

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING) ORDINANCE NO 98-786C
METRO URBAN GROWTH BOUNDARY)
AND THE 2040 GROWTH CONCEPT) Introduced by Councilors McLain, Morissette,
MAP IN ORDINANCE 95-625A) McFarland, Washington, Kvistad, Monroe and
IN THE SUNNYSIDE AREA OF) the Growth Management Committee
CLACKAMAS COUNTY)

WHEREAS, The Metro Council designated urban reserve areas in Ordinance No. 96-655E, including these urban reserve areas 14 and 15; and

WHEREAS, urban reserve study areas were shown on the 2040 Growth Concept map adopted as part of the Regional Urban Growth Goals and Objectives in Ordinance No. 95-625A and the map was amended by Ordinance No. 96-655E to show urban reserve areas; and

WHEREAS, ORS 197.298(1)(a) requires that land designated as urban reserve land by Metro shall be the first priority land for inclusion in the Metro Urban Growth Boundary (UGB); and

WHEREAS, the Metro Council has initiated a series of legislative amendments to the Urban Growth Boundary, including this ordinance for lands inside the Metro jurisdictional boundary; and

WHEREAS, notice of hearings was published and mailed in compliance with Metro Code 3.01.050(b), (c) and (d); and

WHEREAS, a series of hearings was held before the Council Growth Management Committee on October 6, 13, 20 and 27, and before the full Metro Council on November 10, 12, 16, 17, 19 and December 3, 1998; and

WHEREAS, notice of Proposed Amendment for these urban reserve areas 14 and 15, consistent with Metro Code and ORS 197.610(1), was received by the Oregon Department of

Land Conservation and Development at least 45 days prior to the December 3, 1998 final hearing; and

WHEREAS, the Growth Management Committee voted to add 54 acres adjacent to URA 15 to Monner Road into consideration in this ordinance at its November 3, 1998 work session; and

WHEREAS, testimony at subsequent Council hearings indicated that using the Title 3 buffer of Monner Creek, which would add 39 acres to URA 15, is more appropriate; and

WHEREAS, the staff report for these areas was available at least seven days prior to the December 3, 1998 final hearing; and

WHEREAS, Metro Code 3.01.012(c)(3) requires designation of regional design types consistent with the 2040 Growth Concept for the land added to the UGB; and

WHEREAS, the Metro Council considered all the evidence in the record, including public testimony in October, November, and December, 1998 hearings to decide proposed amendments to the Urban Growth Boundary; and

WHEREAS, conditions of approval are necessary to assure that these urban reserve areas added to the Urban Growth Boundary are used to meet the need for housing consistent with the acknowledged 2040 Growth Concept; now therefore,

THE METRO COUNCIL HEREBY ORDAINS AS FOLLOWS:

1. Urban Reserve Area (URA) 15 is hereby amended to designate approximately 39 acres north of the existing urban reserve area adjacent to 162nd Avenue as part of urban reserve area 15. The record shows that this land is similarly situated exception land up to the Title 3 Water Quality Area boundary of Monner Creek.

2. Regional design types consistent with the Metro 2040 Growth Concept for the land added to the Metro Urban Growth Boundary by this ordinance as shown on attached Exhibit A are hereby adopted.

3. The Metro Urban Growth Boundary is hereby amended to add urban reserve areas 14 and 15, as amended, and as shown on the map in Exhibit B, attached, and incorporated by reference herein.

4. The 2040 Growth Concept map adopted as part of Ordinance No. 95-625A is hereby amended to show the Metro Urban Growth Boundary amendment in Exhibit B as within the UGB, instead of urban reserves.

5. This amendment of the Metro Urban Growth Boundary is based on Findings of Fact and Conclusions in Exhibit C, attached hereto and incorporated by reference herein.

6. In support of Findings and Conclusions adopted in Exhibit C of this Ordinance, the Council hereby designates as the record herein those documents submitted and before the Council for consideration on these lands during the period between the October 6 Growth Management hearing, the December 3, 1998 final hearing and final adoption of this ordinance.

7. The following conditions of approval are needed to assure compliance of the developed use with statewide planning goals and Metro's acknowledged regional goals and objectives:

A. The land added to the Urban Growth Boundary by this ordinance shall be planned and zoned for housing uses to the extent and in a manner consistent with the acknowledged 2040 Growth Concept text and the regional design types shown on Exhibit A.

B. Prior to conversion of the new urbanizable land in this ordinance to urban land available for development, an urban reserve plan shall be completed for the lands added to

the Urban Growth Boundary by this ordinance consistent with Metro Code 3.01.012, as amended by Ordinance No. 98-772B, including Title 11 of the Urban Growth Management Functional Plan.

C. Urban development consistent with Goal 14, Factor 3 on orderly provision of stormwater urban service is feasible with the condition that the urban reserve plan shall require that a stormwater management plan be adopted for this area to assure that the velocity, temperature, sedimentation and chemical composition of stormwater runoff from the form of approved development meets state and federal water quality standards.

D. Urban development consistent with Title 3 of the Urban Growth Management Functional Plan on Flooding is feasible with the condition that the urban reserve plan and subsequent urban zoning provide for stormwater management to assure that the quantity of stormwater runoff leaving each site after urban development is no greater than before urban development.

E. Urban development consistent with Title 3 on Water Quality is feasible with the condition that Title 3 water quality setbacks and revegetation requirements shall be adopted prior to adoption of urban comprehensive plan and zoning designations for this area.

8. Consistent with ORS 268.390(3) and ORS 195.025(1), Clackamas County and the city of Happy Valley shall include the area added to the Urban Growth Boundary by this

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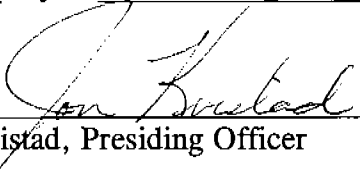
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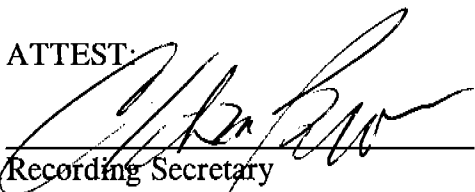
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Ordinance as shown on the map in Exhibit B in applicable text and map provisions of their comprehensive plans.

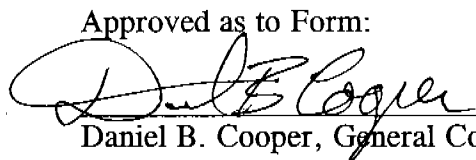
ADOPTED by the Metro Council this 17th day of December, 1998.



Jon Kvistad, Presiding Officer

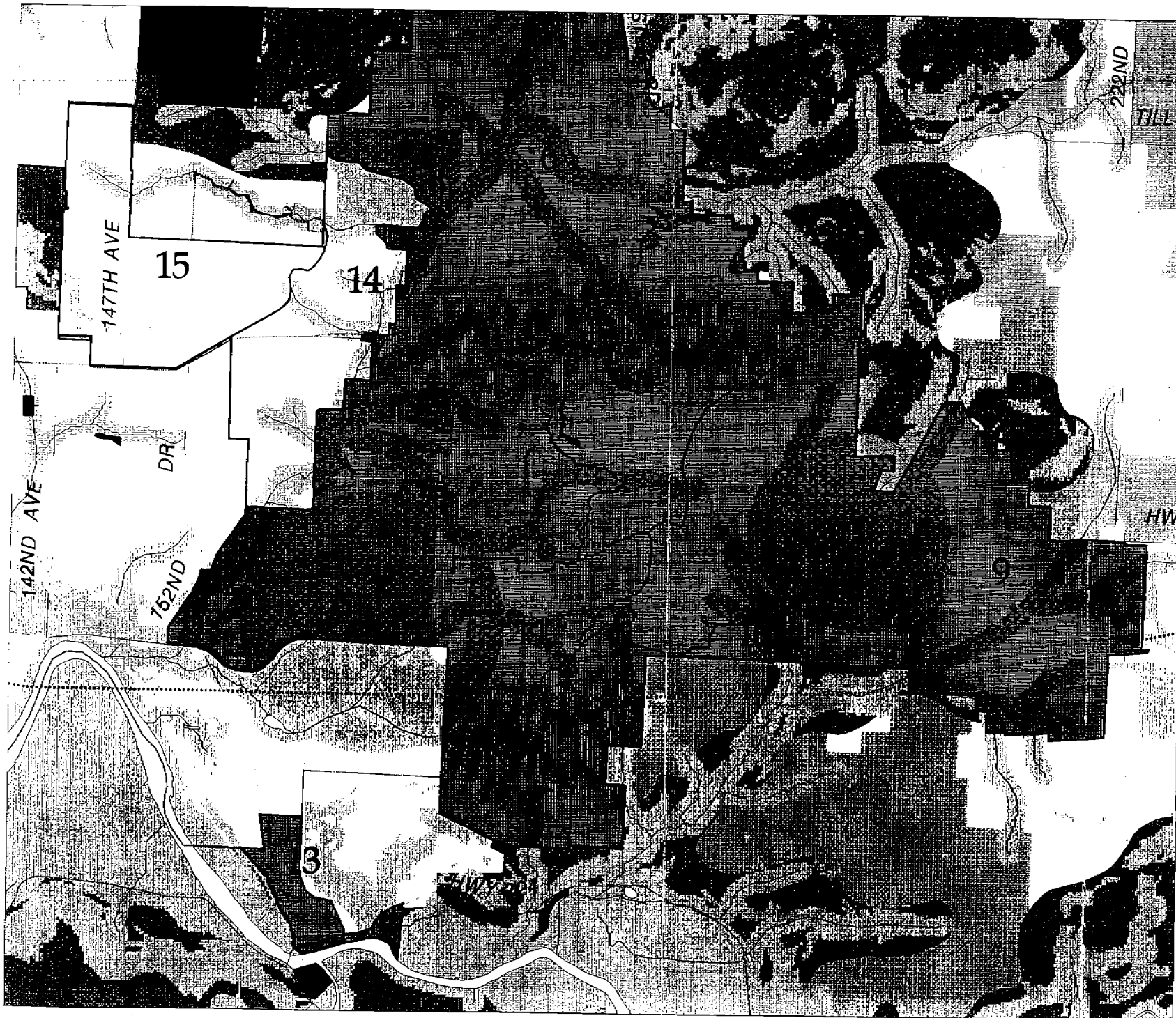
ATTEST:


Recording Secretary

Approved as to Form:


Daniel B. Cooper, General Counsel

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(12/01/98)

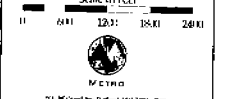


Draft 2040
Design Types
 Urban Growth Boundary
 Legislative Amendment
 index number 3

- Central City
- Regional Centers
- Town Centers
- Inner Neighborhoods
- Outer Neighborhoods
- Employment Areas
- Industrial Areas
- Corridors
- Main Streets
- ▲ Proposed Regional Throughways
- ▲ Potential Regional Throughways
- Green Corridors
- ▲ Planned & existing Light Rail Lines
- ▲ Proposed Light Rail Alignments
- Potential H. T. Landfills
- Light Rail Stations
- Potential Light Rail Stations
- International Airports
- Regional Airports
- Transferable
- Intermodal Rail Yards
- Rail Distribution Network
- Exclusive Farm Use
- Reception Land in Urban Reserves
- Reserve Land in Urban Reserves
- Urban Reserves not in Legislative Amendment
- Rural Reserves
- Open Space
- ▲ Urban Growth Boundary
- ▲ Urban Reserve Boundaries
- ▲ Areas added to Reserve by Metro Council Ordinance
- Neighboring Cities
- Public Parks

DRAFT

Scale in Feet
 0 400 800 1200 1600 2000



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 www.metroplanning.com

Ordinance #98-786C

Urban Reserve #14

First Tier
Within Metro Boundary




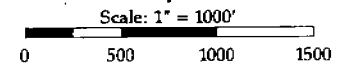
-  Area Considered by Council
-  First Tier Urban Reserve
-  Urban Growth Boundary

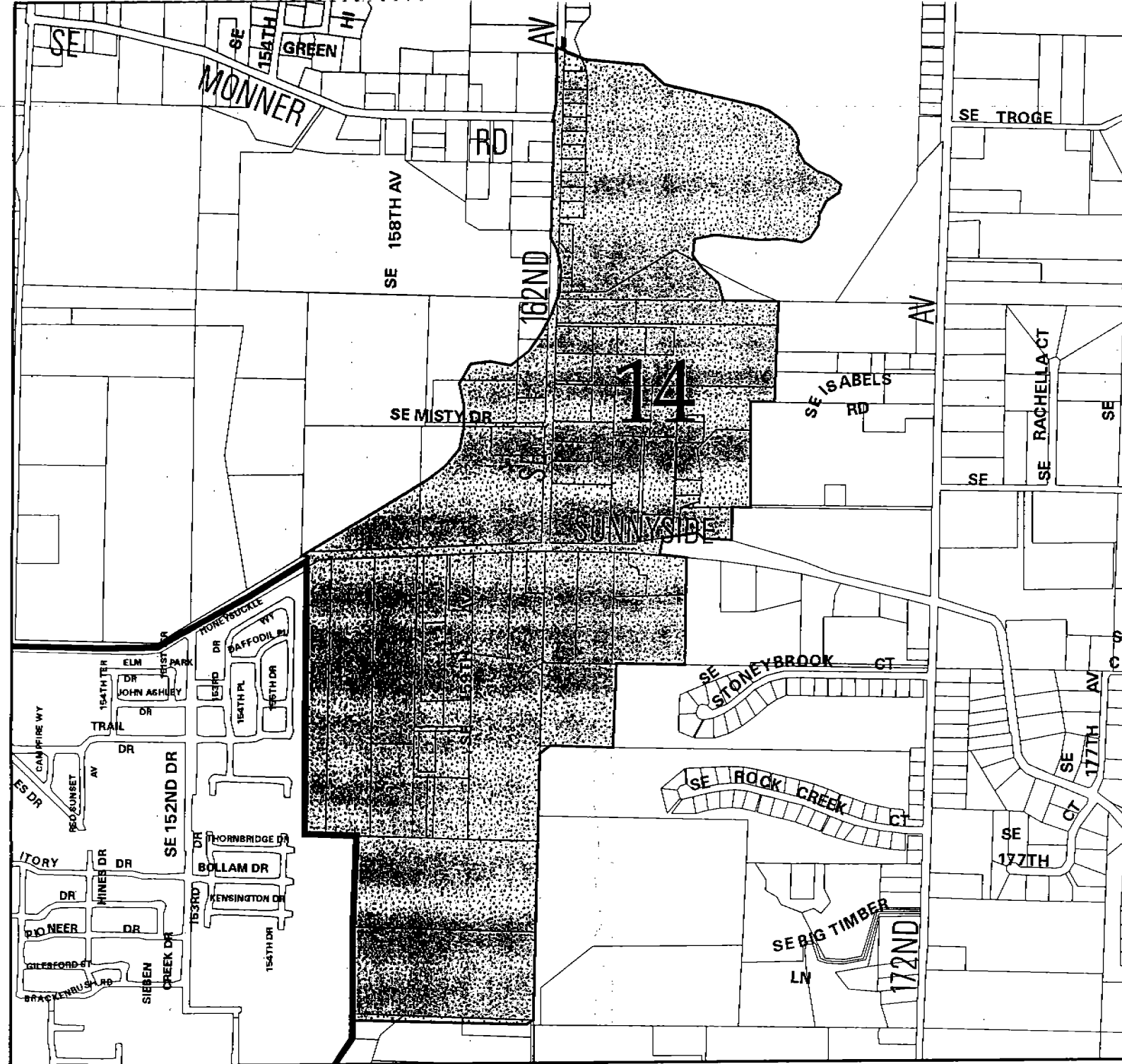
Exhibit B 1 of 2

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.



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Ordinance #98-786C

Urban Reserve #15

First Tier
Within Metro Boundary

□ Area Considered by Council
▒ First Tier Urban Reserve

▲ Urban Growth Boundary

Exhibit B 2 of 2

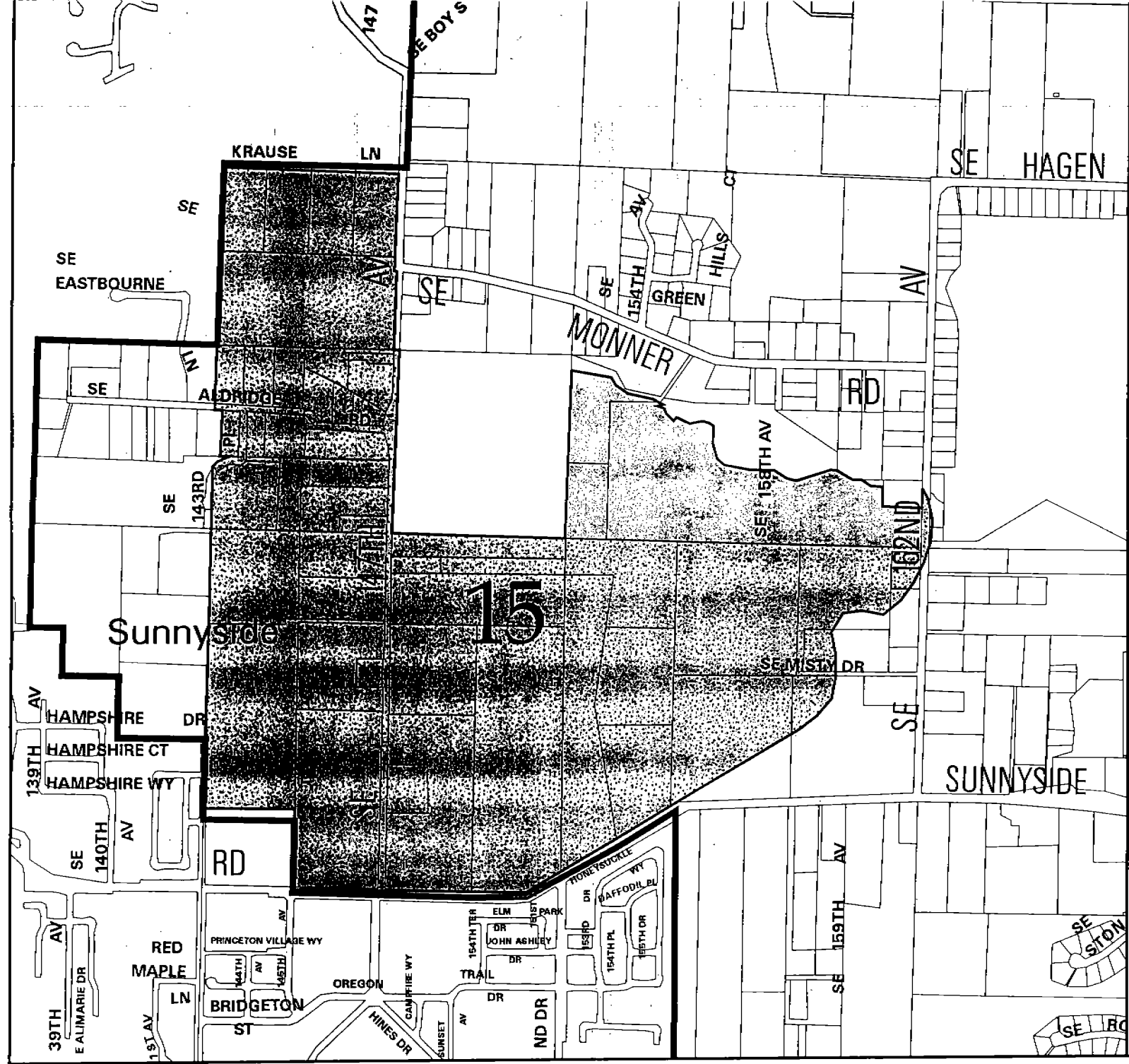
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Scale: 1" = 1000'
0 500 1000 1500



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ADOPTED FINDINGS AND CONCLUSIONS - ORDINANCE 98-786C (URA 14, 15)

3.01.015(e)

Based on the analysis for Metro Code 3.01.0120(b)(1)(A), there is insufficient land available in the current UGB for about 32,400 housing units. Urban reserve areas with a proposed urban reserve plan under Council consideration in 1998 would provide less than 10,000 units. Even if all these proposed urban reserve plans are approved in 1998, there is insufficient land available that satisfies the requirements of an urban reserve plan to meet the statutory requirement for 1998 that land for one-half the need, or about 16,200 units, be added to the UGB.

Under these circumstances, this provision of the Metro Code provides that the Metro Council may consider first tier lands where a city or county commits to complete and adopt such an urban reserve plan. Documentation must be provided to support its commitment to complete a conceptual plan for the urban reserve area. URAs 14 and 15 are first tier lands.

For URAs 14 and 15, Clackamas County has provided the Metro Council with a letter stating that it has committed to complete a conceptual plan. The city's letter of November 12, 1998, provides a work program, timeline for completion and funding for the planning. The Council accepts this demonstration of commitment and finds that 3.01.015(e) is satisfied.

As part of Ordinance 98-786B, the Council amends URA 15 to add similarly situated land to that urban reserve which was studied but not designated as an urban reserve in Ordinance 97-655E. Findings supporting the amendment are attached as Appendix A to these findings.

3.01.020(a)

Metro Code section 3.01.020 contains the complete requirements for amending the regional UGB. The code provisions have been acknowledged to comply with Statewide Planning Goals 2 and 14. They satisfy Metro's Regional Growth Goals and Objectives (RUGGO), as well. Application of this section constitutes compliance with ORS 197.298 which sets land priorities for lands amended into the UGB because the lands being added to the UGB are designated urban reserve areas. Since the Metro Code has been acknowledged by the Land Conservation and Development Commission, compliance with this code section satisfies Goals 2 and 14.

3.01.020(b)(1) and (2) General Need Factors

This acknowledged code section corresponds to Factors 1 and 2 of Goal 14. The need for urban growth boundary amendments may be demonstrated, generally, using either Factor 1 or Factor 2 or both. This acknowledged code section predates ORS 197.298(3). Therefore, need may, also, be met by complying with this statute on specific land need.

3.01.020(b)(1)(A) Factor 1

The Metro Code requires that the demonstration of need shall include a forecast of regional population and employment. The forecast must also include a forecast of net developable land need. Concurrent with these forecasts, completion of an inventory of net developable land is required.

The regional population and employment forecast, net developable land need and inventory of developable land are contained in Metro's Urban Growth Report (UGR). The first draft of the UGR was presented to the Metro Council in March, 1996. After public hearings, the Council directed the Metro Executive Officer and Staff for conduct further research on urban growth demand. The results of this research were presented to the Council in the second draft of the UGR in June, 1996. On December 18, 1997, the Metro Council adopted the final UGR in Resolution No. 97-2559B to comply with ORS 197.299(1). That final report estimated a UGB capacity deficit from 29,350 to 32,370 dwelling units and 2,900 jobs.

The UGR has two components. It contains the 2017 Regional Forecast which projects households and population, in demand for dwelling units, and demand for employment to the year 2017. This forecast represents an update of the 2015 Regional Forecast which made projections for three separate 25-year growth scenarios - Medium Growth, High Growth and Low Growth. The UGR predicted that the Medium Growth scenario has the highest likelihood of being realized over the 20 year forecast horizon. This forecast will be extended to 2019 or 2020 when UGB amendments are completed by December, 1999 as required by ORS 197.299(2)(b).

The UGR also contains a Buildable Land and Capacity Analysis for the Metro UGB. The analysis estimates the supply of land inside the current UGB sufficient to meet future development for industrial, retail and commercial uses and lands "available and necessary for residential uses" under state law. ORS 197.295(1). The conclusion of the developable lands capacity analysis was that the region does not have a 20-year supply of land inside the current UGB.

Two recent reports update data in the UGR: the Urban Growth Report Addendum (UGRA), and the Urban Growth Boundary Assessment of Need (UGBAN). The UGRA was completed August 26, 1998. The UGRA uses the same methodology as the UGR and updates UGR data in three areas. First, the data on vacant lands were updated from 1994 information to include 1997 data. Second, the analysis of actual residential redevelopment and infill rates were measured for 1995 and 1996 to refine the estimates used in the UGR. Third, the inventory of unbuildable land inside the UGB was revised to better identify land constrained by environmental features.

The UGRA also provides data on two scenarios for assessing the amount of developable land inside the UGB that will be constrained by Title 3 of Metro's Urban Growth Management Functional Plan. These estimates reflect 1998 adoption of the map of Title 3

regulated land. The first scenario calculates total developable land assuming a regionwide 200-foot buffer from the centerline of streams and for steep slopes greater than 25 percent. This assumption is a conservative estimate of additional required buffer widths that could be required as a result of two contingencies, the Endangered Species Act (ESA) listing of lower Columbia River Steelhead and Metro's Fish and Wildlife Habitat planning. Both are in early stages of development. The second scenario calculates total developable land assuming only the buffer widths as required by Sections 1-4 of Title 3 on the 1998 map which provide performance standards for regional water quality and flood control.

Metro Staff have completed a draft work plan for Title 3, Section 5 Fish and Wildlife Habitat protection which will be coordinated with existing Statewide Planning Goal 5 planning in the region. The work plan describes the research necessary to determine the scientific basis for buffers beyond those adopted for statewide Goal 6 and 7 purposes in riparian corridors, wetlands. These and other Goal 5 resources may require additional regulation that may be included in a regional functional plan. The work plan also sets a schedule for determining a methodology by which buffers can be applied to identified Goal 5 and regional resources. It is anticipated that this analysis will be available in 1999, and that the Council can determine at that time whether regionwide buffers up to 200 will be necessary to protect identified Goal 5 and ESA listed resources. That information will be included in the refined UGB capacity analysis prior to or concurrent with UGB amendments required to expand the UGB to bring in the remaining one half of needed land in 1999 as required by ORS 197.299(2)(b).

In March, 1998, National Marine Fisheries Service (NMFS) listed lower Columbia River Steelhead as a threatened species under the ESA. The listing affects a major portion of the Metro region because the listing includes the Willamette River up to the Oregon City falls. NMFS is also reviewing a petition to list salmonid species in the upper Willamette River above the falls and a decision is expected in 1999. To conserve listed steelhead may require buffers along regional streams which are well in excess of the vegetated corridors required by the water quality and flood management provisions of Title 3 of the Functional Plan. NMFS has not yet promulgated rules which they are authorized to adopt under section 4(d) of the ESA, which contain restrictions to conserve threatened steelhead. However, the 4(d) rule is anticipated to be in place by early 1999. At that time, the Metro Council will have more specific information upon which to refine its Buildable Land and Capacity Analysis.

The UGBAN was completed in October, 1998. This report summarizes all of Metro's efforts to assess the supply of developable land inside the UGB, and Metro's efforts to maximize the capacity of the current UGB. This updating of information in the UGRA and analysis in the UGBAN demonstrates that Metro has taken measures to increase the capacity of the UGB to accommodate unmet forecasted need for housing in the region. The Council finds these analyses sufficient evidence upon which to amend the UGB to satisfy the requirements of ORS 197.299(2)(a). However, more study is needed in 1999 to estimate the impact of the Functional Plan and to account for stream buffer requirements resulting from Metro's Fish and Wildlife Habitat planning and National Marine Fisheries Service restrictions for Lower Willamette River Steelhead. The Council will revisit the

UGB capacity assumptions with refined data prior to or concurrent with amending the UGB in 1999 to accommodate the remaining land needed as mandated by ORS 197.299(2)(b).

3.01.020(b)(1)(B)

The Metro Code requires a regional forecast and inventory “along with all other appropriate data” to be completed to determine whether the projected need for land to accommodate the forecast of population and employment is greater than the supply of buildable land inside the UGB.

The UGR compares the 2017 Regional Forecast with the Buildable Land and Capacity Analysis for the Metro UGB. The UGR found that the current supply of buildable land inside the UGB can accommodate about 217,430 dwelling units and about 473,100 jobs. However, the regional forecast estimates that by 2017, the housing need will be for approximately 249,800 dwelling units and the employment need will be about 476,000 jobs. This leaves a deficit of developable land inside the current UGB needed to accommodate about 32,370 dwelling units and 2,900 jobs. The UGR indicated that at an estimated average 2040 Growth Concept density of 10 dwelling units per net developable acre, between 4,100 and 4,800 gross acres need to be added to the regional UGB to accommodate the need to comply with ORS 197.299(2). The Metro Council held a public hearing, providing the opportunity for public comment on Resolution No. 97-2559B on December 18, 1997.

3.01.020(b)(1)(C)

Since the inventory of net developable land is less than the forecasted need, the Metro Code requires an analysis to determine whether there is a surplus of developable land in one or more land use categories that could be suitable to meet that need without expanding the UGB.

The UGBAN discusses Metro’s Functional Plan, which was an early implementation measure consistent with ORS 197.296. Under its statutory authority to adopt functional plans, Metro may require or recommend changes to the comprehensive plans and implementing ordinances of the 24 cities and three counties in Metro’s jurisdiction. In 1996, the Metro Council adopted the Functional Plan which set targets for housing density with the goal of not having to expand the UGB at the time of this five-year need update. However, these targets were set prior to the requirements in ORS 197.299 that Metro must assess the need for developable land and amend the regional UGB to accommodate at least one half of that need in 1998. Full compliance with the Functional Plan is not required until February, 1999. At that time, unless Metro approves an extension, local governments will adopt amendments to their comprehensive plans and implementing ordinances to accommodate housing densities on future development that are consistent with the 2040 Growth Concept design types. As a result, it will be some time before the full impact of the zoning required by the Functional Plan can be measured. The Functional Plan

requirements direct development of all residential lands at higher densities than existing comprehensive plans. No surplus lands zoned for nonresidential uses have been identified.

The UGBAN also considered the potential for conversion of industrial lands to residential uses to address the unmet need. Based on regional review of industrial lands and compliance plans submitted by jurisdictions which have a significant amount of industrial land, the UGBAN concludes there is minimal opportunity to redirect industrial land to accommodate housing because those areas are already jobs poor or converting employment to housing will have adverse impacts on the 2040 Growth Concept goal of creating complete communities where residents have close access to jobs and services.

3.01.020(b)(1)(D)

Consideration of a legislative amendment requires "review of an analysis of land outside the present UGB to determine areas best suited for expansion of the UGB to meet the identified need" (emphasis added). This analysis was done in stages. The first stage was to identify lands outside the UGB which cannot meet the need (see Appendix B). The second stage was designation of urban reserves. The third stage was a productivity analysis of urban reserves. Phase I of that analysis narrows the 18,600 acres of urban reserves designated to the year 2040 to 12,000 acres studied in Phase II. The analysis rated the productivity of 12,000 acres. Then, in Phase II, the absence of 998 quasi-judicial applications for UGB amendments, the Metro Council identified lands among the most productive Phase II lands which had begun conceptual plans for 1998 UGB amendment consideration. All of the lands considered for 1998 UGB amendment and more will be needed to comply with ORS 197.299 by December, 1999.

The Council reviewed exception lands outside the UGB which are not designated as urban reserves. That analysis is contained in the staff reports and is entitled "Exception Lands Not Considered as Alternative Sites for Urban Growth Boundary Expansion" (see Appendix B). This report and accompanying map are attached as Appendix B and are incorporated into these findings by this reference. The factors that weighed against inclusion in the UGB included lands zoned for EFU, lands that would eliminate the separation between communities, lands more than one mile from the existing UGB and noncontiguous areas. In addition, natural features and settlement patterns that effect the buildability of land were also considered. These features include steep slope, lands in the FEMA 100-year floodplain and small acreage single family residential areas.

The Council then considered the urban reserves designated in March, 1997. That process was the culmination of several years of analysis, public hearings and study of lands adjacent to the UGB which were deemed suitable for urbanization as measured by Goal 14, factors 3 through 7 and the exceptions criteria of Goal 2. State law sets priorities for amending the UGB which requires that urban reserves generally be considered for urbanization before other lands. ORS 197.298(1). All urban reserves were then reviewed in the Productivity Analysis to determine those urban reserves which were relatively more efficient to serve in the near term to comply with the deadline set by ORS 197.299(2)(a).

The Productivity Analysis was conducted in two phases. Phase 1 analysis examined all 18,571 acres of urban reserve land. The analysis generated an inventory of buildable land within the urban reserves to determine the range in the amount of land that might be needed to accommodate about 32,400 dwelling units and 2,900 jobs. Phase 2 selected a subset of the total urban reserves which would be most efficiently serviced and maximize the efficiency of the existing UGB. Those selection criteria included:

- Inclusion of urban reserves in first tier urban reserves. The Metro Code requires that first tier urban reserves be considered for UGB expansion prior to consideration of other urban reserves. The Productivity Analysis included first tier lands in part to satisfy this requirement.
- Proximity to UGB. While all urban reserves are adjacent to the UGB, the analysis did not select urban reserves that would require other more proximate urban reserves to be developed first before they could develop.
- Productivity Ratio. The Productivity Analysis focused on urban reserves which have a higher ratio of net buildable land to gross acres. Only urban reserves with at least 40 percent buildable land to gross acreage were selected for Phase 2.
- Serviceability Rating. Phase 1 considered the 1996 Utility Feasibility Analysis provided by KCM and the 1998 Urban Reserves Planning Status Report as a baseline for doing further serviceability research. If these reports indicated that the service was easy or moderate, then the urban reserve could be selected for Phase 2 analysis.
- Exceptions. Some urban reserves were selected for Phase 2 analysis even though serviceability was difficult if the urban reserve had a high productivity rating (70-80%) or there were existing urban reserve planning efforts under way.

The productivity analysis resulted in a comparative analysis of the public facilities efficiencies for about 12,000 acres.

The Council then reviewed the urban reserves identified in Phase 2 of the Productivity Analysis to determine whether sufficient information was available at this time to corroborate the service assumptions used for individual urban reserves. This analysis is found in Exhibit B of the staff reports and is attached as Appendix C and incorporated into these findings by this reference. This report identifies urban reserves where the cost estimates may not be reliable because there is little actual data available on service feasibility or funding sources for extension of existing services. The report also identifies

urban reserves which, if urbanized, would exacerbate an existing subregional jobs/housing imbalance. The Council finds that the remaining urban reserves are those for which there is sufficient information at this time upon which to consider specific UGB amendments.

The identified need for about 32,000 dwelling units for a 20-year UGB must be fully accommodated by December, 1999. ORS 197.299(2)(a) requires half of that need to be accommodated within one year of the December, 1999 need analysis. This statutory requirement, to do half the needed UGB amendments by a date certain, affects the analysis of land outside the UGB to meet the identified need. The staff reports on the urban reserve areas identified for 1998 legislative UGB amendment consideration conclude that if all these lands were added to the UGB only about 28,700 dwelling units would be accommodated. Therefore, all of these lands, and more are the "best suited" lands outside the UGB to meet the identified need.

3.01.020(b)(1)(E)

Section 3.01.012(e) of the Metro Code requires an urban reserve conceptual plan. Consistent with section 3.01.015(e), for first tier urban reserves, a commitment from the a city or county to complete a conceptual plan prior to implementing urban zoning is sufficient to satisfy this requirement provided that the city or county: 1) documents its commitment to complete the plan, 2) and adopts a work program, timeline for completion and identifies funding for completing the plan. Other urban reserves must provide a completed conceptual plan for review prior to or at the time of UGB amendment. URAs 14 and 15 are first tier urban reserves with such commitments. See 3.01.015(e) above.

3.01.020(b)(1)(F)

The Council adopts and incorporates by this reference its findings for Metro Code section 3.01.020(b)(1)(C).

This code provision requires that the need identified in the Regional Forecast cannot reasonably be met within the existing UGB. The analysis in the UGR and the updates in the UGRA demonstrate that Metro meticulously reviewed its buildable land inventory, vacant lands and infill and redevelopment rates to identify lands inside the UGB which are suitable for increasing the capacity of the existing UGB. The UGBAN summarizes these efforts. First, Metro considered all net developable land, regardless of parcelization or ownership in calculating existing UGB capacity. All 2040 Growth Concept design plan categories were considered in the UGR and UGRA. Second, an aggressive redevelopment and infill rate of 28.5 percent was initially used in the UGR. Actual data from 1995-1996 refined this estimated rate. Matching the actual rate identified in new data from 1995-1996 in the UGRA, combined with other factors did not significantly change the range of total housing units needed.

Metro's Functional Plan requires the 24 cities and three counties in Metro's jurisdiction to increase densities to more efficiently use residential land. After local governments amend their comprehensive plans and implementing ordinances in February, 1999, development

in residentially designated lands must occur at 80 percent of zoned density which will maximize the use of newly developed or redeveloped parcels. The effect of the Functional Plan requirements will be reviewed in 1999 after local governments amend their comprehensive plans to comply with Functional Plan requirements. At that time, trends in residential densities can be assessed to help refine the estimated amount of land needed to provide a 20-year supply of land in the region. That approach is consistent with ORS 197.299(2)(b).

3.01.020(b)(3)

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

(A) For the purposes of this section, economic provision shall mean the lowest public cost provision of urban services. When comparing alternative sites with regard to factor 3, the best site shall be that site which has the lowest net increase in the total cost for provision of all urban services. In addition, the comparison may show how the proposal minimizes the cost burden to other areas outside the subject area proposed to be brought into the boundary.

According to the staff report, the Productivity Analysis was performed to assess dwelling unit and employment capacity in selected URAs and to estimate costs for wastewater, water, stormwater, and transportation service to these URAs. The Productivity Analysis indicates that although all URAs can be provided with the above services, some areas are more costly to serve than others.

The cost of providing services to URAs were compared by calculating dwelling unit equivalents. The total estimated cost for wastewater, water, stormwater and transportation is expressed in staff reports as cost per Dwelling Unit Equivalent (DUE). A DUE is an estimate of service demand taking into consideration employment based needs as well. A DUE is the Estimated Dwelling Units (EDUs) per URA plus the estimated employment per URA.

The Council finds that URA 14 and 15 can feasibly be provided with services. For the purposes of these findings, URA 15 is deemed to include the approximately 39 acres of the Hoffman and Eraker properties described by the Council in its technical amendment of November 24, 1998. According to the staff report, both URA 14 and 15 will be used for housing and subject to the 2040 Growth Concept design type of inner neighborhood. This design type requires an average density consistent with at least 10 units per net developable acre as required by Metro Code 3.01.012(e)(4). The staff report estimates that 2,941 dwelling units can be accommodated in 339 acres of buildable land. Although both URAs 14 and 15 can be served, when ranked from lowest to highest for total cost, the estimated cost for URA 14 is \$18,988 per DUE, the 22nd lowest cost ranking. The information provided for URA 15 indicates it has very low relative costs among URAs - \$10,440 - the 4th lowest cost determined in the Productivity Analysis. Since the URAs will be planned together, the costs can be spread over a larger area and economies of scale are predicted to

reduce overall public cost. The Council finds the cost estimates for URA 14 and 15 show that these URAs are relatively better by comparison of overall cost of connecting to existing service systems. While other factors must also be balanced with cost considerations, these lands will be needed to add about 32,400 units to the UGB.

- (B) For the purposes of this section, orderly shall mean the extension of services from existing serviced areas to those areas which are immediately adjacent and which are consistent with the manner of service provision. For the provision of gravity sanitary sewers, this could mean a higher rating for an area within an already served drainage basin. For the provision of transit, this would mean a higher rating for an area which could be served by the extension of an existing route, rather than an area which would require an entirely new route.

URAs 14 and 15 are adjacent to the UGB. Both will integrate into existing service systems. For both URAs, Clackamas County is in the process of completing an urban reserve plan for URAs 14 and 15, including the Hoffman and Eraker properties. The County is working in conjunction with the City of Happy Valley to meet the planning requirements in the Metro Code. The planning effort is partially funded by a grant from Metro. Planning is underway by the County for the Sunnyside Road area which is partially funded by a matching TGM grant.

Wastewater

The majority of residences in URAs 14 and 15 are currently served by septic systems. According to the Productivity Analysis, in order to provide sanitary sewer service to the area, three new pump stations would be required to be constructed along with pipe, manholes, trenching, force mains and expansion of treatment capacity of approximately 1.33 million gallons per day. This is due to topography and location of treatment facilities.

Both URAs are located within Clackamas County with the closest city being Happy Valley. There are several options for serving this area which include Clackamas County's Kellogg Creek Plant or the Tri-Cities Plant in Oregon City. Additional treatment capacity would need to be added to the Tri-City Plant. Clackamas County is in the process of completing an urban reserve plan for the area that will include an update of its sanitary sewer master plan to serve this area. The sanitary sewer master plan completed by Clackamas County will determine the most economical and efficient routing of all lines, locations of all pump stations and which service district should provide treatment. Gravity sewer will be installed wherever possible to minimize construction and maintenance costs. The Council finds that existing services can be improved consistent with Clackamas County's conceptual plan to serve URAs 14 and 15. Expanding wastewater service to serve this area will not compromise the ability of the governing jurisdiction to serve areas within the existing UGB.

Water

Either private wells or the Mount Scott Water District currently provides domestic water to the majority of residences in URAs 14 and 15. There are three special service districts in this area that are capable of providing water service. All districts would require expansion of their treatment facilities and two do not have sufficient water rights. According to the Productivity Analysis, to provide water service to URAs 14 and 15, source expansion is needed and treatment capacity is needed for URA 15. Transmission lines, pressure reducing valves, water meters, and a distribution system storage will be required for both URAs. The costs for providing these improvements were assessed in the Productivity Analysis. The relative low cost demonstrates that providing water service is feasible, and that extension of existing service will not compromise the service inside the existing UGB.

Stormwater

The Council does not consider connection to existing piped stormwater systems to be necessary to demonstrate that stormwater can be adequately managed consistent with local government regulation and Metro's Urban Growth Management Functional Plan.

Currently there is no formally developed piped storm drainage system serving this area. All existing run-off from impervious surfaces in this area is either allowed to infiltrate directly into the ground or is collected in a roadside ditch system.

The Productivity Analysis estimates that a number of water quality pond/marshes (one for URA 14, seven of varying sizes for URA 15) and detention facilities (one for URA 14, seven of varying sizes for URA 15) will be required to address stormwater runoff from the urbanization of the URAs. Detention facilities will slow and delay water runoff and prevent downstream flooding. Incorporation of water quality features will filter increased pollutant loads from urban runoff and collect sediments before this runoff reaches local streams.

The staff report recommends conditions to address stormwater detention to limit effects on Rock Creek. The Council finds that stormwater provision of services is feasible on the condition that a stormwater management plan be adopted for the area. That plan should assure that consistent with Title 3, the quantity of stormwater leaving each site after urban development is no greater than before urban development. The Council also finds the Title 3 water quality vegetated corridors should be maintained and any revegetation should be adopted prior to adoption of urban zoning.

Transportation

Sunnyside Road and 147th Avenue provide access in an east and west and a north and south direction through URA 14. The three major roads presently serve this area; Sunnyside, 172nd and Highway 212. Sunnyside Road, 172nd Avenue and Highway 212 can be improved to accommodate urbanization of this area. East Sunnyside Road has been

identified in Metro's draft Regional Transportation Plan (RTP), Proposed Transportation Solutions for 2020 (September 1998) as being one of a list of projects identified as the most critical system needs in the Portland region for the next 20 years. The list of projects and programs is part of a major update to the RTP that begins to implement the Region 2040 Plan. Sunnyside Road from 122nd Avenue to 172nd Avenue has been identified in the Traffic Management Plan to widen the street to five lanes, improve safety and access to the east and will be included in the second round of analysis for the RTP anticipated in 1999.

Topography may dictate the alignment of future roads and the number of north/south connections that can be safely constructed. The transportation plan will include a system of local collectors and arterials that will provide sufficient north-south and east-west connectivity within the URA as it develops to urban densities. Transit bus service will also be included in any transportation plan. The Council finds that URA 14 and 15 can be feasibly provided with transportation service. Improvements to 147th Avenue are anticipated which will make it a through street while mitigating the existing road grade. Development of URAs 14 and 15 will not compromise the existing transportation system inside the UGB.

Fire, Police and Schools

Clackamas County will provide fire and police services. Clackamas County has included a section in their urban reserve plans to plan for incorporation of these areas into its service territories. Additional property tax revenue will be generated by the increased residential and commercial development that will be constructed as URAs 14 and 15 develop.

Centennial School District serves URAs 14 and 15. Clackamas County has received a grant to complete urban reserve planning work for this area. The work program will identify lands needed to provide school facilities.

Factor 4: Maximum efficiency of land uses within and on the fringe of the existing urban area.

- (A) The subject area can be developed with features of an efficient urban growth form including residential and employment densities capable of supporting transit service; residential and employment development patterns capable of encouraging pedestrian, bicycle, and transit use; and the ability to provide for a mix of land uses to meet the needs of residents and employees. If it can be shown that the above factors of compact form can be accommodated more readily in one area than others, the area shall be more favorably considered.

According to the staff report, URAs 14 and 15 are capable of being developed with features that comply with the 2040 Growth Concept. Maximum efficiency will be accomplished through compact development at 2040 design type densities with a mix of

uses – residential, retail, commercial, recreational, and opportunities for multi-modal transportation such as walking, bicycling, transit and driving. Metro Code Section 3.01.015(f) requires that URAs meet planning requirements of the Functional Plan that apply to areas inside of the current UGB.

URAs 14 and 15 together consist of approximately 622 acres. The Productivity Analysis estimates that 2,941 dwelling units and 853 jobs can be accommodated within these two areas.¹ Development at inner neighborhood densities would result in an average density of approximately 10 dwelling units per net buildable vacant acre. This density is sufficient to develop transit service as it is comparable with the actual density of much of the area with the current UGB that is served by transit.

There is an existing town center located at Sunnyside Village that is in close proximity to URAs 14 and 15. This existing development will provide opportunities to extend streets, and development to the north. The portion of Sunnyside Road that runs through these URAs will be developed as a 2040 designated corridor and is currently being planned by Clackamas County. The Council finds that the efficiencies of expanding into these two URAs will provide for a mix of land uses at 2040 densities which are capable of encouraging pedestrian, bicycle and transit use.

Compliance with Factor 4 of Goal 14, which this section of the Metro Code is acknowledged by LCDC to implement, also requires consideration of measures for satisfying the Factor 1 and 2 need inside the existing UGB. Metro has gone well beyond considering some measures to improve existing capacity inside the UGB. Metro's Urban Growth Management Functional Plan, Title 1 requires all of the 24 cities and three counties in Metro's jurisdiction to amend their comprehensive plans and implementing ordinances to require that new development result "in the building of 80 percent or more of the maximum number of dwelling units per net developable acre permitted by the [existing] zoning designation for the site." This requirement will significantly increase the housing unit capacity inside the existing UGB. Therefore, Metro has considered and implemented regionwide measures which comply with the Goal 14, Factor 4 requirement to avoid premature conversion of land outside the UGB to urban use.

- (B) The proposed UGB amendment will facilitate achieving an efficient urban growth form on adjacent urban land, consistent with local comprehensive plan policies and regional functional plans, by assisting with achieving residential and employment densities capable of supporting transit service; supporting the evolution of residential and employment development patterns capable of encouraging pedestrian, bicycle, and transit use; and improving the likelihood of realizing a mix of land uses to meet the needs of residents and employees.

¹ Using the standard formula for estimating dwelling units and jobs, the 39-acre Hoffman and Eraker properties will provide approximately 224 dwelling units and 75 jobs.

Urban development of URAs 14 and 15 will facilitate efficient urban growth inside the UGB in several ways. Street connectivity will be improved by extending a grid street pattern. Enhanced street connectivity will provide better access for fire and police protection. As the area urbanizes, the local street network will be improved to urban standards with curbs and gutters, sidewalks, handicapped ramps and bike lanes. Extension and looping of water lines within URAs 14 and 15, and in some cases within the existing UGB, will enhance water quality by eliminating dead end lines and increasing pressure available for fire flow purposes. Extension of sanitary sewer may allow areas previously not provided urban services within the UGB to be served. In URA 15, the topography of the added portions of the Hoffman and Eraker properties will enhance the prospects for gravity flow sanitary sewer service.

Factor 5: Environmental, energy, economic and social consequences.

- (A) If the subject property contains any resources or hazards subject to special protection identified in the local comprehensive plan and implemented by appropriate land use regulations, findings shall address how urbanization is likely to occur in a manner consistent with these regulations.

No Goal 5 resource impacts have been identified in the record.

- (B) Complementary and adverse economic impacts shall be identified through review of a regional economic opportunity analysis, if one has been completed. If there is no regional economic opportunity analysis, one may be completed for the subject land.

A regional economic opportunity analysis has not been completed as of the date of this report for either URA 14 or 15.

- (C) The long-term environmental, energy, economic, and social consequences (ESEE) resulting from the use at the proposed site. Adverse impacts shall not be significantly more adverse than would typically result from the needed lands being located in other areas requiring an amendment of the UGB.

Environmental

The confluence of Rock Creek and the Clackamas River provide critical habitat because of its rich diversity of species at the mouth of the creek: 87 percent of the salmonids captured in a recent ODFW study were found in the lower part of Rock Creek. Impacts on the upper portions of the watershed (located within this area) may have significant impacts on this population located in the lower reaches of this stream.

The Hoffman and Eraker properties are entirely exception lands located in the FF10 and RRF5 zones. They were originally studied as part of URSA 15, and were deleted toward the end of the study process because of concerns about Monner Creek and the portions of

these properties lying to its north. These concerns were resolved by the Council in this proceeding by omitting Monner Creek, the area within the Monner Creek Title 3 Water Quality Area boundary, and the remaining portions of these properties lying north of the creek.

As development occurs, water quality and quantity concerns arise due to increased run-off from impervious surfaces. As a result, habitat areas along the ridge of Rock Creek Canyon and ridge needs to be protected to maintain water quality and quantity in this area. Portions of URA 15 may provide a groundwater recharge function, which would be impacted when the area is developed and more impervious surface is created. Upland areas (within a one-half mile) adjacent to riparian areas are important to support amphibian and reptile populations. Rock Creek is also located in the Lower Columbia River Evolutionary Significant Unit (ESU) where wild winter steelhead has been designated as a threatened species under the Endangered Species Act.

The Council finds that the typical environmental impacts of urban development near riparian areas can lead to stream degradation if measures are not in place to address those impacts. Title 3 of the Functional Plan provides protection for riparian areas to improve water quality and manage Floodplain. The Council finds that the impact of urbanizing in URAs 14 and 15 will not be significantly more adverse than developing other urban reserves on the condition that the measures to address stormwater management, consistent with Title 3 of the Functional Plan, as described in Factor 3 are adopted prior to adoption of urban zoning.

Social

As the staff report demonstrates, there are positive and negative consequences to urbanizing any area. Through required urban reserve planning, the area can be developed in an efficient manner with the amenities of an urban area. This would provide an opportunity for mix-use development with a wide array of services for local residents. The closer proximity of housing to services and jobs will result in fewer vehicle miles traveled by local residents, and will provide opportunities for other modes of transportation such as transit, bicycling and walking. These benefits are gained at the cost of losing a small portion of the rural lands outside the current UGB. Farming activities may feel the impacts of increased urbanization in the form of increased traffic or pressure to develop their lands or curtail farming activities. These social costs must be weighed against the costs of not providing enough land to accommodate needed housing and jobs.

However, the Council finds that the social cost of not expanding the UGB in areas close to existing developed areas is great. Bringing limited amounts of land into the UGB and requiring development consistent with the 2040 Growth concept is anticipated to decrease the pressure on nearby farm land and rural residential land to accommodate more low density development. URAs 14 and 15 can accommodate 2040 Growth Concept densities which the Council finds will limit impacts such as the loss of agricultural production,

increased costs of services, increased vehicle miles traveled and pollution that result from pushing growth outside of the areas that are contiguous to the current UGB.

Both URA 14 and 15 are primarily exception lands which are currently zoned to allow residential uses. Urbanization in these two areas will not cause a significant loss of EFU land. The staff report indicates that there are no archeological, historic or aggregate resources sites on either URA 14 or 15. Both sites offer the same opportunity to provide affordable housing at inner neighborhood 2040 design type densities. Therefore, Council finds that the social impacts of urbanizing these two URAs is minimal compared to the advantages discussed above and are certainly not more significant than would typically result from the needed lands being located in other urban reserves.

Economic

The Council finds that urbanization of URA 14 and 15 will have the typical impacts that accompany urbanization of lands anywhere in the region. Intensification of residential development will increase the per acre value of land and improvements within this reserve. Once annexation to the adjacent cities and development occurs, all special districts serving this area will also receive an increase in their tax bases. Because the current use of the area is primarily rural residential, the Council finds there will be no significant loss of agricultural or forest production from URAs 14 or 15. Since these URAs will be developed at densities corresponding to 2040 design types, development will add to the economic base of the area by adding dwelling units and potentially some home-based jobs. The Council finds that these impacts that are not typically more adverse than would occur for other lands requiring a UGB amendment.

Energy

According to the staff report, URA 14 and 15 will not significantly increase energy consumption. Both are located adjacent to the UGB and have close access to nearby town and regional centers. Providing increased housing availability at 2040 growth concept densities will help reduce vehicle miles traveled by providing housing opportunities close to the jobs centers in Gresham and East Portland. The Council finds that any increase in energy consumption from fossil fuels or electricity required for new residential development will not be more adverse than would typically result from development of other lands requiring an amendment to the UGB.

Factor 6: Retention of agricultural land.

(B) After urban reserves are designated and adopted, consideration of Factor 6 shall be considered satisfied if the proposed amendment is wholly within an area designated as an urban reserve.

The staff report correctly states that the Metro Council adopted urban reserves on March 6, 1997 by Ordinance No. 96-655E. URAs 14 and 15 were adopted as part of that ordinance.

As noted in the Metro Code, the above hierarchy is only to be used prior to adoption of urban reserves.

Alternatively, the staff report also correctly notes that the designated urban reserves are not yet acknowledged by LCDC and are currently under appeal. However, both URA 14 and 15 are composed primarily of exception lands. The Hoffman and Eraker properties are entirely exception land. Therefore, there is almost no agricultural land to retain. In the urban reserves study analysis URA 14 received a good agricultural land retention rating of 16. URA 15 received a rating of 14. These relative suitability scores as part of Metro's prior analysis demonstrate that adding these URAs to the UGB will have a region wide effect of retaining agricultural land. The Council finds that there is no evidence which indicates that these scores should be revised. Therefore, the Council finds that amending the UGB in these two areas would retain farmland in accordance with Factor 6 even if the areas were not already designated as urban reserves.

3.01.020(b)(7)

Factor 7: Compatibility of proposed urban development with nearby agricultural activities.

(i) A description of the number, location and types of agricultural activities occurring within one mile of the subject site.

URA 14

According to the staff report, there are 494 acres of EFU land within one mile of URA 14, and 41.5 acres in the URA itself. The staff report also identifies the number, type and general location of those agricultural activities.

URA 15

URA 15 has approximately 243 acres of EFU-zoned land located within one mile of its western and southern boundary and no EFU in the URA itself. The staff report also identifies the number, type and general location of those agricultural activities.

(ii) An analysis of the potential impacts, if any, on nearby agricultural activities taking place on lands designated for agricultural use in the applicable adopted county or city comprehensive plan, and mitigation efforts, if any impacts are identified. Impacts to be considered shall include consideration of land and water resources, which may be critical to agricultural activities, consideration of the impact on the farming practices of urbanization of the subject land as well as the impact on the local agricultural economy.

The staff report indicates that the only identified traffic impacts relate to the potential for increased traffic on highway 212 and Se 172nd Avenue. Increased traffic has the potential to make the movement of farm equipment more difficult during peak periods. However, the Council finds that these impacts will be mitigated through the update to the RTP

discussed in Factor 3 of these findings. The Council also finds that traffic impacts on agricultural activities will be mitigated through the conceptual planning process which Clackamas County has committed to completing for this area.

These traffic impacts will not have an overall negative impact on the local agricultural economy. The staff report states that urban use of URA 14 and 15 is likely to improve the market for vegetables and nursery stock produced nearby. A review of the aerial photos for URAs 14 and 15 also shows that most agricultural activities that may be occurring on lands to the east and south of these areas will be buffered by Rock Creek and the Title 3 vegetated corridors that will be required when the areas develop. Farming activities identified to the south will also be buffered by the Clackamas River. Monner Creek will provide a similar buffer for agricultural activities to the north of URA 15. Therefore, the Council finds that identified impacts caused by urban uses will be rendered compatible with nearby agricultural activities due to the buffering and transportation improvements discussed above.

3.01.020(c)

(1) The land need identified for Factors 1 and 2 of 3.01.020(b), above, included the estimated effect of the regionwide upzoning required by the Urban Growth Management Functional Plan. The requirements of Title 1 of that Plan include use of an 80% minimum residential densities and target upzoning for all 24 cities and 3 counties in Metro. Those regionwide policies require the accommodation of all the additional housing inside the UGB that is reasonable. The Council finds that the measures required by the Functional Plan goes beyond the Metro Code requirement to consider whether the identified land need cannot reasonably be accommodated within the current UGB.

(2) URAs 14 and 15 are compatible with the adjacent rural residential uses because urbanization will not compromise services in the area. Traffic impacts will be minimal and will not affect the presently acceptable level of service. URAs 14 and 15 are compatible with the nearby agricultural uses because they are buffered by Rock Creek, the Clackamas River and Monner Creek.

(3) The ESEE consequences resulting from urban use at URA 14 and 15 are set forth in the Council's findings on Factor 5. Those findings demonstrate that the impacts of urbanizing these two URAs are not more adverse than would typically result in allowing urban development in other urban reserve areas. Since these URAs are primarily composed of exception land, the loss of agricultural land is minimized. Compared to other urban reserves which are also exception lands, these two URAs provide the benefits of compact urban form and 2040 housing densities.

3.01.020(d)

URA 14 is completely bordered by the UGB and urban uses to the west and the south, so the requirement does not apply. URA 15 is adjacent to urban areas to the southwest. East

of URA 15 is another URA which will eventually be included in the UGB and urbanized. The topography east of URA 14 contains slopes over 25 percent, terrain that will provide a transition between this area and Happy Valley. Additionally, higher density development will be concentrated along the corridors, with lower density development at the edges and in the foothills of the steeper slopes. The Council finds that adding URAs 14 and 15 to the UGB will result in a clear transition between rural and urban lands.

3.01.020(e)

The applicable Statewide Planning Goals are 2 and 14. These goals are addressed by the analysis for Metro Code section 3.01.020 discussed above. No other applicable goals were identified in the record.

3.01.020(f)

URAs 14 and 15 are consistent with the 2040 Growth Concept because the above findings show that development in these areas will be consistent with Region 2040 policies and the design type of inner neighborhoods is feasible.

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(12/02/98)

APPENDIX A -- FINDINGS FOR AMENDMENT OF URBAN RESERVE AREA 15**Introduction**

The portion of the Hoffman and Eraker properties in question comprises approximately 39 acres lying south of Monner Creek, and consists entirely of exception lands located in the FF-10 and RRF-5 zones. These zoning districts are designated as rural residential zones by Clackamas County.

The Hoffman and Eraker properties, totalling 54 acres, were originally studied as part of URSA 15, and were deleted toward the very end of the study process because of concerns about Monner Creek and the portion of these properties lying to the north of the creek. The area added to Urban Reserve Area 15 herein resolves these concerns by omitting Monner Creek, the area within the Monner Creek Title 3 Water Quality Area boundary, and the remaining portion of these properties lying north of the creek.

As the Hoffman and Eraker properties were similarly situated with the other properties ultimately included in URA 15 at the time URSA 15 was rated, the Council finds that they are similarly situated for the purpose of this amendment, and the findings originally made by the Council with respect to URSA 15 are applicable here.

A. Public Facilities and Services.

The URSA Reanalysis assigns Site 15 a rating of 5 for utility feasibility, 3 for road network, 2 for traffic congestion, and 4 for schools. (See pages 4009-4014 of the Council Minutes for Ordinance No. 96-655E ("URSA Ord."), attached

hereto as Exhibit 1. In particular, see pages 4013-14, which set out the URSA Reanalysis.)

The Hoffman and Eraker properties are served by all urban services other than sanitary sewer, which is readily accessible. (See letter of Kenneth Hoffman, URSA Ord. Ex. 012596-23, Council Minutes 7562-64, a copy of which is attached hereto as Exhibit 2.) They lie within one quarter mile of mass transportation. (Id.)

The Council finds that Clackamas County is presently undertaking a funded urban reserve planning process for URA 15 and the additional properties in question here, which is expected to result in further enhancements to both utility feasibility and the road network, and to help reduce traffic congestion. With respect to the issues of roads and traffic congestion, improvements to SE 147th Avenue are expected to be especially beneficial.

B. Maximum Efficiency of Land Uses.

As set out in Exhibit 1, URSA 15 received high scores of 5 and 6 for efficiency factor and buildable land, respectively. The addition to URA 15 of approximately 39 acres rather than the total 54 acres comprising the properties in question eliminates a steep, unbuildable area to the north, and the Monner Creek Title 3 Water Quality Area boundary. The result is enhanced development efficiency, and the inclusion of a high proportion of buildable land. We find that the area added by this amendment serves to meet the need for housing units to serve the 20-year

urban growth boundary.

C. Economic, Social, Environmental and Energy Consequences.

As shown in Exhibit 1, the relevant ratings are 6 for environmental constraints, 8 for access to centers, 0 for "jobs rich," and 3 for "housing rich." Again, the exclusion of the northerly acreage described above will limit the environmental constraints on the property included in this amendment.

Clackamas County's urban reserve planning is expected to enhance access to centers for the reasons set out above, and to provide an improvement of the jobs/housing balance.

D. Agricultural Retention and Agricultural Compatibility.

The relevant assigned agricultural retention rating is 7; the agricultural compatibility rating is also 7. The Council finds that the properties in question here are entirely exception lands located in the FF-10 and RRFF-5 zones. The Council also finds that, based upon the location of the properties in question and the additional buffering created by deletion of the northerly portion, there is no likelihood of interference with agricultural uses on adjoining parcels.

Conclusion

Based upon the evidence described above, the above findings, and the high "suitability for urbanization" score of 56 set out in Exhibit 1, the Council finds that the area described in this amendment meets the criteria for inclusion in URA 15.

Qualifying URSAs

Qualifying Score =

33

Site #	Acres	Resource	Buildable	Capacity		Score
		Acres	Acres	HH	EMP	
1	535	163	257	2,361	1,744	46.5
2	418	121	241	2,412	983	54.0
3						26.0
4	124	0	30	325	121	57.0
5	1,371	48	759	8,148	7,344	64.5
6	1,797	221	1,158	11,750	8,875	58.0
7	413	1	249	2,522	1,584	61.0
8	429	0	274	2,910	6,182	60.0
9	436	3	275	2,487	2,291	56.0
10	134	0	82	824	338	53.0
11	436	49	296	3,271	1,802	59.0
12	195	0	45	454	186	38.0
13	67	0	31	305	125	46.0
14	233	0	154	1,791	924	60.0
15	347	0	200	1,999	819	54.5
16	15	0	2	16	7	44.0
17	153	0	105	1,108	431	65.5
18	128	7	91	938	374	60.0
19	9	0	6	58	24	62.5
20	160	3	106	783	308	70.5
21	12	10	6	7	1	38.5
22	322	0	222	2,219	910	63.5
23	23	0	16	160	65	57.0
24	212	0	140	1,401	574	57.0
25	970	0	677	5,777	4,949	62.5
26	1,965	0	1,060	9,569	6,592	46.5
27	19	13	12	120	49	48.5
28	55	51	34	334	137	46.5
29	188	0	120	1,184	484	61.0
30	139	0	78	780	320	57.0
31	736	615	407	4,072	1,669	41.5
32	87	76	57	573	235	55.5
33	338	72	149	1,490	611	53.5
34	756	0	305	2,822	1,738	46.5
35	48	2	31	314	129	41.5
36	33	0	7	72	29	41.5
37	146	0	94	974	386	57.0
38	42	41	30	320	123	38.0
39	13	10	10	105	39	33.5
40	36	12	22	218	90	43.5
41	419	286	240	2,561	985	33.0
42	243	0	164	1,773	673	64.5
43	11	0	6	62	25	58.0
44	162	114	89	430	155	40.5
45	432	0	207	2,073	850	46.5
46	112	6	72	722	296	49.5
47	80	0	47	473	194	54.5
48	218	0	129	1,290	529	46.0
49	555	0	286	2,938	1,170	49.0
50	282	1	177	1,670	680	65.0
51	78	6	39	390	160	53.0
52	103	11	68	683	280	56.5
53						26.5
54	189	142	136	1,425	557	39.5
55	883	475	493	5,150	2,020	37.0
56						26.5
57						24.5
58						28.5

EVIDIT 1

Qualifying URSAs

Qualifying Score = 33

Site #	Resource		Buildable	Capacity		Score
	Acres	Acres	Acres	HH	EMP	
59	47	47	27	104	461	35.0
60	280	140	136	850	1,842	33.5
61	27	0	16	163	67	61.5
62	255	213	168	1,684	690	48.5
64	191	0	110	1,148	448	59.0
65	449	201	319	3,206	1,306	51.0
66						30.0
67	406	48	109	1,009	410	52.0
68	67	0	20	210	78	60.5
69	14	14	8	82	33	40.5
70	28	28	15	153	63	47.0
71	28	26	17	175	72	45.0
72	23	20	11	112	46	41.5
	19,123	3,298	10,949	107,504	67,717	

Ranking		Urban Reserve Rule Factor 3				Urban Reserve Rule Factor 4		Urban Reserve Rule Factor 5				Urban Reserve Rule Factor 6	Urban Reserve Rule Factor 7	
Site #	Score	Utility Feasibility	Road Network	Traffic Congestion	Schools	Efficiency Factor	Buildable Land	Environmental Constraints	Access to Centers	Job/Housing Balance	Jobs Rich	Housing Rich	Agric. Retention Factor	Agricultural Compatibility
1	46.5	3.0	3.0	3.5	1.5	4.0	3.0	2.0	1.5	0.0	5.0	12.0		
2	54.0	2.0	2.0	3.5	1.0	6.0	6.0	3.0	1.5	0.0	5.0	14.0		8.0
3	26.0	0.0	1.0	3.5	0.5	0.0	0.0	0.0	0.0	0.0	5.0	4.0		10.0
4	57.0	4.0	1.5	1.5	4.0	0.0	0.0	0.5	4.5	0.0	5.0	18.0		12.0
5	64.5	4.5	2.5	1.5	3.5	5.0	5.0	3.0	4.5	0.0	5.0	18.0		18.0
6	58.0	3.5	3.0	1.5	1.0	7.0	7.0	3.5	2.0	0.0	5.0	16.0		14.0
7	61.0	3.5	2.5	1.5	0.5	6.0	6.0	3.5	2.0	0.0	1.5	16.0		12.0
8	60.0	3.0	4.0	1.5	0.5	6.0	7.0	4.0	2.5	0.0	1.5	18.0		16.0
9	56.0	2.0	2.0	1.5	0.5	7.0	7.0	3.5	1.0	0.0	1.5	16.0		14.0
10	53.0	2.5	1.0	1.5	0.5	5.0	7.0	4.0	2.0	0.0	1.5	16.0		14.0
11	59.0	4.0	3.0	1.5	0.5	8.0	8.0	4.0	2.0	0.0	1.5	16.0		14.0
12	38.0	2.5	1.5	1.5	0.5	0.0	0.0	4.0	2.5	0.0	1.5	14.0		12.0
13	46.0	2.0	5.0	1.5	0.5	3.0	3.0	1.5	0.5	0.0	1.5	16.0		14.0
14	60.0	3.5	2.0	1.0	2.0	8.0	8.0	3.5	2.5	0.0	1.5	16.0		10.0
15	54.5	2.5	1.5	1.0	2.0	5.0	6.0	3.0	4.0	0.0	1.5	16.0		12.0
16	44.0	0.0	1.0	1.0	2.0	0.0	0.0	0.0	4.5	0.0	1.5	14.0		14.0
17	65.5	3.0	3.5	2.0	3.0	8.0	8.0	4.0	4.5	0.0	1.5	16.0		18.0
18	60.0	2.0	3.0	2.0	1.0	9.0	9.0	4.0	4.5	0.0	1.5	14.0		14.0
19	62.5	2.0	1.5	2.0	4.0	6.0	7.0	4.0	2.5	0.0	1.5	14.0		12.0
20	70.5	4.0	5.0	2.0	4.5	8.0	8.0	3.5	4.0	0.0	1.5	12.0		18.0
21	38.5	1.0	2.5	2.0	5.0	3.0	4.0	2.5	5.0	0.0	1.5	16.0		14.0
22	63.5	3.5	2.5	2.0	4.0	8.0	8.0	4.0	2.0	0.0	1.5	2.0		10.0
23	57.0	2.0	1.5	2.0	5.0	8.0	9.0	4.0	2.0	0.0	1.5	14.0		14.0
24	57.0	3.5	1.0	2.0	4.5	7.0	8.0	4.0	1.5	0.0	1.5	10.0		12.0
25	62.5	3.5	3.0	0.5	3.5	8.0	8.0	4.0	0.5	0.0	1.5	12.0		12.0
26	46.5	3.0	2.0	0.5	1.5	4.0	5.0	3.0	0.0	0.0	1.5	16.0		14.0
27	48.5	2.0	1.0	0.5	4.5	7.0	7.0	4.0	3.0	0.0	1.5	14.0		12.0
28	46.5	4.0	3.5	0.5	3.0	6.0	7.0	4.0	3.0	0.0	1.5	4.0		14.0
29	61.0	4.0	2.0	0.5	2.0	6.0	7.0	4.0	3.0	0.0	1.5	2.0		12.0
30	57.0	1.5	1.5	3.5	3.0	5.0	5.0	3.0	2.0	0.0	1.5	16.0		16.0
31	41.5	2.5	2.5	4.5	3.0	5.0	5.0	3.0	2.5	1.5	1.5	14.0		14.0
32	55.5	2.0	2.5	4.5	4.0	7.0	8.0	3.5	4.5	1.5	0.0	6.0		6.0
33	53.5	3.0	4.0	4.5	4.5	2.0	2.0	1.5	2.5	1.5	0.0	8.0		10.0
34	46.5	3.0	4.0	4.5	4.5	2.0	1.0	1.0	3.0	1.5	0.0	14.0		14.0
35	41.5	0.0	3.5	1.5	1.0	8.0	8.0	4.0	2.0	1.5	0.0	14.0		8.0
36	41.5	2.0	1.0	1.5	3.0	0.0	0.0	0.0	0.5	1.5	0.0	6.0		6.0
37	57.0	3.5	2.0	1.5	4.5	7.0	8.0	3.5	1.5	1.5	0.0	16.0		16.0
38	38.0	2.0	2.0	1.5	4.5	0.0	0.0	3.5	1.5	1.5	0.0	14.0		14.0

Ranking		Urban Reserve Rule Factor 3				Urban Reserve Rule Factor 4		Urban Reserve Rule Factor 5				Urban Reserve Rule Factor 6	Urban Reserve Rule Factor 7
Site #	Score	Utility Feasibility	Road Network	Transit Congestion	Schools	Efficiency Factor 1	Buildable Land	Environmental Constraints	Access to Centers	Jobs/Housing Balance Jobs Rich	Housing Rich	Agric Retention Factor	Agricultural Compatibility
39	33.5	0.0	1.0	1.5	5.0	9.0	9.0	4.0	0.5	1.5	0.0	0.0	2.0
40	43.5	0.0	1.5	1.5	2.0	7.0	7.0	3.0	0.0	1.5	0.0	10.0	10.0
41	33.0	2.5	3.0	1.5	2.0	6.0	6.0	2.5	0.0	1.5	0.0	4.0	4.0
42	64.5	2.5	3.5	1.5	2.5	8.0	8.0	3.5	1.5	1.5	0.0	16.0	16.0
43	58.0	0.0	1.0	2.0	4.5	7.0	6.0	2.5	1.5	1.5	0.0	14.0	18.0
44	40.5	3.5	1.0	2.0	2.0	8.0	7.0	3.0	0.5	1.5	0.0	6.0	6.0
45	46.5	3.5	4.0	2.0	3.0	3.0	3.0	2.0	0.5	1.5	0.0	14.0	10.0
46	49.5	2.5	3.5	2.0	2.0	7.0	7.0	3.5	0.5	1.5	0.0	12.0	8.0
47	54.5	3.5	1.0	1.5	3.5	6.0	6.0	3.0	4.5	1.5	0.0	12.0	12.0
48	46.0	3.0	1.0	1.5	0.5	6.0	6.0	3.0	1.5	1.5	0.0	12.0	10.0
49	49.0	3.5	3.0	1.5	1.0	4.0	4.0	2.5	4.0	1.5	0.0	14.0	10.0
50	65.0	3.5	1.5	1.5	1.5	6.0	7.0	4.0	2.5	1.5	0.0	18.0	18.0
51	53.0	3.5	5.0	2.0	2.5	4.0	3.0	2.0	4.5	4.5	0.0	14.0	8.0
52	56.5	4.0	3.0	2.0	4.0	7.0	8.0	4.0	4.0	4.5	0.0	10.0	6.0
53	26.5	4.0	1.0	2.0	1.0	6.0	5.0	2.0	1.0	4.5	0.0	0.0	0.0
54	39.5	4.0	1.5	2.0	3.0	9.0	9.0	4.0	2.5	4.5	0.0	0.0	0.0
55	37.0	4.0	1.5	2.0	4.0	6.0	5.0	2.5	3.5	4.5	0.0	2.0	2.0
56	26.5	3.5	1.0	5.0	1.5	5.0	3.0	1.5	1.5	4.5	0.0	0.0	0.0
57	24.5	3.0	2.0	5.0	4.5	1.0	0.0	0.0	0.5	4.5	0.0	2.0	2.0
58	28.5	4.0	1.0	5.0	2.0	6.0	4.0	1.5	0.5	4.5	0.0	0.0	0.0
59	35.0	3.5	1.0	5.0	3.0	6.0	5.0	2.5	2.5	4.5	0.0	0.0	0.0
60	33.5	4.0	2.0	5.0	1.5	4.0	3.0	1.5	2.0	4.5	0.0	4.0	2.0
61	61.5	2.5	1.5	5.0	3.0	7.0	6.0	3.0	5.0	4.5	0.0	12.0	12.0
62	48.5	3.5	2.5	5.0	1.0	8.0	8.0	3.5	4.5	4.5	0.0	4.0	4.0
64	59.0	3.5	4.0	5.0	3.5	5.0	5.0	3.5	4.0	1.5	0.0	14.0	10.0
65	51.0	4.0	2.5	3.0	2.5	7.0	6.0	3.0	3.5	1.5	0.0	10.0	8.0
66	30.0	2.5	1.5	3.0	0.5	4.0	2.0	1.0	4.0	1.5	0.0	4.0	6.0
67	52.0	3.0	1.5	3.0	2.5	0.0	0.0	0.5	4.0	1.5	0.0	18.0	18.0
68	60.5	3.5	4.5	3.0	3.0	0.0	0.0	0.5	4.5	1.5	0.0	20.0	20.0
69	40.5	1.0	1.0	1.0	0.5	5.0	6.0	3.0	3.5	1.5	0.0	4.0	14.0
70	47.0	1.0	1.5	1.0	0.5	5.0	5.0	2.5	3.0	1.5	0.0	12.0	14.0
71	45.0	1.0	2.5	1.0	0.5	7.0	7.0	3.5	3.0	1.5	0.0	6.0	12.0
72	41.5	0.5	5.0	1.0	0.5	3.0	3.0	2.0	3.0	1.5	0.0	6.0	16.0

Urban Reserve Ratings

Note: The higher the rating, the higher the suitability for urbanization.						Urban Reserve Rule - Factor 3 ¹				Urban Reserve Rule - Factor 4 ²		Urban Reserve Rule - Factor 5 ³				Urban Reserve Rule - Factor 6 ⁴	Urban Reserve Rule - Factor 7 ⁵	
Site #	Acres	Resource Acres ^a	Buildable Acres ^f	Capacity ^b		Utility Feasibility ^c	Road Network ¹⁰	Traffic Congestion ¹¹	Schools ¹²	Efficiency Factor ¹³	Buildable Land ¹⁴	Environmental Constraints ¹⁵	Access to Centers ¹⁶		Jobs/Housing Balance ¹⁷		Agric. Retention Factor ¹⁸	Agricultural Compatibility ¹⁹
				DU	EMP								Jobs Rich	Housing Rich	Jobs Rich	Housing Rich		
1	534.8	162.7	257	2,361	1,744	6	6	7	3	4	3	4	3	0	10	6	4	
2	417.7	121.1	241	2,412	983	4	4	7	2	6	6	6	3	0	10	7	5	
3	8.0	7.7	1	6	2	0	2	7	1	0	0	0	0	0	10	2	6	
4	123.9	0.0	30	325	121	8	3	3	8	0	0	1	9	0	10	9	9	
5	1,371.4	48.5	759	8,148	7,344	9	5	3	7	5	5	6	9	0	10	8	7	
6	1,797.2	221.5	1,158	11,750	8,875	7	6	3	2	7	7	7	4	0	3	8	6	
7	412.7	0.6	249	2,522	1,584	7	5	3	1	6	6	7	4	0	3	9	8	
8	429.0	0.1	274	2,910	6,182	6	8	3	1	6	7	8	5	0	3	8	7	
9	435.5	3.1	275	2,487	2,291	4	4	3	1	7	7	7	2	0	3	8	7	
10	134.5	0.0	82	824	338	5	2	3	1	5	7	8	4	0	3	8	7	
11	435.5	48.8	296	3,271	1,802	8	6	3	1	8	8	8	5	0	3	7	6	
12	194.9	0.0	45	454	186	5	3	3	1	0	0	0	1	0	3	8	7	
13	66.5	0.0	31	305	125	4	10	3	1	3	3	3	4	0	3	8	5	
14	233.2	0.0	154	1,791	924	7	4	2	4	8	8	7	5	0	3	8	6	
15	347.3	0.0	200	1,999	819	5	3	2	4	5	6	6	8	0	3	7	7	
16	15.2	0.0	2	16	7	0	2	2	4	0	0	0	9	0	3	8	9	
17	153.5	0.0	105	1,108	431	6	7	4	6	8	8	8	9	0	3	7	7	
18	128.1	7.0	91	938	374	4	6	4	2	9	9	8	5	0	3	6	9	
19	9.3	0.0	6	58	24	4	3	4	8	6	7	8	9	0	3	6	6	
20	159.6	3.0	106	783	308	8	10	4	9	8	8	7	8	0	3	6	9	
21	11.7	10.1	6	7	1	2	5	4	10	3	4	5	10	0	3	8	7	
22	322.4	0.0	222	2,219	910	7	5	4	8	8	8	8	4	0	3	1	5	
23	22.7	0.0	16	160	65	4	3	4	10	8	9	8	4	0	3	7	7	
24	212.5	0.0	140	1,401	574	7	2	4	9	7	8	8	4	0	3	5	6	
25	969.9	0.0	677	5,777	4,949	7	6	1	7	8	8	8	3	0	3	6	6	
26	1,964.7	0.2	1,060	9,569	6,592	6	4	1	3	4	5	6	1	0	3	8	7	
27	18.8	13.0	12	120	49	4	2	1	9	7	7	8	0	0	3	7	6	
28	55.1	50.7	34	334	137	8	7	1	6	6	7	8	6	0	3	2	7	
29	188.0	0.0	120	1,184	484	8	4	1	4	6	7	8	6	0	3	1	6	
30	138.7	0.0	78	780	320	3	3	7	6	5	5	6	4	0	3	8	8	
31	735.6	615.1	407	4,072	1,669	5	5	9	6	5	5	6	10	0	3	7	7	
32	87.4	76.0	57	573	235	4	5	9	8	5	5	6	5	3	0	3	3	
33	338.4	71.6	149	1,490	611	6	8	9	9	7	8	7	9	3	0	4	5	
34	756.5	0.3	305	2,822	1,738	6	8	9	9	2	2	3	5	3	0	7	7	
35	48.1	1.6	31	314	129	0	7	3	2	8	8	8	6	3	0	7	4	
36	33.2	0.0	7	72	29	4	2	3	6	0	0	0	1	3	0	3	3	
37	145.5	0.0	94	974	386	7	4	3	9	7	8	7	3	3	0	8	8	
38	41.7	41.2	30	320	123	4	4	3	9	9	9	8	1	3	0	7	5	
39	13.2	10.4	10	105	39	0	2	3	10	9	9	8	1	3	0	1	1	

Urban Reserve Ratings

Note: The higher the rating, the higher the suitability for urbanization.						Urban Reserve Rule - Factor 3 ¹					Urban Reserve Rule - Factor 4 ²		Urban Reserve Rule - Factor 5 ³				Urban Reserve Rule - Factor 6 ⁴	Urban Reserve Rule - Factor 7 ⁵
Site #	Acres	Resource Acres ⁶	Buildable Acres ⁷	Capacity ⁸		Utility Feasibility ⁹	Road Network ¹⁰	Traffic Congestion ¹¹	Schools ¹¹	Efficiency Factor ¹³	Buildable Land ¹⁴	Environmental Constraints ¹⁵	Access to Centers ¹⁴		Jobs/Housing Balance ¹⁷		Agric. Retention Factor ¹⁶	Agricultural Compatibility ¹¹
				DU	EMP								Jobs Rich	Housing Rich	Jobs Rich	Housing Rich		
40	35.5	11.9	22	218	90	0	3	3	4	7	7	6	0	3	0	5	5	
41	418.8	285.5	240	2,561	985	5	6	3	4	6	6	5	0	3	0	2	2	
42	243.2	0.0	164	1,773	673	5	7	3	5	8	8	7	3	3	0	8	8	
43	10.7	0.0	6	62	25	0	2	4	9	7	6	5	3	3	0	7	9	
44	162.2	113.8	89	430	155	7	2	4	4	8	7	6	1	3	0	3	3	
45	432.4	0.0	207	2,073	850	7	8	4	6	3	3	4	1	3	0	7	5	
46	111.6	6.2	72	722	296	5	7	4	4	7	7	7	1	3	0	6	4	
47	80.5	0.0	47	473	194	7	2	3	7	6	6	6	9	3	0	6	6	
48	218.4	0.0	129	1,290	529	6	2	3	1	6	6	6	3	3	0	6	5	
49	555.5	0.0	286	2,938	1,170	7	6	3	2	4	4	5	8	3	0	7	5	
50	281.8	0.9	177	1,670	680	7	3	3	3	6	7	8	5	3	0	9	9	
51	78.0	6.2	39	390	160	7	10	4	5	4	3	4	9	9	0	7	4	
52	102.8	11.2	68	683	280	8	6	4	8	7	8	8	8	9	0	5	3	
53	204.2	183.0	114	1,136	466	8	2	4	2	6	5	4	2	9	0	0	0	
54	189.1	142.4	136	1,425	557	8	3	4	6	9	9	8	5	9	0	0	0	
55	882.8	475.4	493	5,150	2,020	8	3	4	8	6	5	5	7	9	0	0	0	
56	48.2	48.3	23	231	95	7	2	10	3	5	3	3	3	9	0	1	1	
57	77.1	64.1	23	229	94	6	4	10	9	1	0	0	1	9	0	0	0	
58	526.8	513.7	274	1,242	4,392	8	2	10	4	6	4	3	1	9	0	1	1	
59	46.7	46.9	27	104	461	7	2	10	6	6	5	5	5	9	0	0	0	
60	279.8	140.5	136	850	1,842	8	4	10	3	4	3	3	4	9	0	0	1	
61	27.2	0.0	16	163	67	5	3	10	6	7	6	6	10	9	0	2	1	
62	255.0	212.9	168	1,684	690	7	5	10	2	8	8	7	9	9	0	6	6	
64	191.4	0.0	110	1,148	448	7	8	10	7	5	5	7	8	3	0	2	2	
65	448.9	200.8	319	3,206	1,306	8	5	6	5	7	6	6	7	3	0	7	5	
66	62.1	61.4	27	273	112	5	3	6	1	4	2	2	8	3	0	5	4	
67	406.0	48.2	109	1,009	410	6	3	6	5	0	0	1	8	3	0	2	3	
68	67.5	0.0	20	210	78	7	9	6	6	0	0	1	8	3	0	9	9	
69	14.2	14.4	8	82	33	2	2	2	1	5	6	6	7	3	0	10	10	
70	28.4	28.3	15	153	63	2	3	2	1	5	5	5	6	3	0	2	7	
71	27.5	25.7	17	175	72	2	5	2	1	7	7	7	6	3	0	6	7	
72	23.3	20.3	11	112	46	1	10	2	1	3	3	4	6	3	0	3	6	
TOTAL	20,049	4,176	11,410	110,622	72,845													

January 29, 1996

Ken Hoffman
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John Fregonese
Director: Growth Management Services
6000 NE Grand Avenue
Portland, Oregon 97232

Re: Inclusion in the proposed Urban Study Area (Map #77). The properties from Sunnyside Road, North to Monner Road and from 147th to 162nd Avenue.

Dear Mr. Fregonese,

I apologize for writing this letter at such a late date. However, it has just been brought to my attention that the Urban Study Area has a hole in the center which leapfrogs over these very important pieces of property.

This parcel of ground is a major key to the transportation system which is rapidly changing in the area around the Sunnyside Village. As you are aware, the Sunnyside Village has been awarded 1.5 million federal dollars, for a Transportation Hub, and centers on the 10 acres of commercial property at the bottom of 147th & Sunnyside Road. For this commercial center to be successful and for the mass transportation system to work, it will need to tie together with the single family areas in Happy Valley.

Happy Valley is a bowl with very poor ingress and egress. The numbers and conditions of the roads in and out are very poor with today's population. There are close to 1000 new lots in Happy Valley coming on line in the next 24 months. All the property to the South of Happy Valley is too steep; grades of 10%-20%. Along the South property line of my property, the slope is approximately 5%. The study area must have these properties incorporated into it, to insure that future transportation needs have the flexibility to use the most level routes possible.

These properties are currently served with all urban services with the exception of sanitary sewer. Sanitary sewers could be made available to this area

faster and cheaper than almost any of the other areas in which you are now including as a part of the study area.

I serve on the North Clackamas County Sewer Facilities Task Force, and for any annexation to the current Urban Growth Boundary, it will be necessary to construct a new treatment plant or enlarge the current Kellogg Plant, and new or enlarged trunk lines. However a holding tank could be used and allow flow to run during the middle of the night when the trunk lines are now idle.

All other urban services like the shopping center and mass transportation are within a 1/4 mile. Services such as water, cable TV, gas, power, etc. are all at the properties now. It would be a shame to waste these urban services on land with 1 home per 10 acres. Mark Turpel has stated for this reason there would be no islands. It is like the farm land inside the Urban Growth Boundary which has all services running by and they still farm on tax deferrals.

I do realize that this is not an annexation to the Urban Growth Boundary, but only a study area. However, excluding it will not give any flexibility in the future if a time comes when it may be needed. I do not know what classifications, if any, are now a part of this study area or if there is an open space designation inside the study area. If so this may be a solution even though the properties are much more level than site 77 which will be high density.

Clackamas County I know has urgent need of the site 77. Without it the entire Sunnyside Village will be in jeopardy and will probably fail. I know of little or no opposition to site 77 and I do not know anyone who would be in opposition to these properties being included in the study area.

I am active in the area. I am on the North Clackamas Sewer Facilities Task Force and the Clackamas County Transportation Advisory Committee to the County Board of Commissioners (this committee has never had a presentation of this study area from Metro). I am on the board of the North Clackamas Education Foundation, with Clackamas Rotary and running my business. Therefore it is very difficult to be involved with everything, but this is very important. I have also been a life long resident, and a Realtor in North Clackamas for over 27 years and helped form the Sunnyside 205 Corridor Association. I believe very few people understand this area like I do. I would very much like to be a part of this process.

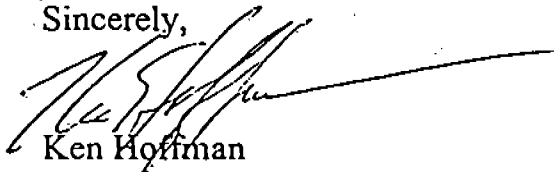
In summary, these parcels of land which are from Sunnyside Road North to Monner Road and from 147th to 162nd Avenues must be included in the study area because; it is the most level way to get from The Sunnyside Village to Happy Valley, it has all urban services or can be easily obtained, it has mass

transportation and major shopping within 1/4 mile and by including, does not mean it will be developed but it allows the flexibility to a highly developing, high density area.

Lastly, this area is not suitable to farming nor does it have any marketable timber because most of the firs were blown down or have already been harvested.

Thank you for your consideration, please call me at your earliest convenience.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ken Hoffman', with a long horizontal line extending to the right.

cc: Mike Burton
Ruth McFarland
Don Morissette
John Kvistad
Susan McLain
Ed Washington
Rod Monroe
Patricia McCaig
Norm Scott
Ron Weinman

Encl.: Map of subject area



METRO

Appendix B

Date: October 26, 1998

To: Mark Turpel, Senior Program Manager
Growth Management Services Department

From: Glen Bolen, Associate Regional Planner *GB*
Growth Management Services Department

Re: ***Exception Lands Not Considered as Alternative Sites for Urban Growth
Boundary Expansion***

In December 1997, Metro Council concluded, through adoption of the Urban Growth Report, the Urban Growth Boundary (UGB) did not contain sufficient land to accommodate the forecasted 20 years of residential development. The Metro Council adopted the report describing the deficiency as follows: the UGB must be expanded in order to accommodate just over 32,000 households and 2900 jobs.

According to State law, Metro has until December 31, 1998, to bring enough land into the boundary to accommodate one-half of the total need, just over 16,000 households and 1,450 jobs. State law requires that Metro establish urban reserves to designate the areas it will expand its UGB into over the next 30 years. Metro established 18,579 acres as urban reserves on March 6, 1997. In accordance with State law and Metro Code, the UGB can only be expanded into these adopted urban reserves.

State land-use laws specify a hierarchical approach to making a UGB expansion decision. The State requires Metro to first look at exception lands near the boundary. Exception lands are those that have been excepted from Statewide Planning Goals 3 and 4, protecting farm and forest lands. If exception lands cannot meet the entire need, then Metro may consider resource lands. Metro included both exception land and land designated for farm or forest use in designating its initial Urban Reserve Study Areas (URSAS). The adopted urban reserves, selected from the URSAS also contain both exception land and resource land.

To decide which lands in proximity to the current UGB can best accommodate the immediate forecasted need, Metro contracted with Pacific Rim Resources to perform a productivity analysis of the adopted urban reserves. The consultants completed their task in two phases. The first step was to analyze all of the urban reserves with a cursory look at household and job capacity. The first step allowed the consultants to narrow their focus to approximately 12,000 acres for a more detailed second phase of analysis. Some exception lands were dropped from consideration in the first phase because they were shown to be less productive or more costly to serve.

Some may question why not all the Exception Lands around the region have been considered. The intent of this memo is to describe why those lands were not considered in the UGB expansion.

The majority of the spatial information relied upon for this memo was derived from the data contained in Metro's RLISLITE CD-ROMS dated August 1998. Digital Ortho-photography comes from Metro's RLIS Photo CD-ROMS dated September 1997. Copies of the CD-ROMS utilized are attached. The remainder of the geographic information relied upon was taken from the acknowledged Region 2040 Growth Concept Map.

The staff analysis of exception lands not included in the urban reserves is categorized for ease of reading. The first two groupings include exception land some distance from or not contiguous to the current UGB. Categories 3 through 41 are set up geographically as a 'walk' around the UGB with an analysis on specific small groupings of exception lands that share a common issue.

Category
Number Description

1. **Distance.** None of the lands included in category one are near enough to the present UGB to enable efficient urban expansion. All of these exception areas are at least one full mile from the present UGB. Urban development in these areas would have negative impacts on the environment, specifically air quality; resultant from increases in vehicle mile traveled.

In addition, many of the exception areas within this category are located within Metro identified rural reserves, and green corridors as designated on the acknowledged Region 2040 Growth Concept Map. The policies contained in the Regional Framework Plan, and the Regional Urban Growth Goals and Objectives (RUGGOs) specify that rural reserves are lands that will not be developed in urban uses in the foreseeable future. They are intended to support and protect farm and forestry operations.

Metro is currently working with neighboring communities to develop agreements on shared policy. The intent of the agreement is to protect the rural reserves from urban development and maintain separation between communities.

A green corridor is defined in the Regional Framework Plan, Objective 1.11 (Neighbor Cities) as a transportation facility through rural reserves that serves as a link between the metropolitan area and a neighbor city that also limits access to the farms and forests of the rural reserve. The intent is to keep urban to urban accessibility high to encourage a balance of jobs and housing, but limit any adverse effect on the surrounding rural areas.

2. **Noncontiguous Areas.** These exception areas are not contiguous to, or connected to, other exception areas that are contiguous to the UGB. To expand the UGB onto non-contiguous exception areas would require that the intervening agricultural areas be urbanized. In addition, many of the exception areas within this category are located within rural reserves as designated on the acknowledged Region 2040 Growth Concept Map. The policies contained in the Regional Framework Plan and the RUGGOs specify that rural reserves are lands that will not be developed in urban uses in the foreseeable future. They are intended to support and protect farm and forestry operations and maintain separation between communities.

3. **Columbia Gorge National Scenic Area.** Exception lands in Multnomah County that are affected by Columbia Gorge National Scenic Area were excluded from consideration for urbanization. Urbanization of these areas would conflict with the goals established by the federal government.
4. **Area East of Gresham.** This area has a considerable amount of land that consists of slopes in excess of 25 percent. Such lands were deemed unbuildable in the analysis of the Region 2040 Growth Concept and the Urban Growth Report. In addition, there is a significant canyon in the area with a stream that contains both wetlands and lands in the FEMA 100-year floodplain.
5. **Gresham Sandy Separation.** The RUGGOs Objective 26.1 specifies that communities will benefit from maintaining separation. This separation can be achieved by retaining the rural nature of the lands between the UGB and neighboring cities. The area between Gresham and Sandy serves this function. This area is also contained within a rural reserve as identified by the Region 2040 Growth Concept Map. The policies contained in the Regional Framework Plan and the RUGGOs specify that rural reserves are lands that will not be developed in urban uses in the foreseeable future. They are intended to support and protect farm and forestry operations and maintain separation between communities.

The Region 2040 Growth Concept Map also identifies Highway 26 in this area as a green corridor. A green corridor is defined in the Regional Framework Plan, Objective 1.11 (Neighbor Cities) as a transportation facility through rural reserves that serves as a link between the metropolitan area and a neighbor city that also limits access to the farms and forests of the rural reserve. The intent is to keep urban to urban accessibility high to encourage a balance of jobs and housing, but limit any adverse effect on the surrounding rural areas.

6. **Area South of URAs 1, 2 and 3.** This area was shown by the 1996 "Utility Feasibility Analysis for Metro 2040 Urban Reserve Study Areas" report completed by KCM to require "above average cost" for servicing. The land in this area is distant from existing urban services. The area contains a considerable amount of hilly land with slopes greater than 25 percent. Such lands were deemed unbuildable in the analysis of the Region 2040 Growth Concept and the Urban Growth Report.

This land is separated from the urban reserve land to the north by a watershed boundary, and drains to the south, away from the gravity systems of Portland and Gresham. Using watershed boundaries for delineation of an UGB is consistent with the Regional Framework Plan Objective 1.7 (Urban/Rural Transition). In addition, the Metro Code Section 3.01.020(d) states the proposed location for the UGB shall result in a clear transition between urban and rural lands, using natural and build featured, such as roads, drainage divides, floodplains, powerlines, major topographic features, and historic patterns of land use or settlement.

The Regional Framework Plan Objective 1.11 (Neighbor Cities) specifies that communities will benefit from maintaining separation. Not including these lands helps achieve this separation by retaining the rural nature of the area between Gresham and Sandy.

US Highway 26 is a designated Access Oregon Highway. The Region 2040 Growth Concept Map identifies Highway 26 in this area as a green corridor. A green corridor is defined in the Regional Framework Plan Objective 1.11 (Neighbor Cities) as a transportation facility through rural reserves that serves as a link between the metropolitan area and a neighbor city that also limits access to the farms and forests of the rural reserve. The intent is to keep urban to urban accessibility high to encourage a balance of jobs and housing, but limit any adverse effect on the surrounding rural areas.

7. **Area East of URAs 6, 7 and 8.** Much of the land in this area is shown to have slopes of equal to or greater than 25 percent. Such lands were deemed unbuildable in the analysis of the Region 2040 Growth Concept and the Urban Growth Report. In addition, the land in this area is far from existing urban services.

A considerable portion of this area is located within rural reserves as shown on the acknowledged Region 2040 Growth Concept Map. The policies contained in the Regional Framework Plan and the RUGGOs specify that rural reserves are lands that will not be developed in urban uses in the foreseeable future. They are intended to support and protect farm and forestry operations and maintain separation between communities. The scenic value of the buttes in this area is important to retain while balancing the land need for housing with quality of life needs for the general population.

A portion of this area naturally drains into the Clackamas River. The Clackamas River is one of the three "pristine rivers" contained in the DEQ Three Basin Rule (the other two are the McKenzie and the Santiam). This area, if urbanized, will have to have storm drainage water treatment applied prior to discharge adding significantly to the cost of urbanization.

8. **Area East and South of URA 9.** Much of the land in this area is shown to consist of slopes greater than 25 percent. Such lands were deemed unbuildable in the analysis of the Region 2040 Growth Concept and the Urban Growth Report. In addition, the land in this area is distant from existing urban services.

This area naturally drains into the Clackamas River. The Clackamas River is one of the three "pristine rivers" contained in the DEQ Three Basin Rule (the other two are the McKenzie and the Santiam). This area, if urbanized, will have to have storm drainage water treatment applied prior to discharge making it expensive to develop.

9. **Area South of URA 9.** Much of the land in this area is shown to consist of slopes greater than 25 percent. Such lands were deemed unbuildable in the analysis of the Region 2040 Growth Concept and the Urban Growth Report. In addition, the presence of wetlands further excludes this land from being urbanized.

This area naturally drains into the Clackamas River. The Clackamas River is one of the three "pristine rivers" contained in the DEQ Three Basin Rule (the other two are the McKenzie and the Santiam). This area, if urbanized, will have to have storm drainage water treatment applied prior to discharge making it expensive to develop.

10. **Area North of URA 15.** Much of the land in this area is shown to consist of slopes greater than 25 percent. Such lands were deemed unbuildable in the analysis of the Region 2040 Growth Concept and the Urban Growth Report.

The scenic value of the buttes in this area is important to retain, while balancing the land need for housing and quality of life needs of the general population.

11. **Area West of URA 15.** Much of the land in this area is shown to consist of slopes greater than 25 percent. Such lands were deemed unbuildable in the analysis of the Region 2040 Growth Concept and the Urban Growth Report.

The scenic value of the buttes in this area is important to retain, while balancing the land need for housing and quality of life needs of the general population.

12. **Carver Vicinity.** This area is almost entirely consumed by unbuildable land. A large proportion of this land is shown to consist of slopes greater than 25 percent. Such lands were deemed unbuildable in the analysis of the Region 2040 Growth Concept and the Urban Growth Report. Most of the land that is not steeply sloped lies within the FEMA 100-year floodplain of the Clackamas River. Metro's adopted Urban Growth Management Functional Plan (Functional Plan) (Title 3) requires that land of this nature be protected from the effects of development. In addition, such lands were deemed unbuildable in the analysis of the Region 2040 Growth Concept and the Urban Growth Report.

This area naturally drains into the Clackamas River. The Clackamas River is one of the three "pristine rivers" contained in the DEQ Three Basin Rule (the other two are the McKenzie and the Santiam). This area, if urbanized, will be required to have storm drainage water treatment applied prior to discharge, adding significantly to the cost of development.

13. **Area South of Clackamas River.** This area naturally drains into the Clackamas River. The Clackamas River is one of the three "pristine rivers" contained in the DEQ Three Basin Rule (the other two are the McKenzie and the Santiam). This area will have to have storm drainage water treatment applied prior to discharge.

This area contains significant amounts of land that is shown to consist of slopes greater than 25 percent. Such lands were deemed unbuildable in the analysis of the Region 2040 Growth Concept and the Urban Growth Report. Other lands in this area lie within the FEMA 100-year floodplain of the Clackamas River. The Functional Plan (Title 3) requires that land of this nature be protected from the effects of development. In addition, such lands were deemed unbuildable in the analysis of the Region 2040 Growth Concept and the Urban Growth Report.

This area is located within rural reserves as shown on the acknowledged Region 2040 Growth Concept Map. The policies contained in the Regional Framework Plan and the RUGGOs specify that rural reserves are lands that will not be developed for urban uses in the foreseeable future. They are intended to support and protect farm and forestry operations and maintain separation between communities.

14. **Area East of Oregon City.** This area contains the Newell Creek Canyon, an area with significant amounts of land that is shown to contain slopes equal to or greater than 25 percent. Such lands were deemed unbuildable in the analysis of the Region 2040 Growth Concept and the Urban Growth Report. According to testimony from the City of Oregon City (see the legal record for the March 6, 1997, Urban Reserve Decision) the topography in this area makes it difficult to efficiently deliver urban services.

There is a substantial amount of land in this area that lies within the FEMA 100-year floodplain. It is also evident that there are several wetlands in this area. The Functional Plan (Title 3) requires that land of this nature be protected from the effects of development. In addition, such lands were deemed unbuildable in the analysis of the Region 2040 Growth Concept and the Urban Growth Report.

This area is located within rural reserves as shown on the acknowledged Region 2040 Growth Concept Map. The policies contained in the Regional Framework Plan and the RUGGOs specify that rural reserves are lands that will not be developed in urban uses in the foreseeable future. They are intended to support and protect farm and forestry operations and maintain separation between communities.

The addition of this land area would create an island of non-urban land surrounding Highway 213 or would increase the pressures of urbanization on the agricultural lands between this area and the UGB.

15. **Beavercreek Area.** These lands were excluded from consideration largely due to the existing settlement patterns. Lot sizes in this area start as small as one-half acre. Examination of aerial photography shows land is being fully utilized by the existing development. There is only one large parcel (approximately 160 acres) of land in the area: This parcel, however, is under construction as a county-owned golf course. Substantially developed areas such as this do not provide much additional development potential. Therefore, the increase in urban growth capacity from adding these lands to the UGB would be minimal.

16. **Oregon City, Canby Separation.** These exception areas are located within rural reserves as shown on the acknowledged Region 2040 Growth Concept Map. The policies contained in the Regional Framework Plan and the RUGGOs specify that rural reserves are lands that will not be developed in urban uses in the foreseeable future. They are intended to support and protect farm and forestry operations and maintain a separation between communities.

The acknowledged Region 2040 Growth Concept Map identifies Highway 99 as a green corridor. A green corridor is defined in the Regional Framework Plan Objective 1.11 (Neighbor Cities) as a transportation facility through rural reserves that serves as a link between the metropolitan area and a neighbor city that also limits access to the farms and forests of the rural reserve. The intent is to keep urban to urban accessibility high to encourage a balance of jobs and housing, but limit any adverse effect on the surrounding rural areas.

17. **Stafford Area.** Much of this exception land is shown to contain slopes equal to or greater than 25 percent. Such lands were deemed unbuildable in the analysis of the

Region 2040 Growth Concept and the Urban Growth Report. A large amount of the remaining terrain is found to contain slopes between 18-24 percent.

The acknowledged Region 2040 Growth Concept Map identifies I-205 as a green corridor. A green corridor is defined in the Regional Framework Plan Objective 1.11 (Neighbor Cities) as a transportation facility through rural reserves that serves as a link between the metropolitan area and a neighbor city that also limits access to the farms and forests of the rural reserve. The intent is to keep urban to urban accessibility high to encourage a balance of jobs and housing, but limit any adverse effect on the surrounding rural areas.

These exception areas are located within rural reserves as shown on the acknowledged Region 2040 Growth Concept Map. The policies contained in the Regional Framework Plan and the RUGGOs specify that rural reserves are lands that will not be developed in urban uses in the foreseeable future. They are intended to support and protect farm and forestry operations and to maintain a separation between communities.

The land directly west of URA 30 abuts a watershed boundary that directs sewer and stormwater away from the nearest service provider, the City of West Linn. This watershed boundary will make the efficient provision of urban services to these exception lands more costly. Using watershed boundaries for delineation of an UGB is consistent with the Regional Framework Plan Objective 1.7 (Urban/Rural Transition). In addition, the Metro Code Section 3.01.020(d) states the proposed location for the UGB shall result in a clear transition between urban and rural lands, using natural and build featured, such as roads, drainage divides, floodplains, powerlines, major topographic features, and historic patterns of land use or settlement.

18. **South of Interstate-205.** The acknowledged Region 2040 Growth Concept Map identifies I-205 as a green corridor. A green corridor is defined in the Regional Framework Plan Objective 1.11 (Neighbor Cities) as a transportation facility through rural reserves that serves as a link between the metropolitan area and a neighbor city that also limits access to the farms and forests of the rural reserve. The intent is to keep urban to urban accessibility high to encourage a balance of jobs and housing, but limit any adverse effect on the surrounding rural areas.

This area also contains environmentally sensitive lands. There are significant areas shown to contain slopes equal to or greater than 25 percent. Such lands were deemed unbuildable in the analysis of the Region 2040 Growth Concept and the Urban Growth Report. There are also lands in this area that lie within the FEMA 100-year floodplain of the Tualatin River. The Functional Plan (Title 3) requires that land of this nature be protected from the effects of development. In addition, such lands were deemed unbuildable in the analysis of the Region 2040 Growth Concept and the Urban Growth Report.

These exception areas are located within rural reserves as shown on the acknowledged Region 2040 Growth Concept Map. The policies contained in the Regional Framework Plan and the RUGGOs specify that rural reserves are lands that will not be developed in urban uses in the foreseeable future. They are intended

to support and protect farm and forestry operations and maintain a separation between communities. I-205 provides a clear boundary consistent with Regional Framework Plan Objective 1.7 (Urban/Rural Transition). In addition, the Metro Code Section 3.01.020(d) states the proposed location for the UGB shall result in a clear transition between urban and rural lands, using natural and build featured, such as roads, drainage divides, floodplains, powerlines, major topographic features, and historic patterns of land use or settlement.

19. **Sherwood, Tualatin, Wilsonville.** These exception areas are located within rural reserves as shown on the acknowledged Region 2040 Growth Concept Map. The policies contained in the Regional Framework Plan and the RUGGOs specify that rural reserves are lands that will not be developed in urban uses in the foreseeable future. They are intended to support and protect farm and forestry operations and maintain a separation between communities.

A considerable amount of land in this area is environmentally sensitive. Some of this sensitive land is shown to contain slopes equal to or greater than 25 percent. Such lands were deemed unbuildable in the analysis of the Region 2040 Growth Concept and the Urban Growth Report. There is also a considerable amount of land in this area that lies within the FEMA 100-year floodplain, and in federally protected wetlands. The Functional Plan (Title 3) requires that land of this nature be protected from the effects of development. In addition, such lands were deemed unbuildable in the analysis of the Region 2040 Growth Concept and the Urban Growth Report.

In addition, the exception lands near Highway 99 are compromised by the presence of a green corridor as identified by the acknowledged Region 2040 Growth Concept Map. A green corridor is defined in the Regional Framework Plan Objective 1.11 (Neighbor Cities) as a transportation facility through rural reserves that serves as a link between the metropolitan area and a neighbor city that also limits access to the farms and forests of the rural reserve. The intent is to keep urban to urban accessibility high to encourage a balance of jobs and housing, but limit any adverse effect on the surrounding rural areas.

20. **South of Wilsonville.** All of these exception areas are located within rural reserves as identified by the acknowledged Region 2040 Growth Concept Map. The policies contained in the Regional Framework Plan and the RUGGOs specify that rural reserves are lands that will not be developed in urban uses in the foreseeable future. They are intended to support and protect farm and forestry operations and maintain a separation between communities.

21. **South of Sherwood.** These exception areas are located within rural reserves as identified by the acknowledged Region 2040 Growth Concept Map. The policies contained in the Regional Framework Plan and the RUGGOs specify that rural reserves are lands that will not be developed in urban uses in the foreseeable future. They are intended to support and protect farm and forestry operations and maintain a separation between communities.

Highway 99 in this area is designated as a green corridor on the acknowledged Region 2040 Growth Concept Map. A green corridor is defined in the Regional Framework Plan Objective 1.11 (Neighbor Cities) as a transportation facility through

rural reserves that serves as a link between the metropolitan area and a neighbor city that also limits access to the farms and forests of the rural reserve. The intent is to keep urban to urban accessibility high to encourage a balance of jobs and housing, but limit any adverse effect on the surrounding rural areas.

22. **West of Sherwood.** Much of the exception land in this area is located within rural reserves as identified by the acknowledged Region 2040 Growth Concept Map. The policies contained in the Regional Framework Plan and the RUGGOs specify that rural reserves are lands that will not be developed in urban uses in the foreseeable future. They are intended to support and protect farm and forestry operations and maintain a separation between communities.

Highway 99 in this area is designated as a green corridor on the acknowledged Region 2040 Growth Concept Map. A green corridor is defined in the Regional Framework Plan Objective 1.11 (Neighbor Cities) as a transportation facility through rural reserves that serves as a link between the metropolitan area and a neighbor city that also limits access to the farms and forests of the rural reserve. The intent is to keep urban to urban accessibility high to encourage a balance of jobs and housing, but limit any adverse effect on the surrounding rural areas. The Oregon Department of Transportation (ODOT) has designated Highway 99 as an Access Oregon Highway. The region depends on this transportation facility as a free-flowing connection to communities in Yamhill County and at the Oregon Coast.

23. **Area West and South of URA 47.** All of the exception land south of URA #47 and a significant amount to the west are located within the FEMA 100-year floodplain for the Tualatin River. The Functional Plan (Title 3) requires that land of this nature be protected from the effects of development. In addition, such lands were deemed unbuildable in the analysis of the Region 2040 Growth Concept and the Urban Growth Report.

These exception lands are also compromised by the existing settlement patterns. Lot sizes in this area begin at less than one-half acre. Examination of aerial photography shows these lands are largely being utilized by the existing development. Substantially developed areas such as this do not provide much additional development potential. Therefore, the increase in urban growth capacity from adding these lands to the UGB would be minimal.

24. **North of URA 49.** These exception lands are compromised for urbanization by the existing settlement patterns. This area is comprised almost entirely of small acreage single family residential dwellings. Residents in this area expressed concerns to the Metro Council about this area's suitability for further urbanization. Examination of aerial photography shows these lands are largely being utilized by the existing development. Substantially developed areas such as this do not provide much additional development potential. Therefore, the increase in urban growth capacity from adding these lands to the UGB would be minimal.

25. **Cooper Mountain.** These exception lands are compromised for urbanization by the existing settlement patterns. This area is comprised almost entirely of small acreage single family residential dwellings. Residents in this area expressed concerns to the Metro Council about this area's suitability for further urbanization, and that there is an

operating vineyard in the vicinity. There are deed restrictions in place currently that limit the additional capacity of the smaller acreage tax lots in this area. Examination of aerial photography shows these lands are largely being utilized by the existing development. Substantially developed areas such as this do not provide much additional development potential. Therefore, the increase in urban growth capacity from adding these lands to the UGB would be minimal.

26. **Area Southwest of URA 51.** It would be difficult to provide public services to these exception lands if they were added to the UGB. Water, sewer, and storm drainage will have to be run perpendicular to the UGB for some distance in order to serve very few properties.

This area protrudes from the existing UGB into an area designated for farm or forest use by the Washington County Comprehensive Plan. Urbanization of this area would be in conflict to Regional Framework Plan Objective 1.7 (Urban/Rural Transition). In addition, the Metro Code Section 3.01.020(d) states the proposed location for the UGB shall result in a clear transition between urban and rural lands, using natural and build featured, such as roads, drainage divides, floodplains, powerlines, major topographic features, and historic patterns of land use or settlement.

27. **Area South of URA 55.** These exception lands are almost entirely within the FEMA 100-year floodplain. In addition, the presence of wetlands is also an issue. The Functional Plan (Title 3) requires that land of this nature be protected from the effects of development. In addition, such lands were deemed unbuildable in the analysis of the Region 2040 Growth Concept and the Urban Growth Report. Using the FEMA floodplain as a boundary is consistent with the Regional Framework Plan Objective 1.7 (Urban/Rural Transition).

There is one small piece of exception land in this area that is isolated from the land that is constrained environmentally. This isolated parcel appears from aerial photography to be the clubhouse and other structures associated with the vineyard and golf course known as "The Reserve." Substantially developed areas such as this do not provide much additional development potential. Therefore, the increase in urban growth capacity from adding these lands to the UGB would be minimal.

28. **Area West of Hillsboro.** These exception areas are designated rural reserves by the acknowledged Region 2040 Growth Concept Map. The policies contained in the Regional Framework Plan and the RUGGOs specify that rural reserves are lands that will not be developed in urban uses in the foreseeable future. They are intended to support and protect farm and forestry operations and maintain a separation between communities.

These areas are not contiguous to, or connected to, other exception areas that are contiguous to the UGB. To expand the UGB onto non-contiguous exception areas would require the addition and urbanization of the intervening agricultural area.

29. **Area between Cornelius Hillsboro.** The exception land in this area is located within rural reserves as identified by the acknowledged Region 2040 Growth Concept Map. The policies contained in the Regional Framework Plan and the

RUGGOs specify that rural reserves are lands that will not be developed in urban uses in the foreseeable future. They are intended to support and protect farm and forestry operations and maintain a separation between communities.

Highway 8 in this area is designated as a green corridor on the acknowledged Region 2040 Growth Concept Map. A green corridor is defined in the Regional Framework Plan Objective 1.11 (Neighbor Cities) as a transportation facility through rural reserves that serves as a link between the metropolitan area and a neighbor city that also limits access to the farms and forests of the rural reserve. The intent is to keep urban to urban accessibility high to encourage a balance of jobs and housing, but limit any adverse effect on the surrounding rural areas.

The western edge of this area is adjacent to the FEMA 100-year floodplain. The Functional Plan (Title 3) requires that land of this nature be protected from the effects of development. In addition, such lands were deemed unbuildable in the analysis of the Region 2040 Growth Concept and the Urban Growth Report.

Using the FEMA floodplain as a boundary is consistent with the Regional Framework Plan Objective 1.7 (Urban/Rural Transition). In addition, the Metro Code Section 3.01.020(d) states the proposed location for the UGB shall result in a clear transition between urban and rural lands, using natural and build featured, such as roads, drainage divides, floodplains, powerlines, major topographic features, and historic patterns of land use or settlement.

30. **Area North of Cornelius.** The UGB in this area borders the FEMA 100-year floodplain. Using the FEMA floodplain as a boundary is consistent with the Regional Framework Plan Objective 1.7 (Urban/Rural Transition). In addition, the Metro Code Section 3.01.020(d) states the proposed location for the UGB shall result in a clear transition between urban and rural lands, using natural and build featured, such as roads, drainage divides, floodplains, powerlines, major topographic features, and historic patterns of land use or settlement.

A considerable amount of the exception land in this area falls within both wetlands and the 100-year floodplain. The Functional Plan (Title 3) requires that land of this nature be protected from the effects of development. In addition, such lands were deemed unbuildable in the analysis of the Region 2040 Growth Concept and the Urban Growth Report.

31. **Area Southwest of Forest Grove.** The exception land in this area is located within rural reserves as identified by the acknowledged Region 2040 Growth Concept Map. The policies contained in the Regional Framework Plan and the RUGGOs specify that rural reserves are lands that will not be developed in urban uses in the foreseeable future. They are intended to support and protect farm and forestry operations and maintain a separation between communities.

The UGB in this area borders the FEMA 100-year floodplain. Using the FEMA floodplain as a boundary is consistent with the Regional Framework Plan Objective 1.7 (Urban/Rural Transition). In addition, the Metro Code Section 3.01.020(d) states the proposed location for the UGB shall result in a clear transition between urban and rural lands, using natural and build featured, such as roads, drainage divides,

floodplains, powerlines, major topographic features, and historic patterns of land use or settlement.

A considerable amount of the exception land in this area falls within the FEMA 100-year floodplain. The Functional Plan (Title 3) requires that land of this nature be protected from the effects of development. In addition, such lands were deemed unbuildable in the analysis of the Region 2040 Growth Concept and the Urban Growth Report.

32. **Area North of Forest Grove.** The exception land in this area is located within rural reserves as identified by the acknowledged Region 2040 Growth Concept Map. The policies contained in the Regional Framework Plan and the RUGGOs specify that rural reserves are lands that will not be developed in urban uses in the foreseeable future. They are intended to support and protect farm and forestry operations and maintain a separation between communities.

The majority of this land is shown to contain slopes equal to or greater than 25 percent. Such lands were deemed unbuildable in the analysis of the Region 2040 Growth Concept and the Urban Growth Report.

These areas are not contiguous to, or connected to, other exception areas that are contiguous to the UGB. To expand the UGB onto non-contiguous exception areas would require the addition and urbanization of the intervening agricultural areas.

33. **Area North of Evergreen Road.** These exception lands are relatively small and situated within a larger area of agricultural lands. Urbanization of these lands would have negative effects on the agricultural activities in this area. This intrusion into an agricultural area would not be consistent with the Regional Framework Plan Objective 1.7 (Urban/Rural Transition).

Inclusion of these exception lands within the UGB will create difficulties in regard to the efficient provision of public services. Water, sewer and storm drainage will have to be run perpendicular to the UGB for a distance to serve very few properties.

In addition, to the presence of wetlands, these exception lands contain land within the FEMA 100-year floodplain. The Functional Plan (Title 3) requires that land of this nature be protected from the effects of development. In addition, such lands were deemed unbuildable in the analysis of the Region 2040 Growth Concept and the Urban Growth Report.

34. **Area West of URA 62.** This small area of exception land is almost entirely within the FEMA 100-year floodplain. The Functional Plan (Title 3) requires that land of this nature be protected from the effects of development. In addition, such lands were deemed unbuildable in the analysis of the Region 2040 Growth Concept and the Urban Growth Report. Using the FEMA floodplain as a boundary is consistent with the Regional Framework Plan Objective 1.7 (Urban/Rural Transition). In addition, the Metro Code Section 3.01.020(d) states the proposed location for the UGB shall result in a clear transition between urban and rural lands, using natural and build featured, such as roads, drainage divides, floodplains, powerlines, major topographic features, and historic patterns of land use or settlement.

In addition, the exception areas at the western end of Evergreen Road are within rural reserves as designated on the acknowledged Region 2040 Growth Concept Map. The policies contained in the Regional Framework Plan and the RUGGOs specify that rural reserves are lands that will not be developed for urban uses in the foreseeable future. They are intended to support and protect farm and forestry operations and to maintain separation between communities.

35. **Area Northeast of URA 62.** A considerable amount of the exception land in this area is within the FEMA 100-year floodplain. The Functional Plan (Title 3) requires that land of this nature be protected from the effects of development. In addition, such lands were deemed unbuildable in the analysis of the Region 2040 Growth Concept and the Urban Growth Report.

These areas are not contiguous to, or connected to, other exception areas that are contiguous to the UGB. To expand the UGB onto non-contiguous exception areas would require the addition and urbanization of the intervening agricultural areas.

36. **Area West of URA 65.** This area of exception land in this area is within the FEMA 100-year floodplain. The Functional Plan (Title 3) requires that land of this nature be protected from the effects of development. In addition, such lands were deemed unbuildable in the analysis of the Region 2040 Growth Concept and the Urban Growth Report.

The boundary of the adjacent URA #36 corresponds to the 100-year floodplain. Using the FEMA floodplain as a boundary is consistent with the Regional Framework Plan Objective 1.7 (Urban/Rural Transition). In addition, the Metro Code Section 3.01.020(d) states the proposed location for the UGB shall result in a clear transition between urban and rural lands, using natural and built features, such as roads, drainage divides, floodplains, powerlines, major topographic features, and historic patterns of land use or settlement.

37. **Area North of URA 65.** Agricultural lands and the FEMA 100-year floodplain surround this small area of exception land. Brugger Road was selected as the logical boundary to enhance a compact urban form consistent with the acknowledged Region 2040 Growth Concept and the Regional Framework Plan Objective 1.7.

38. **Area East of URA 65.** The majority of the exception lands in this area is shown to contain slopes equal to or greater than 25 percent. Such lands were deemed unbuildable in the analysis of the Region 2040 Growth Concept and the Urban Growth Report. Agricultural lands also surround this area. In addition, the topography of this area limits the accessibility to sewer trunk lines, making the provision of public services more costly.

39. **Skyline Area.** This small area of exception lands is shown to almost entirely contain slopes equal to or greater than 25 percent. Such lands were deemed unbuildable in the analysis of the Region 2040 Growth Concept and the Urban Growth Report.

The addition of this area to the UGB would create an island of non-urban land surrounded by the UGB. Creation of such an island is not consistent with the Regional Framework Plan Objective 1.7 (Urban/Rural Transition).

40. **Highway 30.** The Region 2040 Growth Concept Map identifies Highway 30 in this area as a green corridor. A green corridor is defined in the Regional Framework Plan Objective 1.11 (Neighbor Cities) as a transportation facility through rural reserves that serves as a link between the metropolitan area and a neighbor city that also limits access to the farms and forests of the rural reserve. The intent is to keep urban to urban accessibility high to encourage a balance of jobs and housing, but limit any adverse effect on the surrounding rural areas.

In addition, the exception land in this area is within a rural reserve as shown on the acknowledged Region 2040 Growth Concept Map. The policies contained in the Regional Framework Plan and the RUGGOs specify that rural reserves are lands that will not be developed for urban uses in the foreseeable future. They are intended to support and protect farm and forestry operations and to maintain separation between communities.


41. **Sauvie Island.** The exception land in this area is within a rural reserve as shown on the acknowledged Region 2040 Growth Concept Map. The policies contained in the Regional Framework Plan and the RUGGOs specify that rural reserves are lands that will not be developed in urban uses in the foreseeable future. They are intended to support and protect farm and forestry operations and maintain separation between communities.

This area also suffers from poor accessibility for transportation services.

Exception Land

Outside Urban Reserves

Number on Map refers to Exception lands memo October 26, 1998

 Urban Reserves

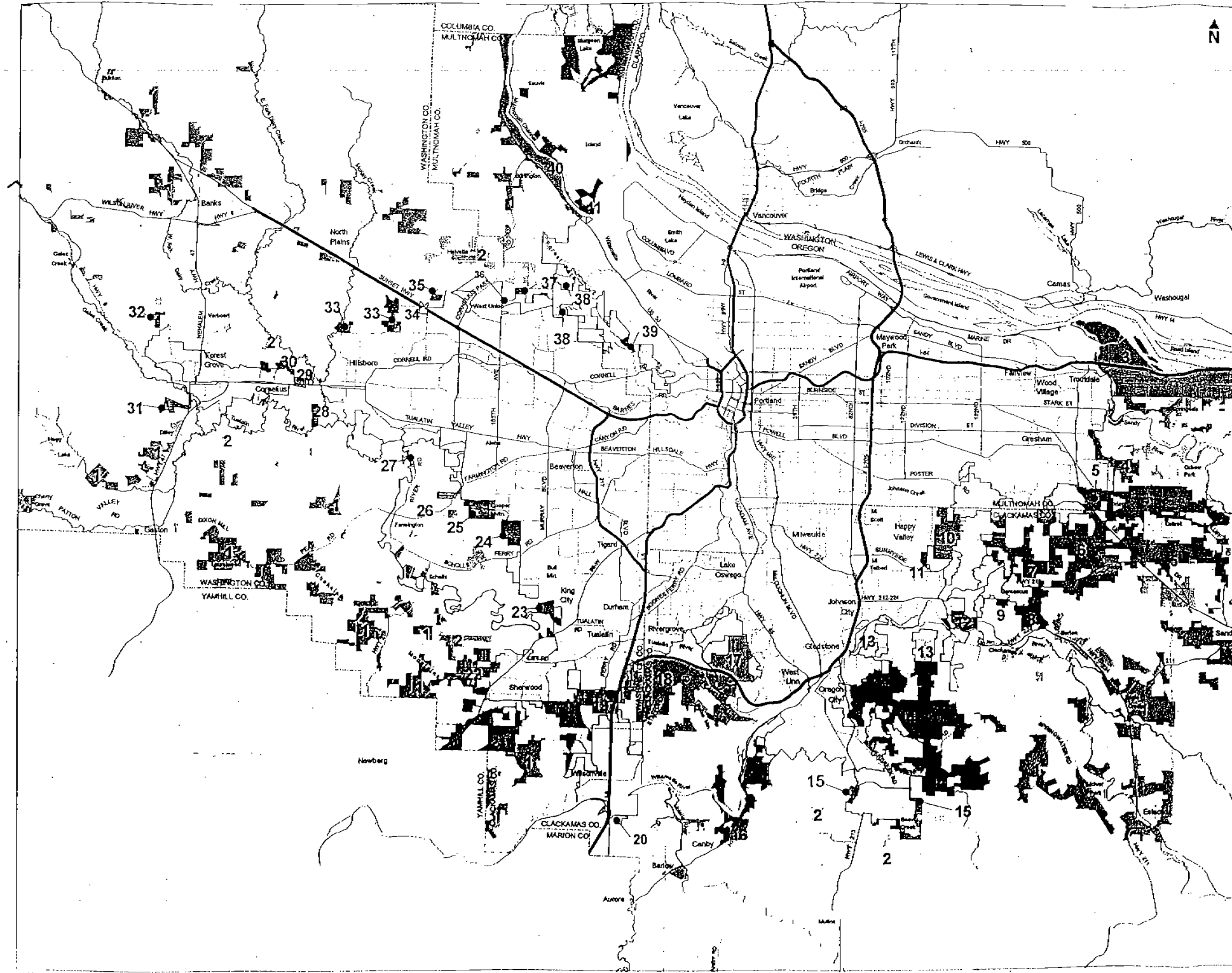


1" = 3.0 miles



METRO

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Appendix C
– Additional Site Considerations

Urban
Reserve

Reasons for No Further Consideration at This Time

- URA #1 No evidence of public service feasibility when Gresham is already shouldering primary responsibility for planning and public facilities for very large, primarily exception land urban reserve (URA #5). A large number of highly productive agricultural uses (nurseries) are located within and around the site. While the Productivity Analysis provides some information about the costs of public service provision, there is no local government or private entity that has provided any corroborating information sufficient to further substantiate public service feasibility. Without this verification of information, the Productivity Analysis cost estimates may not be reliable. Further, there is no evidence to support funding feasibility of providing service extensions from adjacent areas within the UGB.
- URA #3 Site added to the Metro UGB through locational adjustment in Fall 1998.
- URA #11 No evidence of public service feasibility when Clackamas County is already shouldering primary responsibility for URAs #14 and #15 in close proximity. While the Productivity Analysis provides some information about the costs of public service provision, there is no local government or private entity that has provided any corroborating information sufficient to further substantiate public service feasibility. Without this verification of information, the Productivity Analysis cost estimates may not be reliable. Further, there is no evidence to support funding feasibility of providing service extensions from adjacent areas within the UGB.
- URA #17 Site is amenable to urban residential, but not employment. Considering job/housing imbalance of the area, addition of residential area would only further the imbalance. While the Productivity Analysis provides some information about the costs of public service provision, there is no local government or private entity that has provided any corroborating information sufficient to further substantiate public service feasibility. Without this verification of information, the Productivity Analysis cost estimates may not be reliable. Further, there is no evidence to support funding feasibility of providing service extensions from adjacent areas within the UGB.
- URA #18 Same as URA #17.
- URA #19 Same as URA #17.

- URA #22 While the Productivity Analysis provides some information about the costs of public service provision, there is no local government or private entity that has provided any corroborating information sufficient to further substantiate public service feasibility. Without this verification of information, the Productivity Analysis cost estimates may not be reliable. Further, there is no evidence to support funding feasibility of providing service extensions from adjacent areas within the UGB.
- URA #23 Same as URA #17.
- URA #24 Same as URA #22.
- URA #25 Same as URA #22.
- URA #29 Site is amenable to urban residential, but not employment because of access and parcel size. Considering job/housing imbalance of the area, addition of residential area would only further the imbalance. While the Productivity Analysis provides some information about the costs of public service provision, there is no local government or private entity that has provided any corroborating information sufficient to further substantiate public service feasibility. Without this verification of information, the Productivity Analysis cost estimates may not be reliable. Further, there is no evidence to support funding feasibility of providing service extensions from adjacent areas within the UGB.
- URA #30 Site is suitable for urban residential, but not employment, because of slopes. Considering local job/housing imbalance, addition of residential only now would further the imbalance. While the Productivity Analysis provides some information about the costs of public service provision, there is no local government or private entity that has provided any corroborating information sufficient to further substantiate public service feasibility. Without this verification of information, the Productivity Analysis cost estimates may not be reliable. Further, there is no evidence to support funding feasibility of providing service extensions from adjacent areas within the UGB.
- URA #35 No evidence of public facility capability at this time when the City of Wilsonville is taking responsibility for planning and public facilities for URAs #41 and #42. The area has a water shortage to the extent that the City has adopted a moratorium. The problem may not be addressed until the year 2000. While the Productivity Analysis provides some information about the costs of public service provision, there is no local government or private entity that has provided any corroborating information sufficient to further substantiate public service feasibility. Without this verification of information, the Productivity Analysis cost estimates may not be reliable. Further, there is no evidence to support funding feasibility of providing service extensions from adjacent areas within the UGB.

- URA #36 This URA is primarily a riparian area with very little buildable land. The Productivity Analysis estimates very high public facility cost per dwelling unit and very low productivity. This area is included as an URA for protection of resources. While the Productivity Analysis provides some information about the costs of public service provision, there is no local government or private entity that has provided any corroborating information sufficient to further substantiate public service feasibility. Without this verification of information, the Productivity Analysis cost estimates may not be reliable. Further, there is no evidence to support funding feasibility of providing service extensions from adjacent areas within the UGB.
- URA #37 Same as URA #35.
- URA #44 Active aggregate resource extraction site and as such is a protected Goal 5 resource. Additional information about the resource is needed before further consideration and is not now in the record. Closure and reclamation are not yet initiated. The City of Tualatin and the property owner have agreed to begin the planning process next year. While the Productivity Analysis provides some information about the costs of public service provision, there is no local government or private entity that has provided any corroborating information sufficient to further substantiate public service feasibility. Without this verification of information, the Productivity Analysis cost estimates may not be reliable. Further, there is no evidence to support funding feasibility of providing service extensions from adjacent areas within the UGB.
- URA #48 While the Productivity Analysis provides some information about the costs of public service provision, there is no local government or private entity that has provided any corroborating information sufficient to further substantiate public service feasibility. Without this verification of information, the Productivity Analysis cost estimates may not be reliable. Further, there is no evidence to support funding feasibility of providing service extensions from adjacent areas within the UGB.
- URA #49 Same as URA #48.
- URA #61 Same as URA #48.
- URA #64 Same as URA #48.
- URA #67 This area has among the highest public facility costs as estimated by the Productivity Analysis. While the Productivity Analysis provides some information about the costs of public service provision, there is no local government or private entity that has provided any corroborating information sufficient to further substantiate public service feasibility. Without this verification of information, the Productivity Analysis cost estimates may not be reliable. Further, there is no evidence to support funding feasibility of providing service extensions from adjacent areas within the UGB.

URA #68

The Productivity Analysis estimated very high public facility costs and very low productivity. While the Productivity Analysis provides some information about the costs of public service provision, there is no local government or private entity that has provided any corroborating information sufficient to further substantiate public service feasibility. Without this verification of information, the Productivity Analysis cost estimates may not be reliable. Further, there is no evidence to support funding feasibility of providing service extensions from adjacent areas within the UGB.

URA #69

The Productivity Analysis estimated very high public facility costs. While the Productivity Analysis provides some information about the costs of public service provision, there is no local government or private entity that has provided any corroborating information sufficient to further substantiate public service feasibility. Without this verification of information, the Productivity Analysis cost estimates may not be reliable. Further, there is no evidence to support funding feasibility of providing service extensions from adjacent areas within the UGB.

URA #70

The Productivity Analysis estimated very high public facility costs, low productivity. While the Productivity Analysis provides some information about the costs of public service provision, there is no local government or private entity that has provided any corroborating information sufficient to further substantiate public service feasibility. Without this verification of information, the Productivity Analysis cost estimates may not be reliable. Further, there is no evidence to support funding feasibility of providing service extensions from adjacent areas within the UGB.

NOTICE OF ADOPTION

This form must be mailed to DLCD not later than 5 working days after adoption
ORS 197.615 and OAR Chapter 660, Division 18

See reverse side for submittal requirements

Jurisdiction Metro Local File # _____

Date of Adoption December 17, 1998 Date Mailed December 18, 1998

Date the Proposed Notice was mailed to DLCD about October 13, 1998

- Comprehensive Plan Text Amendment Comprehensive Plan Map Amendment
 Land Use Regulation Amendment Zoning Map Amendment
 New Land Use Regulation

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached."

Legislative amendment of regional UGB to meet capacity requirements of ORS 197.299.

The amendment adds URAs 14 and 15 to the regional UGB.

Describe how the adopted amendment differs from the proposed amendment. If it is the same, write "Same." If you did not give notice of the proposed amendment, write "N/A."

Same with the addition of about 39 acres of exception land to URA 15 which is
similarly situated to other exception land in URA 15 and was studied as part of
Metro's urban reserve process.

Plan Map Change From rural to urbanizable

Zone Map Change From _____ to _____

Location: URAs 14 and 15 (T1S, R2E, Sec 1 and 36) Acres Involved: about 665

Specify Density: Previous Density rural New Density about 10 units per net
developable acre

Applicable Goals: Goals 2 and 14 Was an Exception adopted? Yes No

DLCD File # _____

DLCD Appeal Deadline _____

Did DLCD receive a Notice of Proposed Amendment 45 days prior to the final hearing?

- Yes No: The Statewide Planning Goals do not apply
 Emergency Circumstances Required Expedited Review

Affected State or Federal Agencies, Local Governments or Special Districts: _____

24 cities and portions of 3 counties, inside Metro's jurisdictional boundary.

Local Contact: Larry Shaw, Office of General Counsel Phone: 503 797 1532

Address: Metro, 600 NE Grand Avenue, Portland, OR 97232

SUBMITTAL REQUIREMENTS

ORS 197.615 and OAR Chapter 660, Division 18

1. Send this Form and One (1) Copy of the Adopted Amendment to:
**Department of Land Conservation and Development
1175 Court Street, N.E.
Salem, Oregon 97310-0590**
2. Submit three (3) copies of bound documents and maps larger than 8½ by 11 inches.
3. Adopted materials must be sent to DLCD not later than five (5) working days following the date of the final decision on the amendment.
4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.
5. The deadline to appeal will be extended if you do not submit this Notice of Adoption within five working days of the final decision. Appeals to LUBA may be filed within 21 days of the date Notice of Adoption is sent to DLCD.
6. In addition to sending Notice of Adoption to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.

If you need more copies of this form, please call the DLCD at 503-373-0050 or this form may be duplicated on green paper.