bus 96 and Smart bus 201

METRO
PEOPLE PLACES • OPEN SPACES

Public Outreach for Industrial Lands Expansion Spring 2004

2003

Dec. 8	Metro Regional Planning e-Newsletter article

2004

February	Metro brochures – Notice of Industrial Lands Expansion
Feb. 2	Metro Regional Planning e-Newsletter article
Feb. 3	News release to media
Feb. 23	Advertisements in Oregonian and Portland Business Journal
Feb. 24	Advertisements in DJC, Hillsboro Argus, Asian Reporter
Feb. 25	Advertisements in Forest Grove, Clackamas Review/Oregon City News, Gresham Outlook, The Skanner, Willamette Week
Feb. 26	Advertisements in Tualatin Times, Lake Oswego Review, West Linn Tidings, Tigard Times, Beaverton Valley Times
Mar. 11	KGW-TV Channel 8 News transcript
Ongoing	Metro industrial lands web page
Ongoing	Metro fact sheets (3)
Ongoing	Metro hotline message
Ongoing	Metro comment card
Ongoing	Weekly meeting notice

Industrial Lands articles in newspapers

2003

Nov. 18	"Local sites will stay in the running for industry," Wilsonville Spokesman
Dec. 2	"Livability symposium postponed," Oregon Live.com
Dec. 3	"Industrial lands search considers 40 more sites," DJC
Dec. 4	"Selection of boundary eases annexations," The Oregonian
Dec. 5	"Opposition builds against development," The Oregonian
Dec. 17	"Questions on set-asides for industry stalls Metro," The Oregonian

2004

Jan. 14	"Land study tops list of challenges," Wilsonville Spokesman
Jan. 15	"Let the UGB dialogue begin: County's officials sponsor Jan. 30 symposium at PacU," The Argus
Feb. 2	"Farmers fret as Metro eyes rural developments," The Business Journal
Feb. 2	"Diverse groups seek common ground on growth," The Oregonian
Feb. 3	"Mayors Kidd, Hughes share their mutual frustrations at UGB symposium," The Argus
Feb. 12	"Community Snapshot: Tualatin seeks opinions on adding land to city," The Oregonian
Feb. 24	"Land protection sure to be issue at Monday's County, Metro open house" The Argus

Feb. 26	"Hey, that's my property," The Argus Editorial
Feb. 26	"Metro hosts meetings on habitat, industrial land, " Beaverton Times
Feb. 28	"Metro poised to launch search for 2,700 acres for industrial use," The Oregonian
Feb. 29	"Metro Open Houses," Oregon Live.com
March	"Expanding Industrial Lands Subject of Metro Open Houses," Wilsonville Chamber of Commerce News
Mar. 2	"Strong leadership needed in urban growth decisions," by Susan McLain, The Argus
Mar. 4	"Metro eyes industrial land," Clackamas Review/Oregon City News
Mar. 4	"Industrial development in Stafford?" Lake Oswego Review
Mar. 4	"Cornelius, Forest Grove stress need for more industrial land," The Argus
Mar. 5	"Charbonneau – Hosticka attempts to pre-empt a jump over the Willamette," Wilsonville Spokesman
Mar. 5	"Industrial lands debate accelerates," Wilsonville Spokesman
Mar. 5	"Frog Pond – Urban impacts influence views of both sides," Wilsonville Spokesman
Mar. 5	"Washington County Today," Susan McLain on KUIK radio, 7 – 8 a.m.
Mar. 8	"Oregon golf course at center of development debate," The Oregonian
Mar. 10	"Maletis explains plans to chamber," Wilsonville Spokesman
Mar. 11	"New land-use process is in our best interests," Beaverton Valley Times
Mar. 11	"Tualatin residents protest development," Channel 8 News transcript
Mar. 17	"Point of View – Frog Pond infrastructure costs bogus," Wilsonville Spokesman
Mar. 17	"Nursery owner sees inevitable changes," Wilsonville Spokesman
Mar. 19	"Report offers Willamette plan," The Oregonian
Mar. 22	"Rural areas pose test on growth," The Oregonian
Mar. 26	"Metro proposal draws firm line to save Willamette Valley farms," The Oregonian
Mar. 27	"Save French Prairie from urban sprawl," The Oregonian
April 2	"Draw the line at the river, panel says," Wilsonville Spokesman
April 8	"City, Metro get an earful," Tualatin Times
April 8	"Keep industry out of Wilsonville's frog pond," The Oregonian (first appendix published)

Industrial lands articles in newspapers, continued **April 14 – June 11, 2004**

April 14	"Metro sets its sights on Borland," Lake Oswego Review
April 15	"Metro's growth plans: Land-use emphasis turns to habitat protection, accommodating needs of industry," The Oregonian
April 15	"Metro identifies industrial parcels for UGB," Daily Journal of Commerce
April 15	"Cornelius finally corners some land; Hillsboro also recipient of growth turf," Hillsboro Argus
April 16	"Add land here, Metro chief says," Tualatin Times
April 16	"In land plan, two towns' leaders find way to grow," The Oregonian West
April 16	"Metro land plan meets opposition," The Oregonian Southwest
April 21	"Latest plan for Stafford Basin makes no sense," Oregonian Southwest
April 22	"Prevent a wart on Frog Pond," Wilsonville Spokesman
April 22	"Public hearings begin," Wilsonville Spokesman
April 22	"Metro's planners see more trucks in Wilsonville's future," Wilsonville Spokesman
April 22	"Happy Valley seeks middle ground," The Oregonian South
April 22	"My Turn – Carl Hosticka: Consider towns when mapping industrial land," The Oregonian Southwest
April 22	"Tualatin Council will discuss industrial lands," Tualatin Times
April 26	"Save Frog Pond for something truly important," The Oregonian column
April 27	"Tualatin Council will discuss industrial expansion," The Oregonian SW
April 28	"Tell Metro to save farmland," The Oregonian, Letter to the Editor
April 28	"Crowning glory of government," The Oregonian, Letter to the Editor
May 3	"Governor announces project-ready industrial sites," The Business Journal
May 4	"11 sites on shovel-ready list, The Oregonian Business News
May 5	"First certified industrial sites unveiled," Portland DJC
May 6	"Metro braces for a big crowd of critics," The Oregonian
May 6	"Industrial issue raises interest in Metro race," Wilsonville Spokesman
May 6	"Metro should bypass Frog Pond," Wilsonville Spokesman editorial
May 7	"350 crowd hearing on Frog Pond as industrial land," The Oregonian
May 12	"Looking at Clackamas County's industrial future," Clackamas Review
May 13	"City aided Frog Pond speakers," The Oregonian Southwest
May 13	"Frog Pond issue dominates floor," Wilsonville Spokesman
May 13	"Willamette Valley debate continues," Wilsonville Spokesman
May 20	"Regional leaders, Metro explore alternative plan," Wilsonville Spokesman
May 26	"City approves $71 million for Villebois," The Oregonian
May 26	"Industrial land debate heats up in Wilsonville," The DJC
May 27	"Hillsboro may gain from dispute over growth boundary," The Argus
June 2	"Industrial proposal evolves," Wilsonville Spokesman
June 2	"No one wants to see Stafford area earmarked for industrial use," West Linn Tidings opinion piece
June 3	"Industrial land bid by Cornelius blows away like dust," The Argus
June 4	"Metro supports industrial land tweaks," The Oregonian
June 4	"Factories unwelcome to many neighbors," The Oregonian

June 7	"Industrial proposal evolves," Wilsonville Spokesman
June 7	"Time for Metro to take part in vision," Beaverton Valley Times editorial
June 10	"Boundary withdrawal hurts Cornelius' plans to grow," The Oregonian
June 10	"Wilsonville dealt major setback on UGB battle," Wilsonville Spokesman
June 10	"Business advocate outlines agenda for west side," The Oregonian
June 10	"Stafford off Metro UGB list," Lake Oswego Review
June 10	"Cities Unhappy with Metro Industrial Land Plans," OPB Newsroom
June 11	"Mayors are miffed over Metro decision," The Oregonian
June 14	"What price for peace and quiet?" Jerry Boone column in The Oregonian

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Metro braces for a big crowd of critics

Staff expect as many as 1,000 to attend today's hearing on industrial land in the southwest suburbs

Thursday, May 06, 2004

LAURA OPPENHEIMER

Metro councilors have joked that it is a good thing a hotel will host tonight's meeting about adding land for industrial uses: It may be past bedtime before the crowd finishes venting about a proposal that centers business growth in Portland's southwest suburbs.

The hearing at the Wilsonville Holiday Inn caps three forums about the Portland regional government's proposal to tap 3,100 rural acres for industrial use. About 80 percent of the suggested expansion of the urban growth boundary would be near Wilsonville, Tualatin, Sherwood and the Stafford basin.

Although not everybody opposes the plan, local mayors, property owners and some business groups have banded together to fight it. They say the recommended land will be difficult to provide with services, will degrade nearby neighborhoods and will create an unreasonable amount of truck traffic in an area that already shoulders much of the region's industry.

Many also support legislation that Metro is considering that would permanently ban development from land south of the Willamette River and west of the Pudding River. Many see that area as the heart of the Willamette Valley's agriculture sector. It is not recommended for expansion, but Metro studied it as a possibility.

Tonight's meeting probably will draw 1,000 people -- most of them critics of Metro's plan -- said Greg Leo, who represents two groups sparked by the debates: Coalition to Save the Valley and Save Frog Pond.

"If it's a bit of a zoo on Thursday, it's a zoo of their own design," Leo said.

Time in limelight

For a government that most often attracts a smattering of transportation and land-use aficionados to its meetings, the industrial expansion represents a foray into the political limelight.

The state requires Metro to govern the urban growth boundary that rings the metropolitan area, separating urban and rural uses. Councilors will vote June 24 on the expansion, which is intended to meet industrial companies' needs for the next two decades by supplying 1,635 acres where businesses can operate after roads, existing development and environmentally sensitive areas are excluded.

Metro's staff focused on the southwest suburbs because land there is near Interstate 5, is flat enough for development and is close to other industry that could act as a catalyst. In most cases, the areas selected are designated as less important for farming than options bypassed elsewhere in the region.

Reaction to the plan has unified residents and leaders in the southwest suburbs. They

dominated time at public hearings the past two weeks in Gresham and Hillsboro. Critics have prepared for weeks, with Leo offering seminars on how to testify effectively.

New location for crowd

Metro changed the location of tonight's meeting to accommodate a big crowd.

Some local government officials say their cities would have difficulty serving the land if Metro taps it for industry.

"If the local government doesn't support it, it's probably not going to happen," Wilsonville Mayor Charlotte Lehan said. "These things are too hard to make happen even in the best of circumstances."

She said Metro should permanently protect land south of the Willamette.

Metro councilors are discussing possible substitutions, particularly in Hillsboro, where local leaders have asked for industrial growth. Councilors stopped midmeeting at a hearing last week to assure the audience they didn't intend to rubber-stamp their staff's proposal.

Metro President David Bragdon said he has been struck that this expansion has generated more public outcry than a much larger growth boundary decision two years ago. The obvious choices for development have been picked in the nearly quarter-century since the boundary was established, he said.

"It shows we're bumping up against more controversial lands," Bragdon said. "It just gets harder and harder in the future."

Laura Oppenheimer: 503-294-5957; loppenheimer@news.oregonian.com

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Marilyn Matteson - The Hot Sheet

From: Karen Kane
To: Media Hotsheet
Date: 5/6/2004 9:54 AM
Subject: The Hot Sheet
CC: Guichard, Marc; Wagner, Reed

30250 SW Parkway Ave., Suite #10 Wilsonville, OR 97070 Phone: 503.682.3935

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Thursday, May 06, 2004

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Rates and Promo Schedule

Industrial issue raises interest in Metro race

By Curt Kipp

Metro's proposals to add industrial land next to Wilsonville and Tualatin neighborhoods are not just flawed, but just plain wrong. That is one proposition on which Carl Hosticka and Steve Schopp agree.

Might there be others? Don't hold your breath waiting.

Schopp, 50, is challenging Hosticka, 59, for his seat on the Metro Council.

The six-member council, along with Metro President David Bragdon, governs Metro, the regionwide growth management agency. Hosticka's District 3 seat represents Wilsonville, Tigard, Tualatin, King City, Durham and part of Beaverton.

Hosticka is a University of Oregon public policy professor who is officially retired, but still teaches part time one day a week in Eugene.

He was elected in 2000 to replace Jon Kvistad, who did not seek re-election. Previously, he had a decade under his belt as a state legislator representing Lane County.

Schopp is a self-employed home remodeling contractor. His prior political experience consists of testifying before local, county, regional and state bodies on planning issues.

He's also known as a critic of the education reforms that Portland Mayor Vera Katz proposed when she was a legislator, including the certificates of initial and advanced mastery.

Both candidates live in Tualatin.

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Candidates contrast

The race shapes up as an incumbent who emphasizes his consensus-building skills and know-how — that's Hosticka — against a critic of Metro who says that new viewpoints need to be represented — that's Schopp.

According to Schopp, Metro is at fault for bad planning that has congested area roads and failed to serve housing and employment needs.

"We have no representation of the critique or the concerns that I represent on the Metro Council," he said. "No one wants to think out of the box. The number one objective is consensus. As long as we all agree, our work is done."

Schopp went on to say that his opponent, Hosticka, compromises too much.

Hosticka, however, said that he knows how Metro works and his style is more effective at getting results.

"If you look at his diagnosis on what some of the problems are, we agree what the problems are," Hosticka said. "We agree the land use system is flawed. The question is who is going to be more effective at getting it to change."

Wilsonville Mayor Charlotte Lehan and Tualatin policy analyst Mike Nikolenko were previously in the race, but both dropped out and are supporting Hosticka.

Because it's a two-man race, it's likely to be settled in the May primary.

When she dropped out of the race, Lehan said that she and Hosticka needed to work together in the fight against Metro's proposals to industrialize land south of Charbonneau and at Frog Pond.

The Charbonneau proposal is off the table for now, but the Frog Pond proposal was included in a Metro staff proposal to the Metro Council.

Charbonneau proposal

Hosticka has introduced an ordinance that would block Metro from pursuing south-of-the-Willamette industrial development, not just defer consideration of it. Consequently, he is being supported by the Charbonneau Country Club, which is the master homeowners' association for all of Charbonneau.

"Carl is fighting for us and we must support his re-election," CCC board member Bill Kenny wrote in a letter to members.

It is expected the Metro Council will consider Hosticka's ordinance in June.

Schopp said he supports development of an industrial area further south, near the Donald-Aurora exit. It could reach as far north as Arndt Road but no further, he said.

The idea is "only to offer a palatable alternative to putting it next to a neighborhood" such as Charbonneau, Schopp said.

Schopp said that Metro has consistently failed to balance its concerns properly, placing undue emphasis on avoiding sprawl. Additionally it is in the process of implementing resource protections without getting public buy-in or making the consequences clear.

Schopp has backing from the property rights group Oregonians in Action.

He said he would like to weaken Metro's authority and give local cities more authority, and a natural balance between housing and employment needs should result.

Hosticka does not endorse going that far. He favors working within the current system.

"The bigger picture is to try to make what Metro does more responsive to the needs of the people and community, rather than a mechanical process," he said. "That's an ongoing battle."

Hosticka said that the Metro Council system of governance works as it should. Many metropolitan areas have regional planning authorities, he said, but only Portland's Metro is popularly elected.

"If we didn't have an elected Metro Council, (the industrial lands proposal) would be done now, and the citizens wouldn't have a way to speak up," he said. "The will of the people is just as important as numbers and technical data."

Hosticka said that Metro performs an important function.

"If you didn't have an elected land use body, you'd have whatever happens," he said. "You'd have Phoenix or Los Angeles."

Hosticka added, "Metro may not be the problem. Metro is the place where the problems are argued and talked through."

One other area where Schopp and Hosticka disagree is transportation. Schopp favors putting money into roads and augmenting it with bus service, not light rail or commuter rail. He said rail backers have failed to demonstrate rail's worth.

"They keep talking about rail as the holy grail," he said. "It gobbles so much money that we can't have the road and bus system we otherwise would have."

Hosticka said he has worked to secure road funding, both as a legislator and on the Metro Council, but roads are not the only answer.

"I also believe we need to have opportunities for people to do things other than drive in their cars," he said.

In all, Schopp is making his case for election on the premise that a different voice should be part of the Metro Council's discussions.

"There should be someone on the Metro Council that would offer up a check and balance," he said.

Hosticka said he doesn't disagree about some of the problems Schopp mentions — just the answers.

"We might agree on the diagnosis," Hosticka said. "I'm sure we would disagree on the solutions."

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350 show up at Metro hearing on Frog Pond industrial plan

Residents east of Wilsonville are strongly opposed to having heavy traffic going through their rural neighborhood of houses and churches

Friday, May 07, 2004

LISA GRACE LEDNICER

WILSONVILLE -- The well-orchestrated campaign to remove a section of Wilsonville from a list of sites slated for industrial development reached its apex Thursday, when more than 350 people packed a public hearing designed to gather input on the issue.

The hearing at a hotel off Interstate 5 drew Wilsonville residents opposed to industrial development east of the city, on 641 acres of low-grade farmland known as Frog Pond. Residents also voiced their support of legislation that Metro is considering that would permanently ban development on land south of the Willamette River and west of the Pudding River.

"Casting an industrial wart on Frog Pond is a condition from which this community could never recover," said Doris Wehler, a member of Frog Pond Area Neighbors. "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?"

Residents who live near Frog Pond say the area's churches, schools and houses make it unsuitable for industrial development. They said Metro should consider siting industrial uses on land zoned for industrial development elsewhere in the city.

Metro, the Portland area's regional government, is proposing to add 3,100 acres of rural land to serve the needs of industrial companies. About 80 percent of the suggested expansion of the urban growth boundary is in the southwest suburbs, which Metro staff has focused on because the land is near I-5, flat enough for development and close to other industry.

Local mayors and residents have united to fight some aspects of the proposal, saying the suggested sites would be difficult to serve with infrastructure and would create truck traffic in areas unprepared to handle it. The fight has highlighted the contentious relationship between local governments and Metro as the agency attempts to guide growth in the rapidly-expanding suburbs.

"We should have been included in the decision-making early on," Lake Oswego Mayor Judie Hammerstad said. "Rather than have these hearings, these problems could have been solved much earlier."

Metro councilors clearly expected a lively meeting. Council President David Bragdon told audience members at the beginning of the hearing that the event was a discussion of issues rather than a show.

But audience members often broke into applause during and after testimony by residents of Wilsonville, Tualatin and Lake Oswego and by elected officials from those cities. Outside, in the lobby of the hotel, participants could fill out comment cards and speak their testimony into a tape recorder.

The hearing was the culmination of weeks of strategizing by Wilsonville officials and Greg Leo, the city's lobbyist. Wilsonville councilors devoted one recent meeting to instructing residents how to write letters opposing the inclusion of Frog Pond.

Leo has held night meetings to coach residents on how to give testimony. A group of residents has hired a lawyer to fight the inclusion of Frog Pond if Metro councilors approve the idea.

The fight echoes similar battles the city has faced involving a prison siting and tapping the Willamette River for drinking water. Enemies in those fights, Leo said, are now banding together to stop the industrial development of Frog Pond and land south of the Willamette.

Councilors will vote June 24 on the expansion. At least one councilor, Brian Newman, said he was impressed by Thursday's turnout.

"The testimony is very compelling," he said. "One criteria we didn't weigh enough was the concerns of neighbors."

Lisa Grace Lednicer: 503-294-5117; lisalednicer@news.oregonian.com

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Marilyn Matteson - addendum to The Hot Sheet

From: Karen Kane
To: Media Hotsheet
Date: 5/7/2004 11:44 AM
Subject: addendum to The Hot Sheet
CC: Garrahan, Paul; Guichard, Marc; Wagner, Reed

the Wilsonville Spokesman

The Right Moves
Editorial

Karen Kane
Metro Public Affairs and
Government Relations
503-797-1942

Metro should bypass Frog Pond ...

If you want a lesson in how good intentions can lead to unintended consequences, look no further than Frog Pond. The Oregon land use planning system was designed to encourage more livable communities, a cleaner environment and protection for endangered farmland.

Metro's Frog Pond industrial proposal will lead to none of these things. But when Metro dumped thousands of acres of maps and a set of criteria into its bureaucratic machine, Frog Pond is one of the things that popped out.

It's the Metro Council's job to evaluate and, if necessary, change what the staff proposes — and here, change is definitely necessary. The six-member council should remove the Frog Pond acreage from the recommended urban growth boundary expansion.

Adding Frog Pond to the UGB will negatively impact neighborhoods. That is not something the public will smile upon too much when asked to contribute to the area's high infrastructure costs.

Additionally, adding Frog Pond would dramatically worsen the jobs-to-housing imbalance that Wilsonville has been struggling to fix. This imbalance increases the number of road miles people must drive to earn a living.

Ultimately, Metro should do more to bring employment lands and housing closer together. It is time to break the Portland area down into subregions and consider the employment, retail and housing needs of each.

The fact that 80 percent of Metro's proposal is heaped on just two communities — Wilsonville and Tualatin — is not just proof of that. It's a screaming wake-up call.

While Metro can't easily back up and implement a subregional approach in this round of decision-making, it can do the right thing for Wilsonville. It can spread the industrial lands burden more equitably and help local officials and residents plan a livable future Wilsonville. It can keep heavy trucks out of school crossing zones.

Metro can do all these things by forgetting all about the Frog Pond industrial proposal, because no matter how many times they try to kiss it — it's no prince.

... and voters should keep Carl Hosticka

Frustration with Metro has been a common theme around Wilsonville in the past six months to a year, and for good reason. That frustration should not extend to District 3 Metro Council representative Carl Hosticka, however.

Hosticka has kept faith with the voters who elected him, particularly here in Wilsonville.

When local residents and officials objected to plans to industrialize land at Frog Pond and south of Charbonneau, Hosticka listened. But more importantly, he took action.

He introduced an ordinance to address the Charbonneau issue which has gained support from elected officials across the region. He is also working to rally Metro Council opposition to the Frog Pond proposal.

In the process, Hosticka has bucked more than a few well-placed interests who would just as soon he went along to get along. That's good. What he hasn't done is burn bridges. That's better.

Hosticka simply does what's needed to represent his constituents. He listens. He educates voters. Above all, he's firm, steady and effective.

His opponent, Steve Schopp, promises to provide a different voice. We're certain he would. But if that is what Metro needs, then Hosticka is not the councilor that should be replaced. He has proven that he acts independently and effectively.

Carl Hosticka has earned another term on the Metro Council. District 3 voters, in and out of Wilsonville, should see that he gets it.

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Looking at Clackamas County's industrial future

Patrick Sherman - 05/12/04

The Metro Council will vote in June to further expand the Urban Growth Boundary that surrounds the communities in the tri-county area. The 2,000 to 2,500 acres to be added will build upon the 18,000 acres brought into the UGB in Dec. 2002. The intent is to bolster the region's inventory of industrial land.

Among the parcels under consideration for inclusion are two that will directly affect local residents: the 63-acre Beavercreek site on land currently occupied by the Stone Creek Golf Course and the Damascus West site, 102 acres currently in agricultural production near SE Tong Road.

These two sites round out a dozen parcels that Metro councilors are considering on the advice of the organization's chief operating officer, Michael Jordan. On May 5, Metro arranged a bus tour of the sites, stretching from Damascus in the east to Forest Grove in the west.

The five-hour odyssey provided interested parties, including members of the Metro council, local politicians, developers and private citizens, the opportunity to see the properties and debate their merits.

Councilor Brian Newman, representing the Clackamas and Oregon City area, was among the attendees.

"What you find is that there are two dimensions to these questions," said Newman. "First, local governments compete with each other for industrial land, because it generates a lot of tax revenue but consumes relatively few resources.

"Second, citizens who live near the land under consideration are either in favor of bringing it in — because they own it and they want to develop it — or they oppose development because they want to preserve the rural character of the land."

Opening the way for industrial development

Newman explained that three criteria are used to determine whether or not any particular parcel is appropriate for industrial development.

"First, its proximity to the interstate system. Second, its proximity to other industrial land — industries always want to cluster around one another. Third, the slope of the land. Industrial development tends to be more horizontal, so topography is an important consideration."

Only a portion of each parcel under consideration is actually suitable for industrial development, which leads to a distinction between gross acres and buildable acres. The Beavercreek site, which includes a total of 63 acres, for example, only yields 30 acres of usable land. A description of the site provided by Metro notes that the parcel includes slopes greater than 10 percent associated with a stream running through the northwest

corner of the property.

Of the 102-acre Damascus West site, 69 acres are characterized as buildable.

According to Newman, land within the parcels that cannot be used for industry may be put to other uses, such as residential or commercial development.

Newman also noted that, "You always want a buffer between industrial land and existing residential development — you want to protect existing neighborhoods."

He pointed out that modern industrial development does not include smoke stacks or scrap metal yards.

"The Highway 212 corridor is the heart of the industrial area in Clackamas — and that's primarily warehouse facilities. That's what industrial development tends to look like today: low-slung buildings or campus-type settings, like Mentor Graphics, InFocus and Xerox, in Wilsonville," he said.

Of the more than 2,000 acres under consideration for inclusion in the UGB as part of the current decision, less than 200 acres are located in the local area. Particularly in Clackamas County, which has long suffered from an overabundance of residential property relative to the amount of industrial land available in its communities, this may seem unfair, until the 2002 UGB decision is taken into account.

"Eighty percent of that land that was brought in is in the Damascus/Boring area," explained Newman. "So, Clackamas County has already received a large expansion area, with a good proportion of that being industrial land."

More industrial land for Clackamas?

Also along for the tour was Ed Gronke, a former Metro councilor and now a citizen representative to the Metro Policy Advisory Committee.

Gronke agreed with Newman's assessment that local communities had been given their fair share of industrial land in 2002.

"I'd love to see even more industrial land in the Clackamas County area, but that's not practical — we've got plenty to chew on in Damascus right now," he said.

In Gronke's judgment, the new industrial land will begin to reverse a negative situation in Clackamas County that has persisted for decades, with far-reaching implications for its citizens.

"We have suffered for years from being the bedroom community for Portland," he said. "We experience a net out-migration of people every morning, and an in-migration of those same people in the evening. That's one of the reasons we have so many congestion problems.

"Having more job-producing land in Clackamas will help address that problem."

Newman indicated his tentative support for bringing the local properties into the UGB.

"I want to hear what people have to say at the upcoming public hearings," he said, "but I don't anticipate much controversy.

"At the Beavercreek site, the owner of the property wants to bring in the land, and so does the city. I know Clackamas County is in favor of bringing in the Damascus West parcel, but I haven't heard from the property owners yet," Newman added.

Long-lasting impacts

These decisions have profound implications for people who own the property under consideration for inclusion in the UGB.

"Land outside the boundary sells for something like $20,000 an acre, whereas that same land inside the UGB can sell for $250,000 an acre. That's been my experience," he said.

"No doubt — there's a lot of money at stake in these decisions. That's why we are so heavily lobbied by real estate professionals and land owners. In spite of that, our job is to be wise and make good public policy decisions."

Gronke acknowledged that Oregon's plodding land-use planning process can aggravate, but he believes its virtues outweigh its disadvantages.

"As frustrating as this is for everyone involved, I think this is the best answer yet anyone has ever come up with to address development," he said.

"I love to tell people who have lived here all their lives that I feel sorry for them — they can't appreciate how unique this area is. When you go other places, the contrast is striking.

"I am absolutely sure we would regret it if we didn't have our system of land use planning laws."

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City aided Frog Pond speakers

Wilsonville and its lobbyist coached residents on how to testify against Metro's adding industry to land east of town

Thursday, May 13, 2004

LISA GRACE LEDNICER

WILSONVILLE -- The testimony seemed spontaneous and heartfelt: In groups of twos and threes, residents of this southwest suburb approached the microphone and in soft and sometimes shaky voices told Metro councilors to keep the Frog Pond area off a list of potential industrial sites.

"We believe placing an industrial area near churches and schools diminishes livability and threatens public health and safety," said Kristina Traffas, who lives near Frog Pond.

"Our planners had the foresight not to mix industrial with residential, schools and churches," said Doris Wehler, whose house abuts Frog Pond.

"Wilsonville is not near shipping, airport or rail," said Julie Gathings, a member of the Save Frog Pond Community Coalition. Her voice trembled as she added, "The jobs created are low-wage jobs, not the higher-wage positions the city seeks to replace the high-tech jobs that have disappeared from the region."

Last week's public hearing, on a proposal by Metro staff to designate 3,100 rural acres for industrial use, lasted six hours -- substantially longer than similar hearings in Hillsboro and Gresham.

Although the opposition to Frog Pond development was genuine, many of those who spoke had been coached by city officials and by Greg Leo, the city's lobbyist. For the past few weeks, Leo and city officials have conducted what amounts to a monthlong teach-in on the art of fighting a government agency.

Residents in this town of 14,000 are veterans of similar battles. Many fought proposals to tap the Willamette River for drinking water, site a prison, build a new City Hall and impose a building moratorium, and they are applying the lessons from those clashes to this one.

"This is a script we've done before," Mayor Charlotte Lehan said. "It's discouraging because all of us could be using our time more productively."

Metro, the regional agency that oversees growth in the Portland region, wants to expand the urban growth boundary to serve industrial needs for the next two decades. About 80 percent of the proposed expansion is in the southwest suburbs, including the 641 acres of low-grade farmland east of Wilsonville known as Frog Pond.

Metro staff also designated land south of Tualatin and north of Wilsonville; in the Borland Road area of the Stafford basin; land known as the "quarry area" between Sherwood and Tualatin; and nonfarming land in the Coffee Creek area west of Wilsonville.

Another area of concern is land south of Wilsonville, which isn't on the suggested list but is the

target of a proposal by Metro Councilor Carl Hosticka. Hosticka has suggested that Metro pass an ordinance that would forbid development south of the Willamette River, and residents testified in favor of that idea at last week's hearing.

Wilsonville launched its teach-in early this year, after rumors spread that Metro might suggest industrial development south of the Willamette River. City officials, who pay Leo $2,000 a month, told him to organize residents to fight the plan.

Leo held community meetings at Charbonneau, a development south of the river, and persuaded Lehan to drop her challenge to Hosticka for his Metro seat next fall. Residents wrote to Metro asking councilors to hold the line on development south of the river.

Last month, local mayors voted 17 to 4 for prohibiting development south of the Willamette. The suggestion didn't make it into Metro's industrial lands proposal -- but Frog Pond did.

So Leo and city officials switched gears. City councilors devoted an entire meeting to supplying residents with tips on what to say at Metro's public hearings. They made thick binders of Metro's proposals available at the Wilsonville Public Library. They donned "Save Frog Pond" buttons that residents designed.

Leo organized strategy sessions throughout the city. On the night before last week's public hearing, he and a half-dozen residents met at the Wilsonville Chamber of Commerce to practice their testimony. While children munched on Rice Krispies treats and ran around, some participants who had testified at previous hearings offered suggestions on keeping nervousness at bay.

"You just have to have some conviction and passion behind your point of view," Heidi Juza said. "You have to look at it like you're an attorney presenting a case before a jury. I wanted them to understand I had done my homework."

Residents have said the "Save Frog Pond" campaign has united the city in a way it hasn't been in years.

But not everyone has signed up. Sparkle Anderson, who owns 124 acres in the Frog Pond area, said Wilsonville officials have snubbed her since she declined to protest the inclusion of the tract in Metro's study area. She said the city's fears about increased truck traffic are misguided because Frog Pond is more likely to attract the campus-style development of a Xerox or a Mentor Graphics than a site requiring heavy trucks.

"This kind of industrial would be a very good thing for Wilsonville," she said. "It's very clear to me that the people they're stirring up and getting upset aren't getting all the facts, and I think it's too bad."

Metro councilors will make their final decision June 24. Until then, residents still can write to the agency. Councilors will discuss revisions to the plan at two sessions in the next few weeks.

Metro Council President David Bragdon said last week's testimony was "much more highly orchestrated than anything we've seen," but that Leo's presence behind the scenes wouldn't affect his decision.

"It's not the loudest voices that are persuasive," he said. "It's the facts and the situation that are reasonably presented."

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Frog Pond issue dominates floor

At 5:13 p.m., Becky Tollinger of Tualatin was the first citizen to testify. She went right to the point.

"I feel that placing industrial lands next to our neighborhoods threatens quality of life," she said.

At 10:44 p.m., Sherry Young was the last.

"Metro needs to insure transportation capacity for existing industry in Wilsonville," said the Tualatin resident and Wilsonville property owner.

In between, a veritable parade of people told the Metro Council what was wrong, and what was right, with proposals to expand the Urban Growth Boundary.

Eighty percent of the recommended land is next to Wilsonville and Tualatin, and that was reflected in a large turnout from those two communities.

Interested residents filled all four banquet rooms at the Wilsonville Holiday Inn. Metro spokeswoman Gina Whitehill-Baziuk estimated the turnout at more than 500 people.

That far exceeded the turnout at two other hearings Metro held earlier in Hillsboro and Gresham on the same subject, she said.

Some residents offered problems, others solutions. In all, the Metro Council heard five and a half hours of testimony — an exceptional total given that people were limited to three minutes each. The Metro Council will make a final decision on June 24.

Diverse viewpoints

There was testimony concerning the proposed Tualatin industrial area between Tualatin and Wilsonville, and the Borland Road industrial area in rural Stafford, near Wankers Corner.

Tualatin City Councilor Chris Barhyte said that Tualatin is opposed to both. "We don't feel the industry fits what our citizens want," he said.

Area resident Marcie Edwards said the Borland Road area is often called the "religious

Photo Archive

triangle" due to its many churches. Industrializing the land would interfere with that, as well as other plans to develop the area for residences and offices, she said.

There were some general calls for Metro to listen to local governments and put the industrial land where it is wanted, such as at the Evergreen site near Hillsboro.

"There's enough additional land other jurisdictions actually want that would satisfy this need," Lake Oswego Mayor Judie Hammerstad said. "Without (support), this expansion is doomed to failure."

However, specific objections to the Wilsonville East study area, near Frog Pond, and the Wilsonville South study area, next to Charbonneau, dominated the evening. (For more on Wilsonville South, see the accompanying story.)

Several citizens said Metro's proposals will ruin years of careful planning by Wilsonville — planning that Metro has tried to encourage.

Helen Burns served on the Wilsonville Planning Commission for more than 20 years.

"Wilsonville was carefully designed to provide areas for industry," she said. "Those plans have served us well for 30 years."

The irony wasn't lost on Mayor Charlotte Lehan.

"They (the Metro councilors) probably see these people as hostile, but in fact they are the best advocates for good planning," Lehan told the Spokesman.

Need questioned

Many questioned the real regionwide need for new industrial land.

An eight-months-pregnant Julie Gathings, who lives in the new Arbor Crossings development, struggled to get her words out, her voice quavering.

She suggested that Metro has overestimated the need for warehousing space. That need has been used to justify the inclusion of so much land near Wilsonville and Tualatin, which are on Interstate 5.

"Metro's forecasting fails to take into account the changing business realities," she said. "The needs analysis was based on historic patterns of use and growth that might not apply to the next 20 years."

Gathings, who has worked in management for a drug distribution company, said warehousing jobs are not high-wage jobs, and not the way to replace high-tech jobs that Oregon has lost.

Metro Councilor Brian Newman responsed sympathetically.

"If you think you're nervous, you should sit up here and have 1,000 people stare at you all night," he said.

Gathings was just one of many opposed to the Wilsonville East area. Speaker after speaker said it was unnecessary, incompatible, dangerous for pedestrians, and too expensive to serve with infrastructure.

Kristina Traffas, president of the Save Frog Pond Coalition, touched on a theme repeated by many, that kids and trucks don't mix.

"We walk to school every day along Wilsonville Road, which is one of the most direct routes truck traffic would take to the south freeway," she said. "The roads between Wilsonville East and I-5 and I-205 are lined with neighborhoods."

City officials and others pointed out that Wilsonville has 200 acres designated for industry inside the city limits now, and Metro didn't count them when determining current supplies and future needs. They said Metro could reduce the needs total by counting that land. Metro officials have defended their estimate as legitimate.

Others addressed the issue of equity.

Planning Commissioner Mary Hinds said that Wilsonville is already one of the most industrialized cities in the region.

"When other towns share 38 percent of their lands for industrial land based on outdated assumptions, then turn to Wilsonville," she said.

Metro Councilor Rex Burkholder seemed unconvinced. He said that Portland has 38 percent of the region's industrial land but Wilsonville has only 8 percent of it.

There were some testifying who favored the Wilsonville East study area. All of them own property inside of it.

Generally they said agriculture is not viable there anymore due to urban impacts and a lack of well water.

Dave Helgeson said access could come by extending the unused Weideman Road right of way eastward, following the power lines.

Fred Edmunds showed a picture of his former rose farm, which is in the study area.

"There are no roses in that picture for a very good reason," he said. "You deny us water and our crop is worthless, so we moved our crop to California."

Although Metro recommends the area for warehouse land, Sparkle Anderson said it could be used for campus-style high tech.

"Preserving land for future industry is smarter than losing out and having to start again," she said.

The hearing went on until everyone who signed up to testify had their opportunity. Some got tired of waiting and left before their names were called. Others saluted the Metro Council for sticking it out.

"You're to be commended that none of you have bruises from your foreheads hitting the table," said Michael Bickler, a supporter of industrializing the Evergreen study area near Hillsboro.

A stuffed frog

After the room had thinned considerably, Joan Hartzke McIlroy of Wilsonville used a stuffed frog and a riddle to illustrate her point.

"I thought it would get their attention," she told the Spokesman. "They're so weary."

"Why did the frog cross the road?" she asked the councilors. "Because he or she could. I hope the frogs will continue to be able to cross the road, along with the children."

McIlroy said Wilsonville is one of the few communities that has grown by design, but it hasn't planned for growth in Wilsonville East.

"It would be wrong to destroy a model of intentional planning when so many cities grow by accident or crisis," McIlroy said.

If that happens, she suggested, Metro could have a fight on its hands.

"Wilsonville's a terrier when it comes to fighting for its well being," she said, "and when it comes to terriers, (they) don't give up."

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WILSONVILLE SPOKESMAN

Thursday, May 13, 2004

Willamette Valley debate continues

The idea of adding industrial sites south of the Willamette River has been dissed, but it may not be dead.

Last month, the Metro staff recommended against adding any of the 1,058-acre Wilsonville South industrial study area to the Urban Growth Boundary. Adding it would be Metro's first leap over the river since Charbonneau was built in the early 1970s.

However, the Metro Council will have the final say, and some are urging the regional decision-making body to override staff's recommendation.

In a letter to the council, Port of Portland Executive Director Bill Wyatt stated that Metro's recommended areas may be difficult to convert for industrial and distribution use. Wilsonville South offers an alternative, he stated.

"We believe that the land south of Wilsonville, west of Airport Road and east of I-5 should be reconsidered as potentially more viable to serve this need," Wyatt stated. "The land, which is only a small portion of the Wilsonville South study area, has all the necessary attributes of good distribution land. It has excellent, unimpeded access to I-5, and is flat and potentially serviceable at reasonable cost."

Wyatt's letter further stated, "We recommend that this area be kept on the table for future UGB expansion."

Metro Councilor Carl Hosticka has attempted to head off such efforts by proposing an ordinance that would draw a firm line at the river, both now and in the future.

Last month, his proposal gained strong support on a 17-4 vote by the Metro Policy Advisory Committee, which is made up of Portland-area mayors, county commissioners and other representatives.

Metro Council President David Bragdon said that the proposal would be considered concurrently with Metro's UGB industrial expansion process.

However, when Hosticka's ordinance language was incorporated into the UGB staff recommendation, the part about staying north of the river was left out.

Coalition to Save the Valley organizer Greg Leo, a supporter of the Hosticka ordinance, called it a "gut and stuff, without the stuffing".

Photo Archive

The Metro Council held a hearing May 6 in Wilsonville to take public input on the industrial lands proposal.

The issue of industrializing Willamette Valley farmland attracted a large number of comments, second only to the proposal to industrialize land east of Wilsonville.

That proposal, unlike Wilsonville South, is being recommended by Metro officials.

Most who testified were for the Hosticka amendment — "in its original form", many made sure to add — and against adding Wilsonville South.

Theodora Tarbet was among those. She lives on a family farm in rural Marion County, between Wilsonville and Woodburn.

"We are already feeling pressure from existing expansion in the Woodburn area," she said.

Tarbet emphasized that farms have economic value.

"Agricultural land is alread industrial land, supporting Marion County's leading industry, agriculture," she said. "It is not idle land, waiting for some other use."

Former Salem mayor Bob Lindsey said that he helped implement Senate Bill 100, the backbone of Oregon's land use planning system, after it was passed in the 1970s. He was speaking on behalf of the group 1,000 Friends of Oregon.

"I would say the proposal to move south of the Willamette violates every principle of Senate Bill 100," he said. "For 30 years, we've been moving down the freeway and we finally reached the river. I would suggest it's time to draw a line in the sand. The river is a line we all understand."

Carla Mickelson of Woodburn said Metro will be challenged if it decides to go south.

"The people opposed to these expansions are willing to go all the way to litigation if necessary," she said.

Those living in the agricultural zone were echoed by many living in the Charbonneau district of Wilsonville, which is next to the zone.

Several said that Charbonneau was a planning mistake so big that it spurred the creation of Oregon's land use planning system, and it should not be repeated.

Charbonneau Alex McPhail turned in a petition with 1,345 signatures urging Metro to pass the Hosticka ordinance and reject Wilsonville South.

Debbie Smith of Wilsonville said Oregon stands now at the same crossroads as it did 30 years ago.

"If we decide to build warehouses on top of Langdon Farms (Golf Club) and some of the

best soils in the world, there's no turning back," she said. "Let's not repeat the Charbonneau mistake by turning Langdon farmland into warehouses."

She was applauded thunderously.

Carol White also questioned such a move.

"Why now does the Port of Portland think it knows better than the city of Wilsonville?" she asked. "Nobody believes that allowing just a little development south of the river will be the end of it. We need to give small farmers some insurance that we won't be having this same discussion in a few short years."

Proponents speak

Such sentiments were far from unanimous, however.

Several area residents spoke up in favor of adding Wilsonville South, and against the Hosticka ordinance.

Dan Stoller of Canby said that efforts to block Wilsonville South will simply force industry to build further south into the valley.

"I wish to dispel the myth that we are preserving hallowed cultural ground," he said.

He said there already exists a warehouse on Arndt Road near I-5 that serves major retailers such as Costco and Fred Meyer.

"I doubt very much people are aware of this," he said. "I urge you to reevaluate south of the Willamette, as it is a viable alternative."

Tom Thompson of Aurora owns 175 acres in Wilsonville South. He said he "vehmently" opposes the Hosticka ordinance, which he said "would short-circuit the whole UGB process."

Thompson said that farming that land is a struggle due to difficulties getting water.

"It may look like ag land," he said, "but point of fact, it is not."

Chris Maletis, owner of Langdon Farms Golf Club, supports the Wilsonville South proposal, which includes his property. However, he did not speak at the hearing.

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WILSONVILLE SPOKESMAN

Thursday, May 20, 2004

Regional leaders, Metro explore alternative plan

By Curt Kipp

Sometimes, political dealmaking is a way to satisfy the haves and have-nots.

In this case, it might be a way to satisfy those who wants and don't want something — industrial land.

At last week's Metro Policy Advisory Committee meeting, Lake Oswego Mayor Judie Hammerstad proposed an alternative to Metro's industrial lands proposal.



Steve Wilkowske / Wilsonville Spokesman

Metro President David Bragdon (center) and the Metro Councilors listen to citizen testimony May 6 in Wilsonville. Many residents were critical of industrial study sites bordering on Wilsonville and Tualatin.

Her idea involves taking Urban Growth Boundary expansions away from the jurisdictions that don't want them, and redirecting them to others that do.

In a Spokesman interview, Hammerstad said the idea was well received by MAC, a regionwide group of public officials that advises the Metro Council.

"They were certainly enthusiastic about it Wednesday night," Hammerstad said.

No formal vote was taken, but a consensus was reached to have Metro's staff flesh the idea out further.

Metro President David Bragdon said the idea is worth exploring. However, it must yield the total acreage Metro is required to provide, and it must be able to survive legal challenges.

"It's definitely going to be of interest," he said Monday. "As long as it's something that's consistent with the state law we're mandated to carry out, that's helpful."

Photo Archive

The Metro staff is expected to report back to MPAC at its next meeting, 5 p.m. Wednesday, May 26, in the Metro Regional Center, 600 N.E. Grand Ave., Portland. A formal vote could happen then.

The Metro Council is scheduled to make a final decision on the industrial lands expansion at 2 p.m. Thursday, June 24 in the Metro Regional Center.

One can certainly count Wilsonville officials as big fans of Hammerstad's plan.

That's because it would remove the controversial Frog Pond study area, on the northeast side of town, from Metro's expansion list.

City officials and residents have opposed industrializing Frog Pond for months, though most inside the study area support it.

Hammerstad's proposal also would remove the Borland Road study area, east of Tualatin, from the expansion.

Both Tualatin and Lake Oswego are against industrializing that area. Area residents have been working on a different plan, one that involves residential and office development to go with existing churches, schools and other uses.

The Coffee Creek study area, west of the prison, would remain in the proposal. Wilsonville would be the likely service provider for it.

"We're just going to take that one because it gives us some numbers," Wilsonville Mayor Charlotte Lehan said.

It's not clear what would happen to the Tualatin study area, north of Wilsonville and south of Tualatin.

Tualatin officials are officially opposed to it.

However, Lehan predicted that Tualatin may be willing to accept including the southern half of it, which is next to Wilsonville — especially if that generates enough acreage to compensate for the loss of other proposed industrial areas.

"There's some discussion to try to get some acreage out of that that Tualatin wouldn't object to," Lehan said.

The dividing line could be Tonquin Road. That would allow property owners south of the road, near Coffee Creek prison, to get what many of them want — industrialization.

It would also provide a buffer for existing Tualatin neighborhoods.

In mid-April, Metro Chief Operating Officer Mike Jordan recommended a plan that would add 1,635 net usable acres of industrial land to the Metro urban growth boundary.

About 80 percent of the land was next to Wilsonville and Tualatin.

If sites are removed, Metro will need a way to make up the lost acreage. Hammerstad's plan proposes two ways to do that.

One is to acknowledge parcels of industrial land that are available for development, but for various reasons weren't counted in Metro's inventory.

She has asked Lake Oswego's community development director, Stephan Lashbrook, to meet with other jurisdictions and determine exactly how much land fits that description. Lashbrook is Wilsonville's former planning director.

Hammerstad said that Lake Oswego has 93 such acres.

According to Lehan, Wilsonville has about 200 more.

"There's no reason why those shouldn't be counted," Hammerstad said.

The Metro Council is willing to hear why the needs total should be revised, Bragdon said.

"That's really welcome," he said. "If there's better information out there, I and the entire council will be glad to hear it."

The other way to make up for lost acreage is to add other study areas into the urban growth boundary annexation, where other jurisdictions are willing to serve them.

Portions of the 985-acre Evergreen study area, next to Hillsboro, and the 381-acre Noyes Creek study area, near the proposed city of Damascus, are possibilities. Clackamas County supports the second one, Lehan and Hammerstad both said.

Another possible site is land in Troutdale that could be redeveloped, Hammerstad said.

"The nice thing about this is we've contacted each of the jurisdictions and they're willing," she said.

There is a problem. Metro's staff recommendation has a finding that 70 percent of the region's industrial lands need is for warehousing land next to a major interstate highway — either 5, 84, or 205. The Noyer Creek and Evergreen sites don't fit that.

"That's going to be an issue," Lehan said.

She said, though, that the compromise is much more likely to get Metro what it's after — industrial land that actually will be developed. That's because unwelcome study areas may never be annexed by the cities that oppose them.

"It's important to give them encouragement for policy that has local government support," Lehan said.

Bragdon cautioned that there may be differences between what local jurisdictions want, and what nearby residents want.

"It's not necessarily win-win in everyone's book," he said.

The Evergreen study site, for example, could be subject to legal challenges because some of it is zoned for exclusive farm use.

Hammerstad said the EFU part could be left out and Metro could probably still get its acreage totals.

Bragdon said that the Metro Council isn't relishing the task of selecting new industrial sites and expanding the UGB. It is doing the job because state law requires it.

"I'm personally still open to trying to fashion some kind of package," he said.

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City approves $71 million for Villebois

The money, from federal, state and regional grants, will fund infrastructure work on the development

Wednesday, May 26, 2004

LISA GRACE LEDNICER

WILSONVILLE -- Villebois, the planned 2,300-home development on the city's western edge, cleared a major hurdle Monday when the city approved funding for $71 million in infrastructure costs associated with the project.

The city's financial commitment will come from federal, state and regional grants; fees charged to developers who build homes within the 520-acre project; and money from the city's east- and westside urban renewal districts. The developers will kick in $72 million for infrastructure projects.

Included in the street work planned for Villebois is the extension of Boeckman Road from 95th Avenue to 110th Avenue; the widening of Tooze Road from 110th Avenue to Southwest Grahams Ferry Road; the extension of Southwest Barber Street from the railroad crossing east of Kinsman Road to Coffee Lake Drive; the widening of Grahams Ferry Road; and the extension of Kinsman Road from Barber Street to Boeckman Road.

Almost half the project includes the shuttered Dammasch State Hospital. Costa Pacific Homes, through the entity Villebois LLC, is buying the hospital grounds from the state.

Matrix Development, a Portland-based developer and home builder, is negotiating to buy about 100 acres from three property owners on the east side of the Villebois village area.

The finance plan approved Monday and a separate agreement between Wilsonville and Villebois LLC outlining details of infrastructure improvements were key for Costa Pacific to obtain financing for the project, said Villebois project manager Mike Ragsdale.

"This is a major accomplishment," Ragsdale said. "We're thrilled and looking forward to moving forward with construction."

The project represents a big step in bringing more housing to Wilsonville, where city leaders have long bemoaned the large number of jobs compared with the number of residences. City officials chose Costa Pacific because of owner Rudy Kadlub's commitment to "new urbanism" -- clustering shops and homes.

A story in The Oregonian in March revealed that Costa Pacific landed the deal to design Villebois and buy the 198-acre hospital grounds without state or city officials scrutinizing the company's finances.

As officials were preparing three years ago to choose a developer for the site, Kadlub had traded away a portion of his company to satisfy debts. Kadlub has said that he has since lined up wealthy investors for the project and resolved the company's financial difficulties.

Ragsdale said Tuesday that Villebois LLC probably would obtain "in excess of $10 million" in

financing from Seattle-based Home Street Bank and expects to close on the sale of the hospital grounds within 30 days. Model homes should go up this summer, Ragsdale said.

After Villebois LLC obtains financing, the state must approve the entity's backers for the debt. A sales agreement signed in June 2002 calls for the project to be divided into nine parcels and sold individually for a total of $15.8 million over eight years. State officials say Villebois LLC recently has floated the idea of paying cash up front.

Lisa Grace Lednicer: 503-294-5117; lisalednicer@news.oregonian.com

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Portland DJC Daily Journal of Commerce Portland, Oregon USA

Industrial land debate heats up in Wilsonville

Published 5/26/2004
Aimee Curl

Nestled between the lush, rolling hills just east of Wilsonville is an area the locals like to call Frog Pond. Once home to grazing cattle and dairy farms, the land is now at the center of an impassioned debate over the future of industrial development in the region.

The 641-acre Frog Pond area is one of nine parcels that Metro Chief Operating Officer Michael Jordan has recommended to include in the tri-county region's urban growth boundary to satisfy a shortfall of industrial land. Although the 2002 UGB expansion brought in roughly 2,317 acres for industrial development, it fell short of the region's projected needs by about 2,000 acres.

If developed, Metro staff predicts the Frog Pond land would yield about 460 developable acres. The proposal has elicited strong opposition from Wilsonville officials over its potential adverse effect on the character of the city.

Wilsonville Mayor Charlotte Lehan said the city did not plan for industrial development on its east side, which is mainly residential. Of particular concern, she said, is the truck traffic that generally accompanies industrial companies.

"We never designed to accommodate trucks over there," she said. "In order to accommodate them, we'd have to change 35 years worth of planning that's designed to keep trucks out of commercial and residential centers."

The most direct route to Frog Pond is along Southwest Boeckman Road, which passes Boeckman Creek Elementary School, Wilsonville High School, the city's library and town center on its way from Interstate 5.

Lehan said Wilsonville understands it has a responsibility to the region to provide land for industrial development.

"But I think a lot of the region doesn't appreciate the role big trucks play in a community," she said. "It isn't the nature of the building. You can pretty up the building and make it look like whatever you want. The issue is trucks. They don't stay here; they travel through town."

Lehan said the west side of the city includes roads that are suitable for truck traffic.

"The roads we built there are for trucks. They are concrete, not asphalt. There are no trees in the median. It's a truck haven. We built it for them," she said.

The mayor isn't alone in her opinion. More than 300 residents turned out for a public hearing before the Metro Council held in Wilsonville earlier this month. The overwhelming majority of them testified against including Frog Pond for industrial development.

Sparkle Anderson, who owns 125 acres in the Frog Pond area, doesn't understand what all of the fuss is about.

"I think everybody in Wilsonville needs to get on medication. They're just squirrelly," she said.

Anderson, who settled on her Frog Pond property before Wilsonville was incorporated as a city, said the urbanization of the area makes farming no longer possible.

"People won't stay out of the fields," she said. "I'm sitting here thinking, now what am I going to do with the property? We've been sitting out here for years always assuming it would be housing. We were trying to survive, get enough to pay taxes. Then all of a sudden, poof, they said industrial land, and we're like, yeah, we're in."

Anderson said the concern about trucks traveling through town is overblown.

"It's absurd. It's ridiculous," she said. "There wouldn't have to be any trucks on any surface roads ever, for any reason. All they need to do is put up a sign that says no through truck traffic and that would be it."

Two of Metro's other proposed areas for inclusion into the UGB are located near Wilsonville's west and northwestern borders. Called Coffee Creek and Tualatin by Metro, these parcels would yield 97 and 339 buildable acres, respectively. Lehan said the city will not fight inclusion of these areas.

However, if Frog Pond is also allowed into the UGB for industrial development, Lehan said it would bring the percentage of industrial land in Wilsonville to well over 50 percent.

"We understand it's a big part of our attraction, and we're happy to accommodate the region in terms of the industrial development we provide, but there's still a tipping point just in the sheer volume and sheer percentage of industrial land before your community is dysfunctional," she said.

Lehan said it's in Metro's best interest to have local governments on board with its final recommendation.

"I think in the region, there's a lot of support for crafting some solution for a package of industrial lands," she said. "Just from a practical view, if you bring in land that doesn't have the support of local jurisdictions and the willingness to serve it, its not going to bring industrial development. It's not going to produce."

Metro Council President David Bragdon said the council doesn't only weigh the quantity of the testimony, but the quality as well.

"There's some real orchestrated opposition to Frog Pond, but the advocates for it have presented a good case," he said. "The property has an appeal for industry and disadvantages for agriculture."

The next public hearing on all of the industrial lands up for inclusion is Thursday at 2 p.m. at Metro Regional Headquarters, 600 N.E. Grand Ave. in Portland. The Metro Council is expected to make a final recommendation June 24.

Aimee L. Curl covers commercial real estate and development for the Daily Journal of Commerce. She can be reached by e-mail at aimeec@djc-or.com or by phone at 503-221-3314.

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AD INFO

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Hillsboro may gain from dispute over growth boundary

Thursday, May 27, 2004
By Doug Browning

The Argus

Industrial land in northeast Hillsboro could be substituted for land in Wilsonville and Tualatin when the Metro Council expands the region's urban growth boundary later this year.

At least, that's part of a proposal Metro Council member Brian Newman of Milwaukie has made after Wilsonville and Tualatin city officials strongly objected to locating such land near them.

Elected officials from across the metropolitan area were evaluating Newman's proposal Wednesday night and were tentatively scheduled to make a formal recommendation to the Metro Council, but hadn't reached a decision as today's Argus was sent to the printer.

Roughly 75 percent of this year's limited urban growth boundary expansion -- less than 2,000 acres -- would occur near those two cities if the council agrees with a recommendation made early this month by its chief operating officer, Michael Jordan.

A Metro study concluded that the majority of the land to be added this year should be aimed at satisfying the need for more warehouse distribution centers, with proximity to a freeway one of the main factors.

But as Jordan acknowledged when he made his recommendation, not a lot of cities are clamoring for warehouse distribution facilities because of the truck traffic.

Nowhere was that sentiment more evident than in Tualatin and Wilsonville, where city officials have been organizing their residents to give Metro what-for.

The process leading to an expansion vote began last year when Metro designated thousands of acres across the region to study for possible inclusion in the urban growth boundary as "jobs" land, more commonly called industrial land.

Jordan's recommendation narrowed the choices.

Early on, Hillsboro advocated for more land to be added northwest of the intersection of Shute and Evergreen, in part because Metro added 200 acres of industrial land at that intersection when it expanded the growth boundary in 2002.

Hillsboro said adding more land north and west of that acreage would be logical because the undeveloped land is flat and close to a freeway interchange. The city also cited the relatively low cost of providing services such as sewer, water and roads.

But the land, known as the Evergreen study area, wasn't included when Jordan made his recommendation. However, Jordan did say Evergreen could be a good replacement if the Council decided not to adopt all his recommendations.

Newman's counter proposal picked up on that idea.

Hillsboro Mayor Tom Hughes says Newman's proposal makes sense. "How realistic would it be to put a 20-year supply of industrial land where local jurisdictions say they won't serve it?" he asked Wednesday.

One potential impediment to adding more Evergreen land is a negative report from the Oregon Department of Transportation.

It told Metro the Shute Road interchange on the Sunset Highway is deficient and adding more developable land there wouldn't necessarily be a good idea.

Hughes disagrees. "I drive that way every day, and I just don't understand what they're talking about," he said Wednesday. "It seems to work perfectly well to me."

Even if Shute is deficient, Hughes said, improvements at interchanges east and west of it will reduce the problem: "The Cornelius Pass interchange will make a difference, and the Jackson School interchange will be coming on line soon, too."

Work is underway to add an eastbound on-ramp at Cornelius Pass Road in northeast Hillsboro, and ODOT will soon award a contract to build an interchange this year at Jackson School Road in a rural area north of Hillsboro.

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WILSONVILLE SPOKESMAN

Wednesday, June 02, 2004

Industrial proposal evolves

By Curt Kipp

Compromise gains endorsement from regionwide officials

By Curt Kipp

Wilsonville Spokesman

The Metro Council will expand the urban growth boundary on June 24 to accommodate new industry.

But under the terms of a compromise that is gaining steam, that expansion wouldn't include areas near Frog Pond, the Coffee Creek Correctional Facility, or Wanker's Corner.

Last week, the Metro Policy Advisory Committee endorsed Lake Oswego Mayor Judie Hammerstad's proposal to remove those three industrial areas — formally called Wilsonville East, Tualatin and Borland Road — from Metro's UGB expansion.

It would substitute other sites near Hillsboro and the proposed city of Damascus.

The compromise would reduce Metro's total industrial land need to 1,200 net acres by recognizing 201 acres in Wilsonville and Oregon City that are earmarked for industry, but haven't yet been zoned for it.

MPAC's recommendation carries some weight, as it consists of mayors and other leaders from across the region.

However, the final decision will be up to the Metro Council.

The council discussed the compromise May 27 and took testimony on the industrial lands issue in general.

As with prior hearings, views ran the gamut and Wilsonville was strongly represented.

Mayor Charlotte Lehan urged the council to support MPAC's compromise.

She said the original proposal made by Metro Chief Operating Officer Mike Jordan to

Photo Archive

industrialize the Wilsonville East and Tualatin areas is bad policy.

She prefers the compromise because it places industrial land where local governments are willing to support it.

"We shouldn't bring in any

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No one wants to see Stafford area earmarked for industrial use

Tidings correspondent - 06/02/04

A Citizen's View opinion piece written by Michael Babbitt

It is too bad Councilor Tripp dismissed the views and concerns of citizens by simply saying it is election time. He tries to support his position by talking about the abundance of negative letters. He tries to single out a few individuals, but the majority of those letters appear to have come from a large cross section of the citizenry.

David Dodds, Mike Kapigian, and David Tripp love to cry foul when someone questions or criticizes their decisions, but they are the largest offenders. Whether they are lashing out with snide comments at council meetings during public testimony, or the most recent barrage of negative letters and comments from Tripp and Dodds.

Councilor Tripp has erroneously implied in council meetings and in his latest letter that I have some interest in the Stafford area because of my signs, or because I have relatives who own property in the area. I was opposed to development of the Stafford area two years ago when I ran for council, and I am still adamantly opposed to inclusion of that area into the UGB.

The one thing Mr. Tripp did get right was that it takes the vote of the people to annex property. The position of the people on this issue has been clearly stated and I support it completely. Yes, I did have a couple signs posted in the area, but they were few in comparison to the dozens of signs Mr. Tripp and the rest of his slate placed in the Stafford area. To answer your second question; Yes, I do have in-laws who own property along Johnson Road. They do not want the area turned industrial any more than I do.

Do I have an interest in that property? Well, several of my family members and friends have been married there, including myself. My kids ride horses there, and we celebrate holidays and have other family functions there. Three generations of my wife's family have grown up on that property. These are the kind of personal interests I have, and they only support my position to not include Stafford in the UGB.

Mr. Tripp tries to imply that I am a property investor and that is the reason I would run for council. This statement is ridiculous, and only shows the lengths these politicians will go to distort the facts. I own one piece of real property, and that is the house I live in with my wife and two children. I manage a law firm in Portland whose focus is small business and estate work. I also own my com-pany that does network administration and support.

I ran for city council two years ago because I love West Linn and wanted to get more involved with its people and its future. After spending some time on the planning commission and getting an insider's view of the current administration, I knew I could make a positive contribution to the community. I agreed with many of the council's policies, but it was the processes used to carry out these policies that I disagreed with.

I have been very involved and active in our community for the last few years, and I will run for city council again this November. I am currently in my third year on the planning commission and am a member of the board of directors of the West Linn Chamber of Commerce.

West Linn is a diverse city that faces many issues, and we should be asking more questions than, "How do you stand on Stafford and does your family have property there?"

I think we would all agree that it is important to maintain livability and sustainability, but lets look at the processes we use to achieve these goals. A good city charter should not only specify the powers of a city government, but should also provide limits of power.

This would have prevented the recent stipend increase debate. A comprehensive plan should be a visionary document as to the future of our city. I don't see a vision, I see a tool created by the current administration to carry forward their agenda. The comprehensive plan should be a long-term document that lives past the two-year term of a city council.

The comprehensive plan should have action items, polices and goals that support each other, and all of these should be supported by real facts and findings. Our community development code is in need of review to ensure consistency and clarity. Neighborhoods should have been given a choice in who they want to hire as a consultant for their plans. There also should have been some guidelines and parameters established prior to the development of the plan if we want to ensure the finished product is a document the city can adopt and use with confidence.

We should be looking into federal, state and county grants. Other cities and counties applied, and many have received, part of the millions of dollars in Homeland Security funding. West Linn never applied. ODOT has a $200,000 grant for pedestrian walkways and bicycle lanes. West Linn never applied because the mayor had it pulled from Metro days before approval, although the city manager and planning department had signed off on it. Clackamas County has thousand of dollars in grants available.

West Linn is one of the few cities who chooses not to participate. Luckily, we have a solid group of people at the chamber trying to make use of some these funds for the benefit of the community. There is money available for historic preservation, as well as other grants that could offset some of the costs to the city for Goal 5 if we were to become a certified local government.

Our city boards and commissions should not be filled with people to carry out specific agendas, but should be filled with a diverse cross-section of citizens. The city's Web site should be more interactive and more frequently updated. The city council should respect and represent all the citizens, not just those they agree with or those that show up at council meetings.

I am running for West Linn City Council, and I encourage you to vote for me in November because I know I can have a positive effect and influence on the community that we call home. No candidate can do it by themselves.

I encourage you to ask questions, write letters of support and anything else you can do to show support. I look forward to the coming election season where I am sure many more issues and views will be discussed in greater detail. I can be reached at: Babbitt@michael-babbitt.com.

Michael Babbitt is a West Linn resident and member of the West Linn Planning Commission.

Share your thoughts & opinions with our editor.
(If you don't include your address and phone number, we will not be able to publish your comments. Neither your street address or e-mail address will be published. They are only used for verification purposes.)

Metro Council approves amendments to ordinance adding industrial lands to urban growth boundary

Metro release: June 4, 2004
Contact: Karen Kane, (503) 797-1942 (office) or (503) 680-0691 (cell)

The Metro Council on June 3 approved five amendments to an ordinance that will add land to the urban growth boundary for industrial purposes. The amendments modified the recommendation made by Metro Chief Operating Officer Michael Jordan earlier this spring. (see map)

Oregon law requires Metro to identify and bring land into the boundary in order to accommodate growth and its associated needs for the next 20 years. The latest expansion to the boundary, which took place in 2002, did not include enough land for industrial purposes. The current expansion is intended to address that shortfall.

Jordan's recommendation added 1,635 net acres to the boundary, of which 1,575 were required to satisfy the need for industrial land. The council's adjustments reduced this requirement to 1,196 net acres by counting 201 acres in Oregon City and Wilsonville already inside the urban growth boundary but not yet zoned as industrial, and by recalculating the efficiency with which land within the boundary is redeveloped for industrial use, reducing the need by an additional 178 acres.

Several locations were removed from the original recommendation, including 91 net acres in Cornelius, 164 acres in the Stafford Basin straddling Borland Road and 165 acres east of Wilsonville. In addition, councilors voted to reinstate 20 net acres south of Gresham that Jordan had proposed for removal from the boundary. This brings the amount now proposed for inclusion to 1,235 net acres.

Public hearings on the amendments will take place during the June 10 and 24 Metro Council meetings, which begin at 2 p.m. at Metro Regional Center, 600 NE Grand Ave., Portland. A final vote will take place after the hearings on June 24. Metro is required to complete the process by June 30.

Metro, the regional government that serves 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area, provides planning and services that protect the nature of our region.

Related Metro links »

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

See if a specific property is in the April 15 Chief Operating Officer's recommendation to be added to or deleted from the urban growth boundary, or may receive further consideration.

Industrial lands citizen involvement opportunities

Attend public hearings, offer comments, sign up for future updates or get more information about Metro industrial land planning.

Alternative analysis study areas map, December 2003

Alternatives analysis study areas of industrial lands. In December 2003, the Metro Council voted to remove more than 41,000 acres of land from the 68,000 that were being studied for possible industrial use.

Title 4 RSIA protected industrial lands

Regionally Significant Industrial Areas (RSIA) will use strict limitations to protect industrial land from all non-industrial uses.

Updated June 4, 2004

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Metro supports industrial land tweaks

Small changes involving Orient, Wilsonville and Cornelius are intended to designate enough sites for growth in the region

Friday, June 04, 2004

MIKE FRANCIS

Metro councilors voted Thursday to direct most future industrial growth to the Portland area's southwest suburbs.

The decision to expand the urban growth boundary along the Interstate 5 corridor in the Tualatin-Wilsonville area goes against strong recommendations from a group of mayors to redirect industrial growth to Washington County's high-tech areas. It also rejects calls from southwest suburban neighbors who say that industrial land is a poor match for the neighborhoods and businesses already there.

Councilor Carl Hosticka found himself on the losing side of several votes Thursday as Metro, the Portland area's regional government, tweaked the urban growth boundary through a collection of amendments.

Hosticka said he thought his fellow council members were mistakenly trying to force industrial development into "virgin territory," rather than expanding industrial zones that already exist elsewhere, such as Hillsboro's U.S. 26 corridor.

In the series of votes, Metro's leaders removed a portion of a controversial proposed addition in east Wilsonville; added a parcel southwest of U.S. 26 between Gresham and Sandy; removed the Stafford Basin area along Southwest Stafford Road, north of Interstate 205; and removed most of a proposed addition in Cornelius, in western Washington County.

The votes left intact two substantial new industrial areas: one south of Tualatin in southern Washington County, between Interstate 5 and Southwest McCammant Drive; and the other about two miles southeast, on the eastern edge of Wilsonville, north of Southwest Kahle Road.

Metro controls the urban growth boundary, which divides rural from urban lands.

Apart from Thursday's modifications, the council accepted the changes to the boundary proposed by the agency's staff. That proposal would have added about 1,200 acres dedicated to industrial uses as part of a larger boundary addition of 2,700 acres. The southwest suburbs are home to much of the land targeted for industrial growth, though Hillsboro and the Damascus area southeast of Portland also are homes to large plots of future industrial land.

Thursday's votes, while not the ultimate decision, set a direction before two more public hearings on June 10 and June 24, the day councilors will take a final vote.

Metro President David Bragdon, who has been taking straw polls of the seven-member council for days, said he expects the final vote to echo Thursday's results.

He said Thursday's votes, with their modifications to the urban growth boundary on the eastern, southern and western edges of the Portland area, reflect a broad view of the region's needs.

"All the areas were under consideration," he said. "Each was weighed."

Metro's primary emphasis in this round of study has been to designate additional lands in the region for industrial development. The effort follows a finding that 2002's major expansion of the urban growth boundary didn't include enough land to accommodate the expected industrial uses in the region over the next two decades.

The series of votes Thursday laid the groundwork for that future expansion: Councilors excluded a 150-acre parcel proposed for expansion in Cornelius. Instead, the urban growth boundary will incorporate a smaller parcel of land in the city, keeping Council Creek as the boundary's edge. Councilors excluded a 575-acre parcel in the Stafford Basin, north of Interstate 205 near Tualatin. That area, with its scattered "hobby farms" and 5- and 10-acre residential parcels, is not suitable for large-scale industrial uses, Councilor Rod Monroe said. Councilors added a 90-acre parcel southwest of U.S. 26 and south of Southeast Stone Road near Orient, in east Multnomah County. Councilors removed the southern portion of the proposed 641-acre expansion in east Wilsonville. Their decision kept about 229 acres of the expansion north of Southwest Kahle Road.

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WILSONVILLE SPOKESMAN

Monday, June 07, 2004

Industrial proposal evolves

By Curt Kipp

Compromise gains endorsement from regionwide officials

By Curt Kipp

Wilsonville Spokesman

The Metro Council will expand the urban growth boundary on June 24 to accommodate new industry.

But under the terms of a compromise that is gaining steam, that expansion wouldn't include areas near Frog Pond, the Coffee Creek Correctional Facility, or Wanker's Corner.

Last week, the Metro Policy Advisory Committee endorsed Lake Oswego Mayor Judie Hammerstad's proposal to remove those three industrial areas — formally called Wilsonville East, Tualatin and Borland Road — from Metro's UGB expansion.

It would substitute other sites near Hillsboro and the proposed city of Damascus.

The compromise would reduce Metro's total industrial land need to 1,200 net acres by recognizing 201 acres in Wilsonville and Oregon City that are earmarked for industry, but haven't yet been zoned for it.

MPAC's recommendation carries some weight, as it consists of mayors and other leaders from across the region.

However, the final decision will be up to the Metro Council.

The council discussed the compromise May 27 and took testimony on the industrial lands issue in general.

As with prior hearings, views ran the gamut and Wilsonville was strongly represented.

Mayor Charlotte Lehan urged the council to support MPAC's compromise.

She said the original proposal made by Metro Chief Operating Officer Mike Jordan to

industrialize the Wilsonville East and Tualatin areas is bad policy.

She prefers the compromise because it places industrial land where local governments are willing to support it.

"We shouldn't bring in any

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Time for Metro to take part in vision

Times editorial board - 06/07/04

Much has been accomplished over the past few years to revitalize the state's economy and put Oregonians back to work. The challenge has never been greater. Nor has the requirement to do so. Yet much remains to be done.

Oregon and the Portland area continue to be plagued by some of the highest unemployment rates in the country. This is not only a sad statistic, but it is a telling, personal circumstance that means thousands of Oregonians continue to be out of work and unable to sufficiently provide for themselves and their families. It also means that a state that largely funds social and educational services through the collection of income taxes remains challenged to provide stable needed services.

Certainly, these are serious problems. But what is the solution and what is the vision to change and improve?

Gov. Ted Kulongoski offered his own vision a year or more ago by saying that he would focus state policy and the combined efforts of state agencies to put people back to work in a 21st century economy. Since then, the governor has revamped the state Land Conservation and Development Commission, the state Board of Higher Education and instructed state agencies to cooperate and share resources to create work opportunities for Oregonians and Oregon's economy. He has said that Oregon needs immediately available industrial land sites. His efforts have also included sales and promotion. We have seen the governor visit other states and nations to promote Oregon as a good place to do business. Kulongoski's energy, vision and commitment have been matched by numerous statewide, regional and local economic development strategies.

But statewide policies, such as identifying, preserving and helping to make land available for industrial jobs, are simply not enough.

Unfortunately, the vision and commitment of Oregon's governor is not enough if local communities and regions, such as the Portland metro area, fall short in providing policies, vision, investments and decisions and that enable Oregon's economy to not only survive, but also succeed in a 21st century international conomy.

That challenge is a very immediate one for the Portland area. One June 24, the Metro Council will decide where to expand the urban growth boundary to overcome a 2,000-acre shortage of industrial land to meet state land-use policies – and most importantly – enable the region to compete in a global economy. The choice is not an easy one. The Metro Council also must balance state policies and laws that preserve valuable farmland.

And a decision to expand the UGB for industrial jobs must be sensitive to the needs and concerns of local communities. For example, Tualatin officials and residents say that their city is being asked to take too large a share of the UGB expansion for jobs.

By choosing poorly, Metro may force a collision between statewide policies for Oregon's economy, realistic regional and local economic development strategies, the priorities and needs of local communities and the ability of the economy to employ people and

subsequently pay taxes, which helps pay for needed services, such as schooling.

We believe that Metro councilors should not only be bound by statewide land-use goals and guidelines that seek to first preserve the best farmland, but they should be bound by a responsibility to participate in Kulongoski's efforts to put Oregonians back to work. That includes making a wise, market-savvy decision to expand the UGB for jobs in ways that assist industries that already are successful, others that are growing and industries that demonstrate that they will be part of the economy's future. These industries include the high-tech industry, warehousing and distribution industry, metals and manufacturing industry and the emerging biotech industry.

But as the Metro Council moves forward, it must realize the importance of its decision is not only a case of policy of whether to expand the UGB, but where to expand the boundary.

The choice is not be as hard as it seems. The Metro Council should listen to the economic marketplace in making this decision of location, while seeking to balance the needs and goals of local communities and statewide land use policies – such as farmland protection.

Kulongoski has walked this difficult balancing act rather well, because he has articulately illustrated his vision, commitment and investment plan for Oregon's economy. He has made the connection between employing people and other good things for Oregon – such as schools, public services and quality of life.

It's time for the Metro Council to do participate in that vision. That opportunity occurs on June 24.

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Business News

Factories unwelcome to many neighbors

Friday, June 04, 2004

LAURA OPPENHEIMER

The past few months, Blythe Mercer and her neighbors have joked about who would sell first if industrial companies set up shop next to them.

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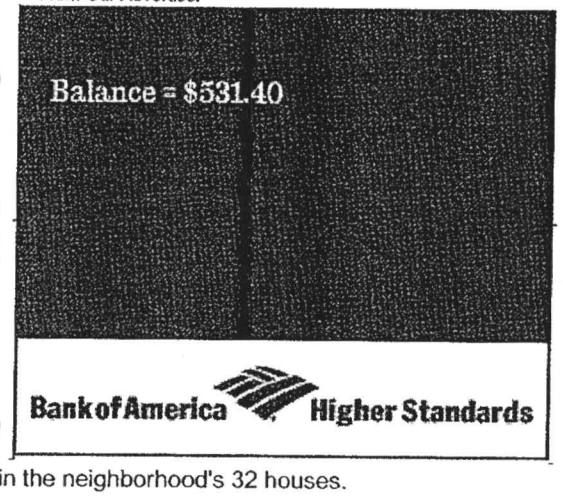

Trucks would make bad neighbors for Hedges Estates in south Tualatin, said Mercer, who has enjoyed the stream of block parties, play dates and bonfires since she and her family moved to the neighborhood a year ago. They've counted 67 children -- most of them younger than 6, like Mercer's three daughters -- in the neighborhood's 32 houses.

"It would be hard to give up to residential, too," Mercer said. "But a big noisy trucking facility? That just doesn't seem like a good mix."

On Thursday, Metro councilors said they would use land bordering Mercer's neighborhood for part of an urban expansion for industrial businesses.

As Metro, the Portland area's regional government, scoured the area

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for industrial land, the geography varied. But one complaint echoed across the region: Many homeowners don't want to live near factories, warehouses or other industrial companies.

But houses and industry don't always have to get on each other's nerves, experts say.

Every real estate appraiser would evaluate a house differently, says Duane Williamson, the owner of Allied Real Estate Appraisers in Southwest Portland. A back yard buttressed by a factory wall probably would reduce a house's value, Williamson says, but living a few blocks away would have a minimal effect unless noise or traffic created an unusual problem.

"You hear those horror stories," Williamson said. "In the real world, it just doesn't happen."

In her 14 years as a real estate agent, Randi Ausland has seen people sell houses immediately after an industrial company moves in down the street. But she also has sold many houses to people seeking out a Tualatin address -- even though the city devotes a higher percentage of its land to industry than anyplace else in the Portland region.

Ausland grew up on a seven-acre farm in Tualatin and watched the city develop a strong industrial base while her father was mayor in the late 1960s. To a point, Ausland says, industry is healthy.

"Industry is really positive when it promotes the viability of the neighborhood," she said. "But when it's out of proportion, that starts to have a negative impact."

Ausland says the most frequent complaint she hears is about traffic congestion caused by trucks serving Tualatin's industrial companies. And she worries Metro would tip industry's effect from positive to negative by centering its expansion in the city.

Cities can do a lot to create buffers between homes and industrial companies, Metro planner Lydia Neill says. She has seen local governments require a minimum space between companies and adjacent yards, build sound walls or berms, and mandate landscaping to camouflage industrial buildings.

Planners in Portland have tried to shield neighborhoods from industry for years, says Steve Kountz, a senior planner who focuses on economics. The city's industrial sanctuary policy outlaws residences and large-scale commercial businesses in areas zoned for industry.

Placing more than 90 percent of Portland's 16,000 industrial acres in the Columbia Corridor and Portland Harbor areas meant primarily neighbors on the fringes would be affected, Kountz says. The city has received relatively few complaints, though he suspects that has something to do with industrial companies' long history in Portland.

"You hear that in the suburbs, with new neighborhoods coming in," Kountz said. "You have more of an acceptance here."

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Industrial land bid by Cornelius blows away like dust

Tuesday, June 08, 2004
By Doug Browning

The Argus

Now you see it, now you don't.

For the time being at least, Cornelius has "lost" industrial land it thought the Metro Council was going to include in a 1,200-acre expansion of the regional urban growth boundary scheduled later this month.

In a unanimous vote last Thursday, the council rejected the city's request to add another 80 acres to the 206 acres north of Cornelius Metro staff had recommended be brought within the growth boundary this year.

The effect of the vote is that no industrial land for Cornelius is now included in the ordinance scheduled for adoption June 24.

However, some of the original 206 acres could be restored when the Metro Council meets this Thursday for a public hearing on the issue.

Metro Councilor Susan McLain of Forest Grove said she has been having a hard time persuading other councilors that state land-use officials would accept the "exclusive farm use" land Cornelius wanted.

"Within the last two weeks, the city asked for more land to 'serve' the land (originally recommended)," McLain said. "In other words, they asked for more EFU land to serve the EFU land.

"We just didn't think that would meet the state criteria (for expanding the growth boundary)."

State law discourages expansion onto EFU land to protect, though it can be allowed if a local jurisdiction demonstrates that it doesn't have better alternatives. Metro isn't sure the Cornelius land could meet that test.

"Our job is not only to expand the urban growth boundary but to do it in a way that won't be remanded to us," McLain told the Argus. 'Remanded' is shorthand for a "you didn't do it right" decision from the state Land Use Board of Appeals or a state court.

McLain said several groups have indicated they might appeal the UGB expansion ordinance if it includes too much EFU land.

Cornelius has said repeatedly it has too little land zoned for industrial use, and that it needs more such land to attract jobs.

But McLain said some of her fellow councilors reminded her that Cornelius rezoned some of its

industrial land not too long ago, converting it to residential zoning.

McLain said she would meet with Cornelius officials this week to see whether they could reach agreement on before Thursday's Metro Council meeting that would restore some of the land included in the original recommendation.

Metro also rejected a recommendation from local elected officials expand the growth boundary again north and west of Shute Road and Evergreen Boulevard in Hillsboro where it added about 200 acres in late 2002.

The recommendation was included in a substitute offer from the Metro Policy Advisory Committee, comprised of city and county elected officials, to accommodate Tualatin and Wilsonville, which said they didn't want land recommended by Metro.

However, the council did remove about 325 acres the two cities objected to.

In addition to this Thursday's 2 p.m. public hearing, Metro plans another hearing at the same time June 17. Its hearings are held in Metro headquarters at 600 NE Grand Ave., Portland.

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Business advocate outlines agenda for west side

Jonathan Schlueter says the Westside Economic Alliance under his leadership will push for usable land and livability

Thursday, June 10, 2004

CHRISTINA LIMA

BEAVERTON -- The new executive director of the Westside Economic Alliance comes to the job after a career in the business of agriculture.

Jonathan Schlueter, who started last month at the Beaverton-based alliance, worked 19 years for the Pacific Northwest Grain and Feed Association, where he represented the interests of more than 230 agribusinesses in Oregon, Idaho, Washington and Montana. A Washington County resident since 1974, he has seen the county's rural roots yield to expansive suburbs and high-tech industries.

Schlueter, 47, succeeds the retiring Betty Atteberry at the alliance, which represents 175 businesses across Washington County to the Interstate 5 corridor, including the Kruse Way area of Lake Oswego to the east, Wilsonville to the south and Forest Grove to the west.

The alliance was created in 1998 by the merger of the Sunset Corridor Association and the Tualatin Valley Economic Development Corp.

Schlueter is a Seattle native who graduated from Pacific University with a degree in political science and speech communications. He lives in Beaverton with his wife and two sons, ages 11 and 13.

As he starts his new job, Schlueter discussed the business climate and his hopes for the alliance. His comments have been edited for brevity.

What do you define as a "healthy" economic climate?

Employment numbers. We need to improve the business climate of the Portland area, because we are racked with some of the highest unemployment rates and the lowest job-creation rates in the country. Those are unacceptable.

Westside business expansion since 1950 has been huge. Is further expansion the No. 1 goal? If so, how would it look?

The Westside Economic Alliance commissioned a study over the past three years assessing the economic strengths of the west side of the metro area and its various groups of economic activity: high-tech industries, sportswear and apparel, metals and fabrication, agriculture and forestry -- everything from nursery stock to food processing to wines and vineyards, and producers of grain or alfalfa out in the western part of Washington County. These have different needs and expectations that influence their ability to expand. Our alliance is focusing on each segment's particular needs.

We focus on Oregon 217 and U.S. 26 expansions to accommodate the growing needs. An I-5/Oregon 99 connector in the Tualatin-Sherwood area would link those highways to avoid having

to drive through Tigard into Portland. We also have rail transportation issues: the extension and development of the commuter light-rail into downtown Portland and throughout the metro area, the westside passenger rail that will link Beaverton to Wilsonville using existing track.

We must work with all levels of government to allow companies to expand. Eighty percent of the expansion in our economy happens from companies already based here. Regulation is inhibiting the ability of these businesses to expand.

The west side has become a busy place with challenges in traffic, public schools, availability of low-income housing, quality of life. How do those things specifically connect to your business vision?

Transportation, education, affordable housing are key elements to any company looking to place a business here.

We are focusing on the need for affordable housing. As property values increase, the supply of housing is more restrictive, and that's a big concern in terms of people wanting to live and work here, to live close to work and eliminate the need for transportation and commuting. The ability to move people and freight in and around our community is absolutely key.

For companies already here, their willingness to expand and invest hinges on how well we provide for those lifestyle values. We are not doing a very good job when Hillsboro has to close its schools 17 days early because it cannot afford its teachers to the end of their contract. That reflects badly not only on the community but the Oregon education system. When 7.7 percent of residents in the west side are under the poverty level, that reflects very badly. When we have transportation and rush-hour burdens, that inhibits the ability of business to expand and develop.

Metro, the regional government, has strong preferences about industrial zones and types of business activity. Does the alliance view Metro as partner or foe? What, specifically, will you do to make a constructive partner out of Metro?

I am very interested in working cooperatively with them. We view our alliance as a partner. But there can be no misunderstanding that ours is an interest of expanding economic growth on the west side, and that requires more industrial land. The Metro Council is restricted and reluctant to expand the industrial land base beyond the minimum required in its mandate. We want to see more industrial land made more available in the state. It's key to any company looking at Oregon, and we don't give them many choices.

We have a restricted number of parcels and sites we can offer. If those don't meet their requirements, we don't even get a second look.

We are not getting a second look. The fact we have such high unemployment gives the mandate to Metro and to our alliance to change.

We are committed to protecting the lifestyle and livability of the Portland area, and making this a desirable place to live and work.

You come from the agricultural sector, as lobbyist, spokesman, organizer. What makes you right for this job?

I've lived in Washington County for the past 30 years. I came here to go to college in Forest Grove. I like what I found in the metro area in terms of lifestyle and livability. I decided if I could make my career here, this would be a nice place to live and work.

I became involved in agricultural groups, but I did not grow up on a farm. I was serving members in a four-state region -- Oregon, Washington, Idaho and Montana -- who brought grain here from

11 Western states, and brought wheat, barley, corn and soybeans to load into ships in Portland and Vancouver for export to Japan, Korea and Taiwan and 40 other countries. It was a $4 billion industry, fascinating work. My focus was international and regional, not local.

The alliance allows me to bring those regional and international perspectives to focus more locally on the needs of our own communities. That is very thrilling. It will be much more diversified than serving merely agribusinesses. I am a chronic optimist.

You say a healthier westside will have expanded roads and increased capacity for transportation. Doesn't that translate to more traffic, more congestion, more pollution? Isn't that the opposite of the Washington County that drew you here 30 years ago?

No. I see it as an improvement to the Washington County I moved to 30 years ago. No one can turn the clock back 30 years, nor would we want to. The challenge is to provide for smart growth. This cannot be accomplished through excessive regulations or government interference. It needs to be nurtured through a partnership among government, business and the communities.

What are the first three things you will tackle in your new job?

First will be Metro's proposed expansion of the urban growth boundary to allow for more industrial sites. I testified in a hearing. The Metro Council is having to decide based on public testimony. That's key to us; nine of the 11 sites proposed are on the west side.

Second, I have to meet with business leaders to get to know who those people are and let them know who I am.

Third, I will need to focus on the internal workings of our alliance in numerous committees and study groups to address specific needs for land use, transportation, our monthly planning forums and our board of directors.

If you could get a message right now to Gov. Ted Kulongoski, what would it be?

The governor has shown a commitment to restoring the economic engine in our state and reversing some of the bad policies of previous administrations. He has challenged his administration to produce industrial parcels in the state. If I had to deliver a message, it would be that we have to expand that good work.

We need to have a larger inventory of industrial parcels for development of businesses and allow them to locate where it makes sense to locate, where the opportunities and economies are best served along the I-5 corridor, along the I-84 corridor, both the rural and urban areas.

I am impressed by efforts to revitalize the Oregon Economic and Community Development Department; we have some very bright people working to improve the business climate. Now those people need the tools and resources to do their jobs.

Is it fair to characterize your broader position as one that says: If it is good for businesses, it is good for the community and good for society?

Yes. A healthy community depends on a full work force and a robust economy, which allows us to pay for social and civil services, and fund environment programs that improve the livability in the community.

You can reach Christina Lima at limabiz@att.net

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Boundary withdrawal hurts Cornelius' plans to grow

City officials are stunned by Metro's decision not to bring 206-acres within the urban growth boundary

Thursday, June 10, 2004

ESMERALDA BERMUDEZ

CORNELIUS -- A recent Metro decision not to open a 206-acre parcel to industrial development in Cornelius has frustrated city officials, who worry about the city's ability to grow and attract new business.

The news was a blow to Cornelius, a bedroom community that was counting on the land to create more jobs, foster more of a community feel and bolster the city's tax base.

"It was like waking up to a snowstorm in June," Cornelius City Manager Dick Kline said of Metro's vote last week.

The acreage, which had been recommended by Metro staff and a group of mayors, is along the north end of the city, between Cornelius-Schefflin and Northwest Hobbs roads. Of that, 91 acres would have been developable.

Metro councilors last Thursday, through a series of amendments, voted against bringing the land into the urban growth boundary, citing concerns over wildlife, floodland and infrastructure. Metro officials last week also bypassed a Hillsboro site coveted by city officials for expansion of the high-tech corridor.

Metro councilors may pass a second amendment in the coming weeks to add a 56-acre parcel of land west of Cornelius' original proposed site. The city, however, objects to bringing that parcel into the urban growth boundary because the property owner is not open to developing it.

Although not final, last week's vote sets a direction for Metro, which will hold a public hearing on the matter today and take a final vote June 24.

Cornelius officials plan to challenge Metro's amendment during today's meeting, arguing that the expansion is critical for Cornelius, which has a relatively low number of jobs compared with its population of 10,000.

Cornelius had been confident that the 206 acres was going to be granted.

"This was a proposal that was appropriate and justifiable," Kline said. "Now there's a great deal of disappointment and frustration. We don't know what's next."

Susan McLain, a Metro councilor who represents Cornelius and introduced the amendment rejecting the land, said she denied the proposal because it was likely that it would have been turned down by the state Land Conservation and Development Commission, which is required to approve Metro's decision.

"It was going to be controversial," McLain told Cornelius officials during a meeting Tuesday. "I

wanted something that would stick. If it would have gone to the state, it would have been remanded."

McLain said the original plan would have eaten up too much farmland, created traffic headaches on rural roads and required too much infrastructure to support new industries. Those concerns, along with a subsequent proposal from Cornelius for an additional 242 acres for road improvements, led to her rejection, she said. Of those acres, about 78 would have been developable.

"We have so many acres to look at, and we have to pick the best," McLain said.

As a substitute for the 206 acres, McLain on Tuesday proposed to Cornelius officials the idea of bringing in 56 acres west of Cornelius-Schefflin Road. That land is closer to the city's established industrial sector and is connected to sewer and other infrastructure, she said.

Although Metro already met its goal to add 1,200 acres of industrial land throughout the metropolitan area, McLain said she will consider whether to vote for this other parcel of land.

But Kline and other city officials object, arguing that the land would be useless because the owner does not want to annex or sell his property.

"We have promised not to go after that land," said Richard Meyer, community development director. "Now we have mud on our face because Metro's saying, 'We're here and we're offering it to you, and you don't want it.' Well, as right as it might seem, it's a phantom. It won't sell."

Remi Taguon, who has owned the land with his family since 1942, said he doesn't plan to change his mind.

"We don't want anything to do with the urban growth boundary," he said. "They need to leave it like it is."

Other property owners such as Letha and Harry Jacobsmuhlen, who own about 30 acres north of Council Creek in the rejected land parcel, differ in opinion. The land is too small for them to make a living off farming.

"It's beautiful, but it's just a nice picture to look at," said Letha about the land. "We'd prefer the option of selling it for much more to help our family."

Even if Cornelius' original proposal had passed, the land was not large enough to boost the city's tax base, McLain said. Instead, the city should look into sharing revenues with nearby cities, she said.

Cornelius officials, however, say the industrial land was not only about bolstering the city's tax base, but was also key to Cornelius' livability and to reduce pollution and traffic congestion. Until they can get more land, they will continue to push for more retail and service-based businesses to support the economy.

In Hillsboro, a few companies had expressed interest in a 200-acre swath being studied for industrial use at Northwest Evergreen Road and Shute Road.

Instead, Metro councilors approved expansion of the Helvetia area north of Hillsboro. The land, north of U.S. 26 and bordered to the south by Northwest Jacobson Road, will likely attract larger, manufacturing companies. About 149 acres are developable.

"We're not jumping up and down over how happy we are about the land because we would have

preferred Evergreen," Hillsboro Mayor Tom Hughes said. "You would have seen a natural expansion of that high-tech industry, which is what Hillsboro is known for."

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Wilsonville dealt major setback on UGB battle

By Curt Kipp

Proposal to remove proposed Frog Pond industrial zone falls short by just one vote

The final, high stakes showdown over industrial lands won't occur until June 24, but Metro Council members laid their cards on the table last week.

And Wilsonville's definitely getting a raw deal, in the eyes of several local leaders.

In a series of votes on June 3, Metro councilors amended the agency's proposed urban growth boundary expansion.

When the dust cleared, the Frog Pond industrial area just northeast of Wilsonville had been scaled back from 641 acres to 412 acres.

A Metro Council majority removed the southernmost 229 acres in an attempt to create a buffer between existing neighborhoods and new industry.

However, an attempt to completely remove Frog Pond — as city officials and a citizen group wanted — failed on a 3-4 vote.

That frustrated residents and officials who had pinned their hopes on a compromise that had been negotiated by several cities. It was based on the principle that annexations should occur only where the local jurisdiction supports them. The compromise was unanimously endorsed by the Metro Policy Advisory Committee, a regionwide group of mayors and other leaders, on May 26.

Afterward, Mayor Charlotte Lehan said she was disappointed that the MPAC compromise was seemingly ignored.

"They never addressed it at all," she said. "That's apparently not a priority for them, working with their regional partners."

The Metro Council did implement certain elements of the compromise. They agreed unanimously to recognize 201 acres of industrial land in Wilsonville and Oregon City that were planned for industry, but not yet zoned for it. This allowed Metro to reduce its industrial acreage needs figure.

Photo Archive

In other actions, the Metro Council removed the Borland Road study area, at Wanker's Corner, but declined to remove or change the 646-acre Tualatin study area, located directly north of Wilsonville, as MPAC had recommended.

A proposal to add in part of the Evergreen study site near Hillsboro was moved by Hosticka, but it received no second. MPAC had suggested adding in this site, which Hillsboro supported, to make up for the removal of the Tualatin and Wilsonville East sites. Since Metro didn't remove these sites, councilors said they saw no need to add Evergreen.

The council did, at the urging of Councilor Susan McLain, remove an industrial study area near Cornelius, in spite of the fact that that city had earlier requested it.

Cornelius had later asked Metro to make this study area larger to spread out the infrastructure costs. McLain reasoned that this additional land shouldn't come in, so it would be better to not include the original land, either.

Metro's overall proposal, as it now stands, would take in 2,090 acres of new industrial land. Of those, 1,322 acres — fully 63 percent — border on Wilsonville. Another 354 are nearby, between Tualatin and Sherwood.

Wilsonville presently has 1,420 acres of industrial land, both vacant and used, within its borders. The city agreed to plan for another 220 acres of industrial land south of Day Road in 2002. That land is awaiting master planning and annexation.

Metro will now give the amended proposal a final public airing before its scheduled approval on June 24.

A public hearing will be held at 2 p.m. Thursday, June 10 in the Metro Regional Center, 600 N.E. Grand Ave., Portland. Citizen testimony will be accepted.

The decision over Frog Pond came down to a difference of just one vote.

Councilors Carl Hosticka, Brian Newman and Rex Burkholder voted to remove Frog Pond completely.

Newman and Hosticka said it was incompatible with nearby neighborhoods and was opposed by the city of Wilsonville. Hosticka said that message was heard loud and clear at a hearing Metro held in Wilsonville May 7. More than 500 people attended, according to Metro's estimate.

"I think the members, after hearing five hours of testimony, are very familiar with the merits or lack of merits for this area," he said.

Hosticka added that annexations don't become what they're supposed to be when local jurisdictions don't support them.

He referred to a tract near West Linn, which that city is challenging through the legal process, Hosticka said.

"It's not being planned, it's not being served, it's in some sort of black hole — a procedural black hole," he said.

Newman said Metro should listen to residents and local officials and apply Metro's own policies about encouraging compatible land uses.

"We've heard very clearly that it's not consistent with the vision of Wilsonville," Newman said.

Burkholder didn't explain his vote.

Hosticka, Newman and Burkholder were outvoted by President David Bragdon and councilors McLain, Rod Monroe and Rod Park.

They said the Frog Pond site fits industry's needs as determined by Metro, by being relatively flat, near an interstate highway, and in large parcels for easy development.

"There is nothing in this particular area that doesn't fit the criteria and doesn't fit the industrial needs," McLain said.

Park said the decision was a tough one, but he was swayed by the argument that the Frog Pond area is low on well water and no longer viable for farming.

"This (acreage) fits the criteria," Park said. "If it had water, my decision might be different."

Bragdon cited that argument as well.

"Now, they cannot farm, and it seems unfair to continue to force them into that situation," he said.

Hosticka disagreed with Bragdon, McLain and Park on the water issue. He pointed out that the area's water table has risen every year since the city of Wilsonville shut off its wells and started using Willamette River water in 2002.

"The quality of water in this area has been misinterpreted by members of this council," he said.

But Park, a nurseryman himself, said that even if the water table is rising, the economic damage has been done. He said area farmers should be able to sell their land for a different use.

Bragdon said he would like to require that all truck traffic from new industry at Frog Pond be required to use the North Wilsonville interchange, thereby avoiding neighborhoods on the east side of Wilsonville.

In response to a question from Hosticka, Metro Attorney Ray Cooper said that's a requirement Metro has the power to impose.

Lehan was skeptical, however.

"They absolutely don't have the ability to tell us where trucks go and don't go," she said after the meeting.

Kristina Traffas is president of the Save Frog Pond Coalition, a group opposed to the Frog Pond industrial area. She said Metro's trimming back of the proposed area did not change her opposition. Her same concerns about truck traffic, land use compatability and infrastructure costs still stand.

"I'm still concerned that (truck traffic) is going to go past neighborhoods," Traffas said.

Additionally, she said, the land in question is not the kind of flat land Metro is looking floor. The terrain, particularly at the north end, is rolling, she said.

Lehan said she and other opponents of the Frog Pond industrial area would get right to work and try to change the Metro councilors' minds.

One day after Metro's tentative decision, they met Friday night at the home of local activist Doris Wehler to work on strategy.

"There's a hearing next week," Lehan said. "We need to correct a lot of misunderstandings, specifically regarding water."

City officials have said they plan to fight the Frog Pond industrial area in court, if indeed Metro brings it into the UGB.

Even if that effort fails, Wilsonville won't annex the land for development, Lehan has said. The impacts and infrastructure costs are just too great.

"These expansions are like a marriage," Lehan said. "Both the regional partner and the local partner need to be in favor (for it to work)."

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Stafford off Metro UGB list

Scott Hammers - 06/10/04

The southern Stafford Triangle will be off the table when Metro votes to expand the Urban Growth Boundary later this month, thanks to the efforts of Metro councilor Brian Newman.

On June 24 the council is scheduled to vote to expand the UGB in order to establish a 20-year supply of land for industrial purposes.

At Metro's June 3 meeting, two Newman-sponsored amendments were approved, one reducing the total acreage of the expansion from 1,600 to 1,200, and a second removing the 575-acre "Borland Road" property in the southern triangle from consideration.

A third Newman proposal, to remove the "Frog Pond" property on Wilsonville's east flank was less successful — Newman was outvoted, as the rest of the council voted to exclude the southern half of the property but include the northern portion in its draft proposal.

A public hearing on the revised proposal will be held today at 2 p.m. at Metro headquarters, located at 600 N.E. Grand Avenue in Portland.

Newman has opposed the inclusion of the Borland Road property on the grounds that it would be an inefficient site for industry when compared to other areas under consideration. Only 160 acres of the 575-acre total have been deemed appropriate for industry, and that land is scattered across the area in a non-contiguous fashion. No industry currently exists in the southern Stafford Triangle, and there's a considerable degree of uncertainty as to who would be responsible for providing the utilities and other urban-style services that would be necessary to support industrial development.

Although the seven-member council voted unanimously to remove Borland from consideration, several councilors said they felt the time had come to step up efforts to plan for the area's eventual urbanization. Lake Oswego city officials have been somewhat accepting of the idea, but have noted the process would be difficult to complete with their current planning budgets and staff.

Newman said Metro might be able to assist cities on the planning front. Recently, the agency provided Damascus with $1 million to do transportation planning for an area brought in to the UGB in 2003. Planning the area should not alarm residents fearful of the urbanization of Stafford, Newman said, but instead could be a useful tool to ensure that future development is compatible with citizen interests.

"I think it does need to be planned. I don't know if Stafford is going to be urbanized, but at this point, the cities are constantly playing defense," he said. "It's not like there's no development happening, but it's ad-hoc. You have these McMansions on five-acre lots, you have schools, you have churches. We need to plan, then expand, and not the other way around."

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Cities Unhappy with Metro Industrial Land Plans

By Rob Manning

PORTLAND, OR 2004-06-10 (Oregon Considered) - It's been a year and half since Portland's regional government Metro redrew the Urban Growth Boundary--that invisible line separating farmland from development. It was the biggest expansion in state history and it faced vocal opposition from the small community of Damascus, where housing is planned.

Now, Metro is moving the line to allow for more industry. But this time, it's elected officials that say they have a problem.

Metro Council members are supposed to listen to the 24 city governments inside the urban growth boundary because it's the cities that have to enforce many of their rules.

But when councilors declined to give much consideration to a recommendation on industrial lands from city leaders on an advisory committee, many mayors saw it as a slight. Local leaders say Metro has made matters worse by pushing industrial land where it's not wanted, and not putting it where jobs are especially scarce.

Wilsonville Mayor Charlotte Lehan finds herself on the receiving end of unwanted industry.

Charlotte Lehan: For an outside entity to drop in the middle without taking into consideration all these local plans, and say we'd rather do this, here' is like someone saying we'd like you to put your kitchen on the other side of the master bathroom'.

Lehan says it would be different if Wilsonville wanted more land and Metro refused. Lehan says that would be like someone applying for a permit to add to the house.

Charlotte Lehan: You understand, you have to get permission to do that, and maybe your neighbors get to weigh in on it, you have to follow lots of codes, maybe you get turned down, I don't know. For the local jurisdiction to say you must build a granny flat, whether you want to or not, whether you can afford to or not, whether it's part of your plan for your house or your life,' that's an entirely different thing, and most people would say wait a minute, that's not their role'.

If granny flats were industrial acres, Lehan argues, Wilsonville already has more than its share, with a higher percentage of industrial land than any other jurisdiction. Lehan says if the city had its way, it'd build more houses.

Hillsboro Mayor Tom Hughes says the regional government is overstepping its authority in the south Metro area.

Tom Hughes: When you say to Tualatin and Wilsonville yeah, we know you

have an acknowledged plan, but we're going to make decisions that are going to require you to spend sewer money and water money, for a use that we've decided we want you to do', then suddenly, you've begun to take over control of services that the charter doesn't allow them to take control over.

But according to Metro officials, that argument doesn't hold water. They say Metro is sticking to its job of moving the growth boundary and putting conditions on land, while the local jurisdictions are still in charge of the land once it gets inside.

Still other objections are coming from cities that say they need more industrial land. The Washington County town of Cornelius has no such land and Metro is leaning toward keeping it that way, against the wishes of its city council.

Metro councilor Brian Newman says the enemy in both cases is not Metro, but state law and economic reality. Newman voted in a three-councilor minority to leave the Wilsonville area alone. He says to some extent the council's hands are tied.

Brian Newman: The state law tells us that the communities that are surrounded by poor quality soils–that's where the growth has to go. Those communities like Cornelius that are surrounded by really good farmland, it's impossible, or it's much more difficult to expand.

Newman says the council would prefer to create communities with a balance of jobs, shops, and homes. But he says it's not that easy.

Brian Newman: Even though we want to expand the boundary where it makes sense and get at that goal of complete communities, and that is supported by local cities, rather than opposed by them, too often, in order to avoid getting overturned at the appellate court, we actually have to do the opposite.

But Metro Chief Operating Officer Mike Jordan argues that his government is part of the problem for places like Cornelius. Jordan used to be a commissioner in Clackamas County, where some towns have their own boundaries.

Mike Jordan: Canby, which is not a part of the Metro region, has sole authority within context of state law, to adjust its urban growth boundary. So if it were to find a 20-year shortage, and because it's surrounded entirely by the same class of land, it would be able to expand onto prime farmland.

Elected officials voted this week to ask Metro Council to take industrial areas in Wilsonville and Tualatin out of the expansion, and add acres near Cornelius.

Councilor Brian Newman says there's a possibility Metro will be able to reach a compromise with the cities. Ands he's also optimistic that the more development-friendly head of the Department of Land Conservation and Development, Lane Shetterly, may speed state approval of Metro's plans. Metro's final vote is expected June 24th.

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Mayors miffed about Metro's boundary plan

Stung by the agency's rejection of local advice about where to allow industrial development, officials want Metro to reconsider

Friday, June 11, 2004

MIKE FRANCIS

Choosing 1,200 acres of land to be the new sites for industrial development in the Portland area is a grueling process under the best of circumstances.

But the process, which has been under way across the region for months, is threatening to turn partners into adversaries, the region's mayors said both publicly and privately this week to the leaders of Metro, the Portland area's regional government.

By rejecting the mayors' collective recommendations about where to embrace industrial development, Metro councilors risk legal warfare with the cities the agency represents, the mayors say.

"Instead of having all our attorneys sue your attorneys, how about having all our attorneys work with your attorneys?" said Tualatin Mayor Lou Ogden during a tense session Wednesday evening at Metro Council offices.

Ogden's comments were echoed by other mayors and city officials Wednesday and at a public hearing Thursday.

"The tension is as high as I've seen it," Beaverton Mayor Rob Drake said. "There's been a lot of trust built over the years."

The heated rhetoric stems from disagreements about the areas where Metro should expand the boundary -- the line that divides urban development from farms and other undeveloped land -- in order to accommodate major industrial users.

The sharpest conflicts center on Metro's proposal to add industrial land along the Interstate 5 corridor around Tualatin and Wilsonville while ignoring additions in Hillsboro and Cornelius, in western Washington County.

The mayors had urged Metro to focus industrial development mostly away from the southwest suburbs, concentrating growth in Hillsboro and Cornelius to the west and the Damascus area to the southeast.

Metro adopted some of the mayors' recommendations at a June 3 council meeting but rejected others, angering residents and officials who thought their opinions were disregarded.

This week, the mayors have been meeting with Metro councilors to ask them to reconsider their vote. Metro is scheduled to take final action on the boundary June 24.

"Most of us around the table are upset with the process," said Washington County Commissioner Andy Duyck, a member of the Metro Policy Advisory Committee, a group of citizens and city and

county officials that is convened to make recommendations to Metro.

Metro Councilor Brian Newman, who is acting as council president while David Bragdon is traveling out of the country, acknowledged to the mayors that councilors are aware of the "anger and frustration" from the various jurisdictions.

"We have a good relationship with MPAC," Newman said Wednesday. "We'll try to work through it."

It is difficult for Metro to find a way to balance competing needs for each of the 24 cities and three counties within its territory, the mayors acknowledge. But they think Metro appears to be willfully ignoring their collective recommendations, which are based on their local expertise.

"It has felt adversarial from the beginning -- unnecessarily so," said Wilsonville Mayor Charlotte Lehan, who opposes Metro's plans to add industrial land in an east Wilsonville district. "It is critical that Metro defer to Wilsonville on matters within our expertise, which is the financing and delivery of urban services."

Metro councilors defended their decision from last week, saying they were influenced by the likelihood of lawsuits about changes in the growth boundary, wherever it is drawn.

They sought to add industrial lands in areas most likely to pass legal muster, such as on lands not designated for farms but as "exception" lands, which are better suited for development.

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JERRY BOONE

What price for peace and quiet?

In the end, the solution to much of the noise generated by and about Hillsboro Aviation's helicopter school may simply be money.

Lots of it.

The Port of Portland may be willing to spend it to buy out the homeowners north of the Hillsboro Airport.

It may be a last-ditch, multimillion-dollar solution to bring relief to residents living with the bulk of the noise generated by the helicopter school.

"We haven't made any offers," says Steve Schreiber, director of the Port's airport operations. "It isn't anywhere close to that yet, but it is certainly something we would entertain. We haven't ruled that out."

Schreiber says the Port has had informal discussions with some property owners north of Northwest Evergreen Road. They live below the new Charlie pattern the Port hopes to use soon to divert training flights from two other patterns near heavily populated residential areas. The Charlie pattern is over land that includes few homes.

Choppers began flying a scaled-down version of that pattern — called Delta — about two weeks ago.

Schreiber and the Port will host a community forum on the long-simmering airport noise issue at 6 p.m. Tuesday at the Red Lion Hotel, 3500 N.E. Cornell Road.

He plans to explain how the new patterns will shift flights, how the Port will monitor noise and use the data to help plan the airport's future.

"We knew three years ago this was an issue," he says. "It is one I predicted back then, when I made a report to the Port's board of directors. It hasn't been until recently that it has grown to this intensity."

Recently, community activists formed a group called Crash to pressure Hillsboro, the Port, the Federal Aviation Administration and Hillsboro Aviation to reduce noise from the helicopter school. Two meetings between Crash leaders and those involved in the airport got issues on the table and helped put pressure on the FAA to approve the new pattern.

"We need to do a better job answering the community about what we are doing on this issue," Schreiber says.

"I'm optimistic we can work out changes that will help a lot of people," he says. "It won't make the helicopter noise go away, but it will provide relief to the greatest number of people."

He agrees the helicopter noise will increase for those who live under the new pattern.

"We're already hearing the effects, and they haven't begun using the full Charlie pattern yet," says Henry Oberhelman, who lives on Evergreen. "It is becoming unbearable. We have helicopters going over our house at low altitude."

Oberhelman, active in Crash, confirms that he is in continuing conversations with airport officials about the possibility of selling his property and moving.

Timing, however, is an issue.

Hillsboro recently tried to get Oberhelman's property — and other land north of Evergreen — added to its urban growth boundary. That would designate the property for eventual industrial development. But leaders at Metro — the regional government that oversees urban expansion — so far have rejected the proposal.

Hillsboro hasn't decided whether it will challenge Metro's decision.

What Hillsboro decides — and what Metro does — may be pivotal to Oberhelman's decision about when and if to sell.

Bringing the site inside the urban growth boundary and designating it for industrial/commercial uses could easily make his land worth three or four times its current value.

He is aware of the potential increase in value and says he is willing to hold on to the property until its value reaches its next level.

For that kind of money, he may even be willing to live with the noise.

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Metro's industrial lands communications and community involvement efforts are designed to support the Metro Council as they determine where to expand the urban growth boundary to provide a 20-year supply of land for industrial jobs. At this stage, it is critical for Metro to inform and engage local governments, community leaders and citizens in the making of important land use policy.

Since early April 2004 when a previous comment summary was compiled, Metro held three formal public hearings where public testimony was taken. In addition, Metro organized three regional industrial lands tours for elected officials, members of the media and community stakeholders, met with citizen and business groups upon request, provided information materials and interactive maps by mail and online and received testimony on comment cards collected in person, by mail and email. Up to three additional hearings will be held at the end of May and in June when the Council is also expected to take action on the staff recommendation.

Following a Metro Council decision, the urban growth boundary expansion will be submitted to the state Department of Land Conservation and Development for final approval.

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