

MINUTES OF THE METRO COUNCIL PUBLIC HEARING

November 10, 1998

Washington County Chamber

Councilors Present: Jon Kvistad (Presiding Officer), Ed Washington, Patricia McCaig, Susan McLain, Rod Monroe

Councilors Absent: Don Morissette, Ruth McFarland

Presiding Officer Kvistad convened the Regular Council Public Hearing at 5:30 p.m.

1. INTRODUCTIONS

Presiding Officer Kvistad explained the procedure for giving public testimony.

2. PUBLIC HEARING on possible movement of the Urban Growth Boundary with emphasis on Urban Reserve Sites 47, 51-55, 62, 63 and 65. Testimony will also be accepted on any other urban reserve sites.

Ordinance No. 98-779A, For the Purpose of Amending Metro Urban Growth Boundary and the 2040 Growth Concept Map in Ordinance 95-625A in Urban Reserve Areas 43 and 47 of Washington County.

Ordinance No. 98-788A, For the Purpose of Amending Metro Urban Growth Boundary and the 2040 Growth Concept Map in Ordinance 95-625A in Urban Reserve Area 55 of Washington County.

Ordinance No. 98-786A, For the Purpose of Amending Metro Urban Growth Boundary and the 2040 Growth Concept Map in Ordinance 95-625A in the Sunnyside Area of Clackamas County.

Ordinance No. 98-781A, For the Purpose of Amending Metro Urban Growth Boundary and the 2040 Growth Concept Map in Ordinance 95-625A in the Pleasant Valley Area of Clackamas County.

Ordinance No. 98-782, For the Purpose of Amending Metro Urban Growth Boundary and the 2040 Growth Concept Map in Ordinance 95-625A in the Stafford Area of Clackamas County.

Resolution No. 98-2726A, For the Purpose of Expressing Council Intent to Amend the Urban Growth Boundary to Add Urban Reserve Areas 62, 63 and 65 in Washington County.

Resolution No. 98-2728A, For the Purpose of Expressing Council Intent to Amend the Urban Growth Boundary to Add Urban Reserve Areas 53, 54 and 55 to the Hillsboro Regional Center Area.

Resolution No. 98-2729A, For the Purpose of Expressing Council Intent to Amend the Urban Growth Boundary to Add Urban Reserve Areas 39, 41, and 42 in the Vicinity of Wilsonville.

John A. Rankin, 26715 SW Baker Rd, Sherwood, OR 97140, land use attorney representing North Plains, Scappoose, and Aurora. He asked council to focus on the neighboring cities because any decision they made would have an impact on those cities. He said the areas he represented had experienced regional sprawl in the past few years leaving transportation problems as well as other problems. He asked council to take care in making their decisions to remember the neighboring cities and how decisions would affect them. He noted that sometimes neighboring cities did not have the resources to handle the growth.

Elaine Wilkerson, Growth Management Services Director, gave an overview of **site #65**.

Rob Drake, Mayor of Beaverton, 4755 SW Griffith Dr. Beaverton, OR 97005 said his city had a keen interest in **site #65** because they were most likely the eventual urban service providers. He reminded the Council about the time a couple of years ago they helped resolve an 11 year deadlock with the City of Beaverton regarding their east boundary. He said the city had recently been approached by the developer because governance had become an issue due to the county's taking a neutral position on it. He provided copies of a Memorandum of Understanding from the City of Beaverton and Washington County stating that they had joint interest in the area. He said he was familiar with this property and how it had evolved over the years. He felt this site would most likely be in the City of Beaverton He felt this was the proper time to deal with his request and felt the proposal by Ryland Properties showed a thoughtful preplanned development that could be a role model for all the urban reserves in the metro area. He felt it was exactly the kind of development the good planning people had been interested in because it appeared to have all the necessary preplanning and seemed to be a very intelligent and well thought out proposal.

Councilor McLain asked for clarification of the location of the proposed development within **site #65**. She recalled that when they did the 2040 planning, they had wanted full communities rather than singular developments. It was her understanding that there was no agreement as to service provision in the Memorandum of Agreement between Washington County and the City of Beaverton, either on-site or off-site. She asked how comfortable he felt with a large community going in without complete planning for the entire **site #65**.

Mayor Drake said bringing other sites in was the Council's decision but he felt preplanning the area would be difficult due to the high cost of doing so and any return on that investment could take 20 years to maximize. His understanding was that Ryland Properties would tweak any design as needed so anything else brought in would fit. He understood that Ryland Properties had already talked to the school district and had a tentative agreement for sale of land for a grade school as well as ongoing discussions with Portland Community College regarding building a middle school on their campus.

Kathy Christie, Vice Chair, Washington County Commission, said she had sent a letter three years ago when Council was first considering reserve areas because she had been extremely concerned about transportation issues at that time. She said her concern had grown since then and her remarks now were generic to all the urban reserve sites because allowing development before the transportation issues were solved was a universal concern in the tri-county area. She hoped as they considered the new reserves they would also consider that development could not take place until the transportation issues were somehow dealt with. She was not sure what the solution was but thought they needed to work together to bring forth a process that was good for everyone in the area. She said it was a big concern to her and to the citizens she had been speaking with. She hoped the next step after bringing in the reserves would be to develop a method to meet the transportation needs in those areas.

Councilor Monroe thanked Ms. Christie for her comments. He said there were plans for transportation infrastructure and she was absolutely right that land use decisions without transportation simply were bound to fail.

Councilor McLain said she had attended the last Washington County meeting and has seen their taped presentation. She was interested in the conversation between Hillsboro and Washington County about who would do the planning. She said it was a question of whether Washington County or the City of Hillsboro would be responsible for the zoning and comprehensive plans of this site. She asked Ms. Christie if she was comfortable with what her staff had given her about who would be responsible for what or if it had truly been decided yet.

Commissioner Christie said they had passed an ordinance last week granting Hillsboro planning authority over certain areas. She said that was the first step to an agreement.

Linda Peters, Chair of the Washington County Commissioners, read her testimony into the record (a copy can be found with the permanent record of this meeting.) She said it was the consensus from the Washington County Board. She realized that the way they had chosen to do the planning created additional ambiguity about how citizens of unincorporated Washington County were being represented when it was the city that would eventually annex them. She said they were committed to bring better definition to that and work together with the cities and others.

Don Guthrie, 6 SW Centerpointe Dr. Suite 360 Lake Oswego, OR 97035, said he had been involved in the development of over 3,000 master planned homes in the Portland area. He noted that Ryland Homes had a 30 year history with extensive background and experience with master plans. He said they had invested a great deal of money and time in putting together this concept plan for Metro and they had had numerous meetings to date. He thanked the City of Beaverton and Metro and their staffs for helping, as well as several others. He believed they had met all the criteria for **site #65** to be included in the UGB. They were developing a comprehensive open space trail plan that was not complete at this time but would align very well with Metro's trail space plan. They believed the site was unique, as it linked to the PCC campus to the west. The other important feature was 15-minute bus service on two lines and light rail. He asked for the opportunity to take the next step, which was to engage the citizen involvement process at a local level to develop a refined master plan.

Julie (Sosnowski) Sutherland, DKS Associates, 13622 SE 145th Avenue, Clackamas, OR working with Ryland Homes to develop a conceptual transportation plan for **site #65**. She agreed that transportation was a concern everywhere. She said many of the improvements for the transportation in this area had already been identified and that made it easier to make this area work. Another important point that was missing from other sites was that regular transit service already existed here.

John Godsey, CES, Inc., 15256 NW Greenbriar Parkway, Beaverton, OR 97005 said that, as you would expect from the surrounding intensive development, facilities were available to the site. They already had sewers, water, and transportation. He said it made sense for this site to be brought in to connect services first. He said the site was part of a regional concept plan and had regional centers.

Keith Fishback, 124605 NW Springville Rd., Portland, OR 97229, appealed to the council to expand the UGB into UR **site #65**. He said he had lived in the area for many years and had seen

the area change to urban. He said he had been forced to move his farming operation. He said site #65 areas were not easily farmed now because of the difficulty in moving farm machinery from place to place safely. He noted that there were many things that needed to be done to plan for this area and he encouraged Council to move forward and expand the UGB into site #65.

Mark Ellerbrook, 19160 NW Pamona Drive, Portland, OR 97229, said he had previously owned a nursery in **site #65**, which he had to move outside the UGB a few years ago over to the current 14515 NW Springville location. He said a large problem at his current site was lack of water for his container stock, along with a growing traffic and vandalism problem. He said he would love to see the UGB expanded to include site #65.

Clifford Joss, 16650 NW Brugger Rd., Portland, OR 97229, spoke for the 100-year-old family farm trust and wanted to see **site #65** included into the UGB.

Paul Diegel, 3665 S Eastwood Dr., Salt Lake City, Utah, 84109, owned land on both sides of the UGB area. He was in favor of including **site #65** in the boundary. He said this area was already urbanized and had transportation. He said this was not prime farmland because the parcels were too small to be effective, and some of them had never been farmed. He was concerned that if the land was not farmed or developed, it would be used for illegal dumping and/or RV use.

Doug Graf, 16400 NW Springville Rd., Portland, 97229, read his testimony in favor of including **site #65** in the UGB into the record. (A copy of this testimony can be found with the permanent record of this meeting.)

Paul Lasner, 1328 SW 58th Ave., Portland, Executive Director of Specialized Housing, Inc., 5319 SW Westgate Dr., Suite 124, Portland OR statewide non-profit organization formed in 1981 by UCP, the Epilepsy Association and the ARC of Oregon. They design, develop and manage housing for people with disabilities and currently provide housing for over 500 people. He urged the Council to include Urban Reserve **area #65** into the UGB. He said the proximity to the PCC campus made educational services to his clients easier.

Joe Grillo, Community Development Director, City of Beaverton, PO Box 4755, Beaverton, OR commented that he had not seen the letter referred to by Mayor Drake, but in listening to Commissioner Peters felt he should comment that they were not confused, at least at the staff level, about governance. They had a memorandum of understanding, and the default position within that memorandum was clear: it was a delayed annexation with the city entering into a governmental agreement, with the county to provide services. Other options the city had not necessarily laid off the table were either outright annexation or annexation of this property with other properties north of Highway 26 that may be interested in coming into the city. He said the board had had a discussion that afternoon, but they did not take the position that you should not admit this portion of **site #65**. They did express citizen participation as one of their concerns. He said the City of Beaverton did not have to take a back seat to anybody on citizen participation, but because they were partners with Washington County they recognized they had to blend their citizen participation processes. He said they were confident whatever minor differences they had in citizen participation could be bridged, because they intended to employ two of Washington County's planning staff in their contract. He said they were as committed as Washington County to solving the transportation problems. They recognized that some of the roads would remain the county's forever as part of the county-wide system. He said they had made it clear to the developer that they must satisfy not only the city of Beaverton and Washington County, but any other outside impacts that may be out there in terms of impacts to ODOT.

Greg Malinowski, 13450 NW Springville Rd., Portland, OR opposed adding this site this year. He said a good deal of the problem was their frustration with communication. People felt since there would be a master plan done before it came in, they might have some idea what was on it. In fact they were unaware there even was one before this morning. They had not had a chance to get with the developer on it. They preferred to see it set off for another year to do some in-depth planning. He said it was important that they were providing a school site but did not know if it addressed all the school needs for the site. He was concerned that the plan targeted EFU lands. He said there were some high-value crops that could be grown on small parcels. They were an asset to the community. He said there were lots of non-resource lands available to pick from, and he did not understand why the agricultural lands were being targeted first. He urged council to look at reinvestment in the Aloha area where there were substandard roads and houses and needed some upgrading.

Genni Geannopoulos, 17130 NW Springville Rd., Portland, OR requested **UR #65** not be brought in but instead wait for a year and considered next fall. She said Washington County and the City of Beaverton had not addressed in any detail the funding sources for any offsite implications, specifically transportation and other improvements that might be required for this project. She said there were definitely significant traffic-related concerns in the area right now. She read her testimony into the record. (A copy of her testimony can be found with the permanent record of this meeting).

Ty Wyman, Boyle & Gates, 200 SW Market, Suite 600, Portland, OR 97201, representing Albertson's and supporting inclusion of **area #65** into the UGB. He said Albertson's was interested in this area for a commercial site. He noted the county's recent decision making a 2040 hub at a major intersection near the proposed development. The neighborhood will be anchored by the west Union Village and would need accompanying development such as that proposed by Ryland.

Beverly Bookin, CREEC, 621 SW Morrison, Suite 200, Portland, OR 97205, said their organization was primarily interested in the commercial and industrial side of this equation but realized that housing and jobs were inextricably bound. She supported council's timely actions to bring property into the UGB. They did not support **site #65** per se, but felt it was an example of an urban reserve area that had met all the criteria to be brought in and rated high in the efficiency index. They were particularly interested in timely action on Washington County sites because that was where many of the jobs would be created, and it was important for housing and jobs to be in close physical proximity to reduce trip ends and take advantage of alternative modes of transportation. She reiterated Councilor Monroe's concern about the legislature providing adequate funds for transportation infrastructure.

David P. Miller, 16415 NW Brugger Rd, Portland, OR 97229, read into the record his testimony opposing bringing this site in to the UGB. (A copy of his testimony can be found with the permanent record of this meeting.) He urged the council to wait to see if there was a need and if the transportation problems could be solved.

William C. Cox, Heritage Homes, 0244 SW California St., Portland, OR 97219, pointed out that there had been a lot of misinformation regarding this area. He said it contained a lot of marginal land with severe restrictions on farming. It fit within the definition of lands that promoted maximum efficiency for land uses.

Jeff Hadley, Graf Meadows Homeowners Assn., 6076 NW 165th Terrace, Portland, OR 97229, said their concerns were increased traffic, school funding, governance issues. They felt the process needed more detail about how the load would be handled. He opposed including **site #65** in the UGB.

Councilor Monroe commented that this was a 20-year process and just because an area was chosen to be included in the UGB at this time, it did not mean they were saying it ought to be developed immediately. It may not be needed for development for five to ten years. They were just saying it would be needed in the next 20 years.

Ms. Wilkerson gave an overview of **site #62-63**. She said the areas were north of the highway, and there were 8.4 acres in site #62 and 10.3 acres in site #63.

Duane M. Forney, 5995 NW Birch Ave., OR Hillsboro, 97124, said they were on the south side of the **site #62** and probably did not need to speak. He said they had a nice serene residential area and the traffic was the only negative aspect he could think of.

Kent Kasten, 5925 NW Birch, Hillsboro, OR 97124, said he was also on the south side. The concept plan he was shown showed future development on the south side. He said it was an established neighborhood and had no services.

Gen M. Anderson, 24595 NW Oak Dr., Hillsboro, OR 97124, said the concept plan showed high and medium density for her area, but she would worry about it when the south side was being considered.

Kathy Ahlberg, Sunset Acres Neighborhood, 24520 NW Oak Dr., Hillsboro, OR 97124, said she did not need to speak because she was also on the south side.

Tom McConnell, Alpha Engineering, 9600 SW Oak, Suite 230, Portland, OR 97223, submitted a package and commented briefly on that testimony. He spoke in support of including **site #63** into the UGB. He said his submittal package was exclusive to the area north of Groveland Drive. (A copy of the package can be found with the permanent record of this meeting.)

Jim Standring, 5 Nansen Summit, Lake Oswego, OR 97035, felt this site had the opportunity to deliver housing to the people who needed it the most, it was going to be an affordable project targeted down to 80% of income. He said employment opportunities were numerous in the area and this development would help balance the jobs/housing ratio. He urged inclusion of **site #63**.

Presiding Officer Kvistad introduced Councilor-elect Rod Park and Councilor-elect Bill Atherton.

Ron Kurtz, 24495 NW Oak Dr., Hillsboro, OR 97124, was concerned about traffic in **site #62**. He said the high-tech traffic made it difficult to get in and out of their driveways, and they had been told that improvements would not happen for about 10 years. He said the schools were already full also. He urged the council not to include site #62 in the UGB.

Krystal Laas, 6140 NW Birch Ave., Hillsboro, OR 97124, had concerns regarding incursion into the exclusive farm use of the area and the traffic problems with the additional people in **site #62**. She also said the conditions at the schools in the area were already so overcrowded they did not have room and had to transfer students to other schools. A school official had told her that

low-income housing tended to have more students for the schools. She urged council not to include site #62.

C. Sally Roediger, 3485 SW 247th Ave., Hillsboro, OR 97123, said this farm had been in the family since 1940 as a conditional use farm. They currently farmed vegetables and fruit and had a woodland.. She spoke in support of including **site #55** into the UGB.

Michael A. Roediger, 25300 SW Lone Oak St., Hillsboro, OR 97124, said there were 30 acres, but it was prohibitive to be farming "on an island". He knew there would be a time when they could not raise cattle there or move farming equipment safely. He supported inclusion of **site #55** at this time.

Linda Peters, Chair of the Washington County Commissioners said her comments about this area were similar to her previous comments about **site #65**: the lack of clarity regarding citizen involvement in the planning tasks ahead. She said the City of Hillsboro had committed as the lead planning agency for **site #55**. Whether the area came into the boundary this year or next or even later, she assured the council that Washington County would work diligently and cooperatively with Hillsboro to facilitate full representation of all parties interested in the planning.

The board trusts these issues will be seriously examined in Metro's remaining process, as they will be in transportation planning work that is still ahead for Washington County and the City of Hillsboro. Secondly, they know the Metro Council is fully aware of how daunting a challenge they face to secure funding for infrastructure improvements necessary to support the planned growth. She said the board strongly believes a decision to include an urban reserve area in the UGB represents a regional land-use prioritization. She said such inclusion ought to bring with it Metro's equal commitment in prioritizing regional transportation funding to help address the associated transportation impacts, particularly in a case such as South Hillsboro urban reserve areas. She said surely if the region prioritizes UGB inclusion of this large area, planned for mixed-use, transit- and pedestrian-friendly community that will address Hillsboro's jobs/housing imbalance and other Region 2040 criteria, then the region should help with transportation funding so that its development can be properly phased and supported. She said finally, the board has some concern that inclusion of the South Hillsboro urban reserve areas in the UGB at this time is clouded by the yet-unsettled legal challenge to Metro's designation of their high-value farmlands as urban reserve areas. She said they would appreciate some clarification of the status of that challenge and any legal problems that might follow on a Metro Council decision to include these lands in the boundary this year.

Jim Records, 21880 SW Farmington Road, Beaverton, OR 97007 said he is a member of the Washington County Planning Commission but he is testifying for himself, not as a representative of the commission. He said he is interested in the transportation aspect; they have had about a 52% increase in the time it takes to get from their operation to Hillsboro in the last five years, and it continues to get worse. He said they cannot continue down the current path: they had stationery planning, created big density, predicted service level F in the St. Vincent Hospital area, and went ahead. He said now they are doing minimum density planning and requirements and create more density to fulfill their need for housing, and now they are bringing the urban reserve. He said it is obvious there is a big need for additional lands, given the price of land of today, but they are getting the cart before the horse. Something needs to be done about the transportation issues that face this region before moving on much further. He said the Council can create all this density, but it will not be able to build it.

John Godsey, President, Hillsboro City Council, 123 W Main, Hillsboro, OR 97123 thanked the Council for the opportunity to comment on the South Hillsboro urban reserve plan and expansion of the Metro urban growth boundary and to introduce the presentations of their city staff and consultants on this matter. He said the city respectfully urges the Council's approval of Resolution No. 98-2728A, which is the first of two steps leading to the inclusion of most of the South Hillsboro urban reserves into the UGB. He said UGB expansion into **sites #53, #54 and #55** will improve the jobs/housing imbalance in the city. He said the city prepared an urban reserve plan for the South Hillsboro urban reserves and seeks their inclusion into the UGB to address an increasing jobs/housing imbalance in their city due to the rapid and continuing growth of the regional high-tech employment center in the city. He said UGB expansion will enable the city to accommodate the need of housing beyond the year 2005 when the existing city residential building land inventory is expected to run out, based on the pace of city residential growth in recent years. He said the South Hillsboro urban reserve plan fulfills Region 2040 Growth Concepts: the plan features distinct and complete neighborhoods and communities that connect to one another, yet retain individual identities. He said the plan creates better roadway, bike, and pedestrian connectivity throughout the whole area, not just within the planned South Hillsboro community. He said the plan allows excellent opportunities for use of travel modes other than automobile by residents and employees of the South Hillsboro planned communities. He said the plan implements Title 3 water quality and wetlands and habitat protection objectives.

He said the city understands the community's concern about South Hillsboro's future traffic impacts. He said the plan represents the first real step towards solving the long-standing transportation problems in this area. He said if approved, UGB expansion would only be the first step of many steps that need to occur, including comprehensive plan changes, drafting and adopting land use zoning controls, annexation, final urban services agreements, construction of needed infrastructure, and land use permits before any development can occur in South Hillsboro. He thanked the Council for their kind attention to his remarks and introduced staff Wink Brooks, Paul Morris, and developers Doug Draper and Joe Hanauer, who will make the presentation.

Wink Brooks, Planning Director, City of Hillsboro, 123 W Main, Hillsboro, OR 97123 introduced Paul Morris, the city's primary consultant in preparing their plan. He said he, Mr. Hanauer, and Mr. Draper would like to cede their testimony time to Mr. Morris so he can make the presentation.

Paul Morris, McKeever/Morris, 209 SW Oak St. Suite 200 Portland OR 97204 thanked the Council for the opportunity to present the Hillsboro South concept plan for **areas #51-#55**, and share a unique plan that represents a partnership and support of a broad coalition of citizens, business, and government. He said the urban reserve concept is designed to embody two major themes: 1) to take into consideration the 2040 community as a model, and 2) to pursue the goals of smart growth. He said at a time when the cost of housing in development is at an all time, Hillsboro South is able to provide the Portland metropolitan region with a model 2040 community in a "win-win" scenario for planned growth. He said Metro has allocated over 57,000 of the region's new jobs to the Hillsboro regional employment center. He said little opportunity exists today to provide employees with the accompanying housing that is needed for them to live close to their jobs. He said the City of Hillsboro has recognized this impending jobs to housing imbalance and confronted it head-on. He said a no-build option is clearly not a real option: no one wants thousands of workers to have to travel across the region over already heavily congested roads to work. He said further increasing vehicle miles traveled, loss of personal time, increased air pollution, and consequent higher cost of living would be the "no-win" option. He said despite these limited options, the leaders of citizens of Hillsboro have worked together in an accelerated time frame, without compromising community process, to assemble an urban reserve concept

plan that is consistent with the goals of the Region 2040 plan, a plan that the Council knows is all about smart growth.

He said they have completed the process to prepare a concept plan that addresses chronic traffic problems of the Tualatin-Valley (TV) Highway and surrounding neighborhoods brought about by past piecemeal growth. Thus, he said, the city is preventing the historic pattern of formless, low-density sprawl, natural resource loss, traffic gridlock, and raising taxes. He said the concept planning perspective takes into account four major elements: 1) that a focused task force and broadly based technical advisory committee from all the agencies has provided the leadership to get through the last six months, 2) that extensive property owner and neighborhood citizen involvement has provided broad-base guidance, 3) a comprehensive technical research and design development process has gone on, looking at all facets of both existing development and future costs, and 4) there has been a concerted effort to make sure that the plan meets Metro's current Code.

He said the past six months has brought this leadership from the community, together with agency staff and citizens, to guide the process and take the comprehensive approach to research and design community issues that culminate in the selection of the concept plan now before the Council. He said the plan provides the best strategy for growth and meets the requirements of the Metro Code while protecting the integrity of existing surrounding neighborhoods. He said over 2,000 propertied citizens have been invited to participate in meetings and open houses over the last six months, that have presented a comprehensive technical analysis and community-based design development approach. He said the planning area is surrounded by extensive urban development, with ready access to municipal services throughout the area, and it is strategically located to address existing transportation problems, jobs/housing imbalances, and public facility siting needs. He said because of its location, the Hillsboro South properties and reserves are anchored by extensive urban development to the north and east, and the reserve and Vineyards Golf Club to the south and west. He said the 1,600-acre Hillsboro South reserves represents a rare opportunity in the region to efficiently service growth and effectively address relationships of transportation, affordable housing, access to community services, and protection of greenspaces. He said they followed three major areas of design, called the systems approach (transportation, land use, and natural systems). He said the growth challenge has been overcome through extensive input from the community focused around a planning process that embraces these design principles related to transportation, land use, and natural systems integration.

He said for transportation, the plan provides as its first principle a focus on resolving existing off-site traffic issues by providing a complex array of solutions that are feasible and appropriate. He said it integrates, as Mr. Godsey mentioned, a hierarchy of streets with arterial collector and local compositions as well as multiple connections that reinforce the existing street grid system, while all the while, emphasizing major north/south arterial access to the major employment center, transit opportunities, and major highway system.

He said for land use, the plan concentrates on organizing itself around three major neighborhoods, one a town center, that include community-oriented mixes of housing, commerce, and public services, scaled to support the character and identify of each node. He said this is not designed to be an employment center, it is designed to be a residential accommodation of need in the region. He said appropriately sited residential housing components of the plan are provided with a transition between inner and outer neighborhoods and surrounding natural resources. He said employment opportunities are oriented primarily near the TV Highway transit facilities, and the civic and institutional facilities, schools, and parks are designed to be located in or near the neighborhood and town center, or along existing greenspaces and storm water corridors.

He said for the natural resource element, which really brings the whole plan together, three major drainage corridors provide the breaks, the buffers, and the opportunity for natural recreation between the existing and proposed neighborhoods. He said maximum consideration has been given to the location of these neighborhoods and the adjacent parks to the natural areas to enhance capacity for managing storm water and water quality on a regional basis while supporting land use patterns that are modified to be conducive to water conservation and effective storm water treatment.

He said components of the plan include strong neighborhoods, affordable housing, efficient transportation, and a commitment to natural resource preservation. He said natural resource preservation drives all of these facets. He said the strong neighborhoods function with a mix of commercial and public services close to home, with extensive pedestrian-oriented off-street access to schools, parks, and natural areas. He said the affordability goals are exceeded through an integrated approach to infrastructure and engineering that has been able to save over 25% per capita, while a wide range of lifestyle choices are accommodated by housing densities that range from as little as 3 up to 64 units per acre in eight housing varieties. He said transportation is accomplished through a series of modes splits that achieve up to a 30% non-auto orientation mode split. He said through integration of multi-modal network that emphasizes bike, pedestrian, and transit access as the focus, reducing reliance on auto travel and requiring shorter trips. He said finally, natural resource preservation exceeds Title 3 requirements and is combined with over 200 acres of active parks that exceeds both the current and standards of the city. He said finally, the elements of the smart growth plan are four pieces: 1) walkable neighborhoods with affordable housing, 2) anticipating parks, school, and public facility needs in a way that actually provides the ability to site them where they are needed at a reasonable price, 3) maximizing natural resource protection and making it an essential feature of growth, and 4) reducing vehicle trips and auto reliance with a design that actually supports pedestrian activity.

Doug Draper, Genstar, 11535 SW Durham Road, Suite E9, Tigard, OR 97224, said they participated in the task force and the planning process with the City of Hillsboro. He said the City of Hillsboro has put together a very good plan that addresses the needs of both the metro region and specific Hillsboro conditions. He said they fully support the plan and encourage the Council's acceptance of it.

Joe Hanauer, Combined Investments Ltd., 361 Forest Avenue, Laguna Beach, CA 97651, said his comments were just echoed by Mr. Draper.

Nancy Eskeldson, CPO #10, 24000 SW Rosa Road, Hillsboro, OR 97123, said her concern is water drainage. She said she lives on the western side of this, south of the golf course. Over the 21 winters that she has lived there, she has seen an increase of at least three inches of ground water rising in her yard. She said she sees a discrepancy in some of Metro's information: some of the information says there will be 8,500 household units in this area, while another handout shows a total of 5,770. She asked the Council which number was correct. She said either way, it is a very ambitious plan, and she does not think the Council is taking into consideration the water drainage of underground water, let alone the drainage into the Tualatin River, which floods regularly. She submitted pictures into the record that show the problem they have been facing over the years. She said water drainage is almost as important a consideration as transportation and schools.

Rob Combs, Stoddard Homeowners Association, 20522 SW Lyon Court, Aloha, OR 97007, said he is very concerned about **urban reserves 51-55**, which the association borders. He said he

has a huge concern over the proposed increased traffic onto the existing roads and where the money will come from to do the improvements the plans shows. He said currently there is gridlock in many areas such as 209th and TV Highway, 209th and Farmington, Cornelius Pass Road, and most of TV Highway. He said the state has said there is no money for improvements to TV Highway, on which a lot of the traffic from the urban reserves would flow. He said there are 12 schools that border this area or sit on main arterials leading in and out of the new area that would be affected. He asked what consideration has been done for the safety of the pedestrian traffic for the existing schools. He said currently parents picking up or dropping off their kids from the two schools on Cornelius Pass Road use the residential back roads to get to and from these schools because Cornelius Pass Road is at a stand still during morning and afternoon peak hours. He said another huge concern is where Metro is getting the money to buy the land and build the new schools in the new area. He said the traffic infrastructure and the school infrastructure must be resolved before this area is brought into the UGB. He said based on past history, the region builds first and then struggles to catch up with the roads and schools. He asked the Council to please be ahead on this plan.

Dan Aberg, President, Greater Hillsboro Chamber of Commerce, 343 SE Fifth Avenue, Hillsboro, OR 97123, said read a letter into the record. A copy of his testimony is included in the meeting record.

Jerralynn Ness, Executive Director, Washington County Community Action Organization, 1001 SW Baseline, Hillsboro, OR 97123, said for the past 25 years, her work with Washington County Community Action Organization has kept her very close to the issues faced by their residents, who are living on very low incomes or living in poverty. She said while it is unusual for her to be commenting on urban growth boundary issues, the lack of affordable housing and its adverse impact on low-income families and the community compels her to do so on this site. She said while Community Action favors the principle of a compact UGB, realistically they understand that some movement will be made in terms of its size. She said they also recognize that in Washington County, there is an enormous number of new jobs being created and a very limited number of sites available for housing development close to those jobs. She said from this perspective, the St. Mary's property makes good sense. She said they also believe this project needs to be a model for the vision of development that is elaborated in the Region 2040 Growth Concept, and it needs to be inclusive: housing that is affordable to all income ranges.

She said in addition, the plan needs to have the parks and schools, access to public transit, and include a variety of housing types as well as design elements conducive to the development of a true community. She said in particular, the urban reserve plan needs to address and accomplish the affordable housing tenants of Title 7 of the Functional Plan. She said she had the opportunity to meet with the developers of St. Mary's, and she was very impressed with their vision and their willingness to create such a community, but they cannot do it alone. She said Community Action urges Metro, Washington County, the City of Hillsboro, funders, and non-profits to come together to create such an inclusive community and to demonstrate that the values of 2040 can become a reality. She said clearly the first step in this process is inclusion of St. Mary's property in the UGB, and they support that. She said they recognize there is a risk for them in this decision, but they recognize that without taking risks and challenging themselves and each other, affordable housing will not be built at sufficient levels to meet the community's needs.

Betty Atteberry, Executive Director, Westside Economic Alliance, 10200 SW Nimbus, Suite G3, Tigard, OR 97223, read her testimony into the record. A copy of her testimony is included in the meeting record.

Rick Van Beverin, South Hillsboro Urban Reserve (SHURA) Task Force, 21935 SW TV Highway, Hillsboro, OR 97123 summarized his written testimony, a copy of which is included in the meeting record.

Councilor Washington said he appreciates everyone's comments this evening about transportation. He said he chairs the Transportation Committee at Metro, and he wanted everyone to know they really do understand the connection between growth and transportation. He said secondly, Metro recently started an Affordable Housing Task Force for the region. He said he is not here to lobby tonight, but when the State Legislature starts meeting next year, if they could get a room of citizens like tonight when they have their hearings on transportation, it would make a tremendous impact. He said he hopes the audience members will take it to Salem as well; the Metro Council will do what it can, but the money comes from Salem.

Arnold Cogan, Cogan Owens Cogan, 813 SW Alder, Suite 320, Portland, OR 97205, spoke on behalf of Jin Park, Owner, Reserve Vineyards and Golf Course. He summarized his written testimony, a copy of which is included in the meeting record.

Rick Clements, 4185 SW 205th, Aloha, OR 97007, said his property is just east of the proposed urban reserve area. He said the plan has a lot of nice concepts, however the traffic to the east and to the south seem to have some problems in their plan. He said they show a large development along Blanton, which unfortunately does not go anywhere: it parallels TV Highway down to the post office on 185th and then drivers are forced to turn away from TV Highway because of a barrier there. He said the alternative is to go through a subdivision and come around to TV Highway, or drive through a community with grade school children trying to cross the streets to schools. He said the other problem is that south, the plan shows very little traffic, but most people realize that even though the west side bypass was not built, it is still used. He said the county has addressed this by rebuilding Beef Bend Road, Scholls Ferry Road, and Barrows intersection. He said they seem to also think that everyone will magically go to the north industrial area in Hillsboro. He said the average time at a high-tech employment is about two to three years; for example, a friend of his worked for three years in Wilsonville, a year in Hillsboro, two years in Beaverton, and has just recently moved to Portland. He said the people who live in that area will work in Hillsboro, Beaverton, Tigard, Wilsonville and Vancouver; so this is truly a regional problem, as Councilor Washington addressed.

Paul Rogers, 21000 SW Rosedale Road, Aloha, OR 97007 read the introduction of his written testimony. A copy of his testimony in its entirety is included in the meeting record.

Walt Hellman, Edwards Meadows Homeowners Association, 2451 SE Clover Court, Hillsboro, OR 97123 said the association consists of 225 homes in Southeast Hillsboro and is located directly west of the urban reserves. He said they have no doubt that the plan inside the urban reserve area is a thing of beauty; their main concern, however, is gridlock. He said the residents in his area already feel like road warriors every time they drive. He said the plan is to put 20,000 people, a population roughly equal to the city of Tigard, adjacent to TV Highway, when TV Highway has about the same capacity as when it was widened in the 1950s. He said the Council needs to consider whether TV Highway's capacity can be increased, even in theory. He said the answer at this point is no. He said the best shot at this was when the City of Hillsboro hired the Kittleson Engineering Firm to do a study of what the traffic impact would be, and the firm came to the conclusion, through the magic of multi-modal mitigation, that 20,000 people adjacent to TV Highway would have minimal impact on TV Highway volume. He said if that is not magic, he has never seen it. He said the multiple mitigation are actually unfunded, unlikely, and unbelievable. He said principle 1 is to make TV Highway a limited access highway: he

asked where the funding will come from, will the businesses agree, etc. He said members of the Edwards Meadows Homeowners Association live adjacent to this area, and they implore the Council to do its job and say to the state, it will bring in land like the South Hillsboro reserve area when the state provides not only beautiful paper plans for adequate transportation, but also dedicated funding to do it, but until then Hillsboro will be spared from becoming a permanent Canyon Road and 217 intersection.

Linda McQuinn, 2560 SW 229th, Hillsboro, OR 97123, represented her in-laws, Burnard and Lucy McQuinn, who own property in **site 55**. She said their property is at 4100 SW River Road, and they support inclusion in the UGB sooner rather than later. She said they own 8.67 acres of non-family-supportive farmable, but they have joined with their neighbors to offer the opportunity to get on the ground level to support the city's vision of the Gordon Creek Area.

Steve Larrance, CPO #6, 20660 SW Kinnaman Road, Aloha, OR 97007 said he also represented CPO #6 on the task force for the South Hillsboro Urban Reserves, and is a former County Commissioner two terms, and he and his family have lived adjacent to the property in question for four generations. He said the neighbors in CPO #6 plead with the Council not to adopt the ordinance and resolution before it that would include the South Hillsboro sites. He said the South Hillsboro urban reserve properties are clearly too expensive to serve with transportation infrastructure. He said he has been working on this project for four months, and at first he thought the Council could shoehorn the sites into the UGB, but the more involved he became, the more he realized it was not possible. He said he has done an extensive comparison of the road costs using the county's numbers, and there will not be any Traffic Impact Funding (TIF) left from the site for off-site improvements. He said by including the sites, the Council is allowing a liability of \$150-200 million in addition to the already existing urban need. He said he feels the inclusion of this area within the UGB at the planned density of 10 units an acre will forever be remembered as the political decision, hiding behind planning, that destroyed the credibility of the Oregon land use planning process that everyone has sacrificed so much for in the past 20 years.

Robert Schmidt, 5820 SW 206th, Aloha, OR 97007 said he lives in the Cross Creek neighborhood and represents the largest neighborhood association in that area, with 346 homes and over 1,000 people. He said his point of concern echoes the concerns of Mr. Larrance and others concerning traffic. He said the development would add traffic to Rosa Road which goes through the middle of the Cross Creek neighborhood. He said Rosa Road is a two-lane, curvy street that is already highly traveled. He said the proposed development is beautiful and may be better than a prison, although prisoners would not leave at 8:00 A.M. and return at 5:00 P.M. He said they would like to see some sort of advanced and funding in writing on how the traffic will be addressed before the land is developed.

Dick Cartwright, 8995 SW Mayberry Place, Cooper Mountain, said his office is on 209th, giving him a view of the beautiful field. He said the traffic used to only back up beyond the fire department at rush hour; now it is backed up almost a block all day long. He said he agrees with Mr. Records that the cart is once again before the horse; the idea of putting more traffic in that area, even if the road is expanded to four lanes, is mind boggling the kind of density and problems this would create. He said they have talked a lot about schools and transportation, but that is just a couple of the many other problems that comes in to impact a situation like this, from policing, fire, etc. all gets paid by somebody, probably the tax payer, whereas those that develop all this get to haul away the boatload of money. He said also he thinks it is unfortunate that high-paid people representing all the special interest groups are going up against the common people.

He said there are not enough houses for not enough jobs. He said Intel is closing two fabrication plants and Tektronix is laying off 10% of its work force. Fujitsu is for sale. Those are four or five major companies in the area. H said he noticed the effects in his own business as his business supports these companies. He suggested that before entering into a major, major project like this, it we should take a look at what will happen to the area over the next year.

Mike Kleschuk, 20855 SW Madrid Court, Aloha OR 97007, Carlin Homeowner's Associates. Mr. Carlin said they are currently located at the Southeast corner where Rosedale crosses 209th. Currently they experience a lot of traffic that crosses Rosedale and filters off of 209th to join Farmington road at 204th. That traffic flow is already rather heavy. Children play there, a park is in the area, tennis facilities are there. The homeowner's association is looking at putting in speed bumps. The new development would increase traffic tenfold, because 209th and Farmington is always backed up beyond Rosedale during peak hours. Lots of people cut through the neighborhood already. Also, the lack of schools in the area to absorb the increase in population is a major concern. There are also some minor concerns, including surface-water management. A creek now floods sometimes as a result of previous development located up the hill. That could be a major problem in the new development, as a lot of farmland would be paved over with asphalt and roofs. Water would have to drain somewhere.

Lona Frank, 22750 SW Rosedale Road, Aloha, OR 97007 said her property is south of and adjacent to the **site # 55**, proposed for this development. She was there to represent the farming community. She has lived in that area all her life. Among the residents of Rosedale Road are many farmers who have enjoyed the quiet of rural life, along with the hard work of farming. Over these years, they have seen the traffic on Rosedale multiply many times over. When the high-tech industry began developing in Hillsboro, people from Beaverton, Cooper Mountain, and points south soon discovered the back way to work, because like the rest of us, they didn't like dealing with traffic on the main arterials. Rosedale Road soon became the shortcut to Hillsboro. When the Aloha Fred Meyer was built, people quickly figured out how to get there by utilizing rural roads. The reserve golf course was instrumental in showing the way to anyone else who might have had an interest in shortcuts. Should the south urban reserve come to pass, these roads will become just as congested as the main arterials, and like them, a commuter's nightmare. More significantly, it will affect our rural community and its livability in a very negative way.

Oregon, as reported by Channel 8 News on November 9, has the dubious distinction of ranking ninth for having the worst roads in the country, with no existing funds to repair them let alone for building new ones. The proposal here contains no guarantees for funding for the impact this development will have on the adjacent areas. The developers have put together a great plan for a self-contained community, but adjacent land-owners will be required to provide the funding, through taxes, for the multiple schools that must be provided for this expansion. Elected officials used to favor developing communities next to the industries to minimize commuting. What has changed that reasoning? Intel's Aloha campus is reducing its employee base and is relocating current employees, as it is no longer planning to expand. The industries of the future are being developed north of Aloha and Hillsboro, and much of that land in north Hillsboro is prime farmland. Butso is this property.

In summary, the current residents of Aloha will be burdened with additional taxes and roads for schools, and quite possibly by lower land values if this is approved. Most importantly, they will pay for the impact of this project by absolute gridlock and reduced livability.

Robin Kuehnast, 4140 SW 209th, Aloha, OR 97007 Her home of over 50 years faces **site #55** at approximately the intersection of 209th and Kinnaman. Regardless of what Mr. Morissette

says of the developers, this is not smart growth. When you put over 20,500 people in an area like this without planning for the infrastructure and without planning for transportation, it will paralyze this area. Those who support this project do not live near it. People take jobs where they find them, not where the homes are, otherwise there would not be traffic jams. She said she works in downtown Portland; and has for the past 10 years. She has taken mass transit and it now takes twice the amount of time to get to downtown Portland using either bus or MAX. The fact is, the people who live in this area are not going to be working in this area; that has never happened. Citizen groups who represent people who live and work in this area have a great track record for keeping Metro as honest as possible when it comes to decisions that affect them. It will not serve anyone well to include this parcel within the urban growth reserves, when there is a pending lawsuit and a guarantee of more should such a precipitous event come to pass.

Tom Ricciardi, 6000 SW 205th Avenue, Aloha, OR 97007 member of the Cross Creek Neighborhood Association. He rides his bike to work. He offered a study in contrasts about what biking to work can be and what it is likely to be under the scenario being proposed. Until very recently, he worked in downtown Beaverton. He is a member of the community of software developers that inhabits the region. He bikes down Rosa Road to Farmington Road, which has a bike path all the way down--at least it did until recent construction. It was reasonably safe. It was a nice, acceptable bike commute. Recently he took a new job in northern Hillsboro on Evergreen Parkway for a software company. He now commutes to the northern Hillsboro region that is going to support a lot of the supposed industrial development. He said the main north/south routes in Aloha are not safe for bicycles. That refers to 185th, 198th, and 209th. These routes have a high volume of traffic and it's high-speed traffic. There are no shoulders and no bike lanes. The main north/south routes in Hillsboro are also not safe for bicycles with one exception. Cornelius Pass and 219th, 198th, you can't ride them. A notable exception is 185th north of TV Highway, which has a bike lane. That is a model for how a high-capacity road could be built to service bikes. He said he would like to commute from Cross Creek in Aloha to northern Hillsboro. He said it would be absolutely necessary to build bike lanes and pedestrian rights of way on these north/south routes. Right now, it's suicidal. He said he cannot imagine even attempting it if this goes through.

Neysa Terry-Gray, 24300 SW Rosa Road, Hillsboro OR 97123. She has lived there for about three years. The items she would like to bring up are things folks have already mentioned. She is concerned that in the time she's been there, every winter the water in Butternut Creek has overflowed its bounds. When they had the flooding in 1995, FEMA had to come in and replace some of the culverts around there.

She provided pictures that showed the flooding in that area, across 229th and onto Rosa Road. She lives on the part of Rosa Road that is not in **site #55**, but just west of there. It's a gravel road. That brings up her second concern. Since the golf course has been built there, the traffic on her road has increased tremendously. This is a privately maintained road, although it is a county road. From what she heard,--she has not seen all the plans--no plan exists that will take care of and provide for improvements of the smaller roads.

David Stein, 16675 SW Spellman Drive, Beaverton OR. Last Sunday's Oregonian carried an editorial by Mike Burton talking about the failure of the light rail on the ballot. He said the idea was to avoid crowding existing neighborhoods and to reduce vehicle travel. Several people have talked about the mitigation of using vehicles by walking, bikes, mass transit, etc. He said that assumes all those people are not going to own an automobile, and that will not be the case. Metro's policy right now appears to be 10 units per acre. There are over 900 acres in this area. The Aloha review plan is basically seven units per acre. Metro's own policy ups the congestion

and crowding by three times 900. He said that would add 2700 automobiles. If the density requirement can be changed back to seven, it would reduce the number of automobiles by car per household in the area. He said obviously a lot of households have two cars.

Claudia Hale, 3745 SW River Road, Hillsboro, OR 97123. She purchased property and moved out there in 1965 so they could live in the country. She said she lived there before Edward's Meadows, before Hillsboro High School, before Washington Square, and she has seen a lot of traffic go up and down River Road. She favors Metro's taking in **Urban Reserve #55**. She knows that progress happens. She knows that transportation problems can be solved. She was thinking as people have been talking about transportation, that in 1954 she was a junior in high school. One of the major homework assignments was to find a way to bypass Hillsboro. There were less than 8,000 people in Hillsboro then. She has seen a lot of changes, and she has seen transportation problems grow. But the problems have been taken care of. She favors this and would like to see it happen.

Ed Murphy, Ed Murphy and Associates, 9875 SW Murdock St., Tigard, OR. He represents a number of property owners in the area south of **area #53**, west of SW 213th and north of SW Rosedale. These are all outside of the current urban reserve area. However, these property owners want to be part of the Hillsboro south urban reserve concept plan in progress and eventually have their properties come into the urban growth boundary. He presented a letter petition signed by 12 of the 13 property owners, with maps attached. He noted that eight of the properties are five acres or smaller. All of them are smaller than 20 acres. One of the properties is bisected north/south by the BPA power lines and now east/west by the concept plan line. The total area is 109.3 acres. Of that, 36 acres in the petition area would be in the urban reserve. He said he realized this was an unusual request, in that these properties are not now part of the urban reserve yet, but it seems like the appropriate time to ask that they be made part of it. The land is similar to some of the other properties outside of the urban reserve area. In a nutshell, 36 of those acres are already colored light blue [on the urban reserve map], and the request is to color the remaining 73 acres also light blue. He supports including #53, with this addition.

Toni Beattie, 3860 SW River Road, Hillsboro, OR 97123. She favors the plan. She served on the City of Hillsboro's task force originally. She said she had heard this evening that people have concerns about traffic and population growth. She said that although she does not have great feelings for the Metro Council, she sympathizes with them. She said they are mandated to bring in lands and try to control the negative effects, but they don't have the power to deal with the traffic issues the way they should. Being on that task force, she learned that whether people like it or not, the houses and growth are needed. Doing advanced planning is the best way to prepare properly for the services and for the traffic. In the existing setup, all the issues --e.g., traffic-- cannot be controlled. With the powers that be, this plan will help to solve those issues, not necessarily make them worse. Further, she favors bringing in the Gordon Creek neighborhood, not necessarily the entire southern area Tier 1 properties.

Don Odermott, 3720 SW River Road, Hillsboro, OR 97123. This is one of the properties that fronts on River Road in **site #55**. It sits immediately on the south edge of the new proposed east-west Davis Street extension. He said when he bought his property back in 1985, he anticipated that its days as farmland were numbered. He said it did not take a brain surgeon to anticipate that five parcels away from the city limit line was eventually going to be brought in, even if you didn't know when. He said he boards and raises horses on the property, which has never been profitable. He works a full-time job. He said he knows Metro is mandated to bring land in; he knows the land is exception land. He'd like to get on with life. As he was working on his barn this weekend, he wondered if he was wasting his money. He wondered how long it would be

there. He knows that smaller lots are difficult to develop. He has seven and a half acres. Some of the other parcels range up to 10 or 12 acres.

He said the neighbors have organized themselves and begun bi-weekly meetings. He has submitted into the record every parcel on the east side of River Road south of Witch Hazel Creek, indicating these neighbors' support for inclusion into the Urban Growth Boundary. He said the group is cognizant of the concerns about transportation. Part of what the neighborhood group has been working on is to organize the parcels bridging across to 247th, shown as the vertical dark line [on the map] and in so doing trying to move toward that critical east-west road connection that is so critical for relieving traffic off of TV Highway. He said they know that Brookwood TV Highway is going to run out of capacity, and this would allow traffic to bridge across to other intersections, such as by the Supply One Century Boulevard. To wrap up, he said he would be highly supporting of asking Metro to try to do whatever it can within its authority to earmark dollars for the transportation system there. The concerns are very valid, in particular the north-south routes. He said TV highway has been on ODOT's list of concerns for some time.

Councilor McLain asked Mr. Odermott whether she was correct in locating his property in **Urban Reserve #55**, in the exception lands. He said that is correct. She asked how many people signed the petition. He said ten property owners, representing about 80 acres. He said a map is attached to the petition indicating which parcels are involved.

Marcus Simantel, 2024 SW Howards Way, #204, Portland, OR 97201. He operates Simantel's Farm and Nursery, just a few miles north of **urban reserve #55**. He's a former member of the Washington County Planning Commission and currently serves as president of the Agribusiness Council of Oregon. He opposes taking in urban reserve #55. He read his testimony into the record. A written copy of that testimony has been included in the public record for this meeting.

Phillip Smesrud, 3859 SW 229th, Beaverton, OR, 97007 read his testimony, opposing inclusion of **sites #51-#55** into the UGB. A written copy of that testimony has been included in the public record for this meeting.

Pat Ritz, Oregon Title Insurance Co., 1515 SW 5th Ave, Portland, OR 97201 He said he has served on the business advisory committee to Mike Burton for about the last five years and recently has been appointed to the affordable housing task force with Councilor Washington. He said he has no answers for the transportation and school issues that have been brought forward, rightfully so, tonight. He reminded the audience that the issues are region-wide and not particular to this part of Washington County. He said the government and the people have some major issues to solve.

Regarding the parcels, he made three points: First, the jobs/housing balance has been an issue the past five years.. Not everybody who lives in this particular complex will work within a short distance of there. He said if more land is included in Washington County on the west side of the river, it will exacerbate an already intolerable situation in trying to travel from the west side to the east side and vice-versa. Bringing in this parcel will help solve that problem. Secondly, density is a problem. In the first six months of this year, there were about 1200 acres developed for single-family lots. Even though in Washington County 43% of those lots were under 5,000 square feet, it only worked out to be four units per gross acre. The projected densities are not being achieved. The reason is that the parcels are small and the topography is difficult.

Finally, there is a lack of affordable housing. The need exists outside of the inner city. This would have a component of affordable housing that can provide homes for our children.

Shari Sirkin, 74 NE Saratoga, Portland, OR 97211. She farms on Davis Road in **Site #55**. She said as a small farmer, her interest is in producing locally grown food. Everyone needs to eat. She knows everyone also has to have a place to live. She said we can continue to import food from outside, from California and Mexico, or we could be growing some of our own food here in the local area. The area has fantastic soil. The soil she is farming is some of the best in the country if not in the world.

She said farmers are becoming scarcer. She said you can still make a living, though not a very a wealthy living, as a small farmer. On less than an acre she grew practically \$12,000 worth of food this past year. She said next year she could grow approximately \$22,000 with a community-supported agriculture farm and selling directly through a farmer's market. About 12 community supported agriculture farms in the area feed about 600 families and supply several restaurants. Expansion of this is limited only by the availability of affordable land. Saving trees and ancient forests is a very sexy topic that gets a lot of interest from a lot of people who are willing to risk their lives for it. Ancient forests take thousands of years to regenerate. Our prime soil takes millions of years to regenerate. Save some of farmland. Even small farms can be successful.

Mike Stephenson, 22855 SW Noble St., Beaverton, OR 97007. Mr. Stephenson lives at the southwest of the corner of **UR #55 and #54**. His position is "middle of the road." He said Lyndon Johnson's quotation, "I come to you with a heavy heart," is appropriate to this situation. This is a "heavy-heart" situation. There is no win here, but there could be compromise.

Urban Reserve #55 should never have been designed as a single site; the gray area and the blue area [on the maps] have totally different demographics: one is farming, and the other is housing. Farming ought to have farms on it.

Transportation problems have been brought up. He said he's only lived at this intersection for 15 years, but, his commute now to 185th is longer than it was before. He said the City of Hillsboro is painting with way too wide of a brush. There are roads in this concept plan that are not in the Urban Growth Boundary. He said he thought that was not part of the rule.

One of these roads on the map would bisect his property. He said his daughter mentioned that if this is built, they would have to look both ways before going to their own barn. He also said that although he lives across the street from the reserve, he was not notified of the development meeting held by the developers of the property.-

He said he supports taking in site #55, but wait until Hillsboro figures out what its doing before bringing in #54, #53, #52, #51. This initial plan, by the way, was presented at a community meeting with a school sitting on holes #15 and #16 of the golf course. Clearly, nobody looked at it closely. He said he was just guessing, but he would bet the golf course would just as soon have 36 as opposed to 34 holes. He said bringing all these areas in is too aggressive, too soon, too early; He doesn't think the area's ready. He doesn't think Metro is ready. He said he isn't.

Don Shellenberg, Associate Director of Governmental Affairs, Oregon Farm Bureau, 3415 Commercial Street SE, Salem, OR 97302. Mr. Shellenberg said agriculture is 25% of the economy of Oregon and a very important part of the Metro area. Sixty percent of the Port's tonnage is agriculture. Eleven percent of all the jobs in Portland are ag-related. Washington and Clackamas Counties are two of the leading ag-production counties in the state. The St. Mary's

property [site #55] embodies the entire land-use planning question regarding whether or not Oregon's best farmland is going to be protected for farming. Why is a statewide farm organization such as ours concerned with this property? If this property is brought into the UGB, then the land-use planning system is a total failure, and no farmland is worthy of protection.

Oregon has room to grow, but that does not mean it is appropriate for every urban area to expand in every direction. Statewide planning is a conscious effort to ensure that agriculture and timber production, along with our fish and wildlife and scenic beauty, remain an important part of our livability. No planning goals are needed to require growth and development. That will come automatically. Rather, development goals are needed to direct and manage growth so it does not depreciate the natural beauty of our state or inhibit the production of our valuable, renewable resources. The Oregon Farm Bureau asks whether the decision to expand Metro's urban growth boundary is really in the best interest of Oregon and the Metro citizens who enjoy its bounty.

John Leeper, 11160 SW Muirwood Drive, Portland, OR 97225. He said he empathizes with the Council. He also said their presence is tantamount to a self-inflicted wound. If they hadn't run for the Council, they wouldn't be here.

He said he has two prime concerns in his life at this time: citizen involvement and land-use and transportation. It appears from all the testimony that **areas #51 through #55** have got a real problem on citizen involvement and land use and transportation. If it is Metro's position to bring in areas #51 through #55, he implored the City of Beaverton's Planning Commission and Council to give serious thought to further citizen involvement and to addressing the land use and transportation problems that have been repeated here this evening. He feels a good case could be made for a development application not being approved until such time as the required transportation improvement have not only been studied or planned, but actually constructed. He said that although the plans for areas #51-#55 look great on paper, he can't convince himself that they won't have some godawful impacts in all directions outside of that that have not been appropriately addressed.

Bonney Bryan 5800 SW 213th Ave. Aloha, OR 97007. She addressed the Butternut Creek area, mainly the intersection of SW Rosa Road where it is adjacent to 209th. She said the big black line on the map goes right through the middle of her house. She agreed with the gentleman whose said he didn't know which way to look to go to his own barn. She said she didn't know which way to look to go to her home. She said it was very upsetting. She hadn't known about these meetings. She was not notified. The first meeting was six weeks ago, and it was too late. She couldn't see her house on the map, so she couldn't address her concerns then. But it is very upsetting. They bought just under four acres so her five daughters could build on that land with them. If this goes through, that will be taken away from them. She feels more study should be done. There are other ways of accessing the Butternut Creek area on already existing roads. Vermont Street is not even on there. That would bypass going through her home and those of several other people.

Pat Serrurier, 837 NW Albemarle Terrace, Portland, OR 97210. She owns 24 acres adjacent to the golf course on the north side of Gordon Creek. No one has really addressed dirt. It is incredibly important. Willamette loam soils are prime soils. Soils cannot be replaced. If you put houses on this, it cannot be replaced. It is EFU. We really need to pay more attention to farming. She likes the Hillsboro plan on paper. But the access road of Davis, if it is as wide as planned, will go through her house. On the other side, the ground water treatment plant and holding pond are on her property. She was told today that it would be purchased or taken over. Where does all

this money come from? She thinks the plan looks great, but implementation is something else. It is something that ought to be solved before we destroy farmland.

Ms. Wilkerson said **area #47**, included in Ordinance No. 98-779A, consists of 82 acres and will support 361 dwelling units according to the productivity analysis.

Tom Whitney, 17555 SW 131st, Tigard, OR, spoke in regards to urban reserve **area #47**, lot 32, Peach Vale. He submitted evidence showing the actual 100-year floodplain boundary to be several feet south of his property. He asked that the southern boundary of **area #47** be moved to reflect the correct floodplain boundary, which would include all of his property into **area #47**. He requested the Council's careful consideration for property adjustment to the south line of **#47**. He said he supports the inclusion of **area #47** in the UGB, but he asked to not be surrounded by development in which he is not allowed to participate due to a mapping error.

Tucker Mayberry, 10801 SW Riverside Drive, Portland, OR 97219, spoke in support of Mr. Whitney. He said they were told the southern boundary of **area #47** was drawn to match the 100-year floodplain boundary, which they believe to be in error.

Judith Anderson, 16640 SW Jordan Way, Tigard, OR 97224, said she recently returned to Oregon from Maryland, and has been very surprised at the level of traffic and the plans for development of **area #47**. She said there is a very strong citizen interest in working with the developer. She said they are concerned about flooding, water provision, and a good housing mix.

Councilor Morissette asked Mr. Whitney to submit his floodplain information to staff. He asked Mr. Turpel to work up the number of acres Mr. Whitney's request would impact.

Councilor Washington asked Ms. Anderson how long she was away from Oregon.

Ms. Anderson said she left Oregon in the early 1980s, and while in Maryland she used an Oregon model of citizen participation, especially around affordable housing, and they came up with some very good plans.

Dan Brenner, Rivermead Community, 14120 SW River Lane, Tigard, Oregon 97224, said he is concerned about the building in his neighborhood. He submitted into the record a copy of a home video showing the water in the proposed building site [**in urban reserve #47**]. He said he is concerned about the floodplain; portions of phase 3 were under water in the flood of 1996. He said the map also shows that the access to phase 2 and phase 3 of the proposed construction will be onto 137th, and there is not room for any mobile homes, recreational vehicles (RVs), or boat trailers to travel on 137th. He said the county has said it will not improve the road; they will allow it to revert to a tanded gravel road. He said it is a dead-end street, it exits onto Beef Bend Road, and at this point in time, it is treacherous.

John Miller, Rivermead Community, 13980 SW River Lane, Tigard, Oregon 97224, said he represented John Beaulieu, President of Rivermead Community. He read from Mr. Beaulieu's written testimony, a copy of which is included in the meeting record. Mr. Miller added that the lower part of the proposal [**in urban reserve #47**], where the flood was, supports a lot of game, including deer, ducks, and geese. He said the lower part of the proposal should remain a preserve.

Richard Raz, 13860 SW River Lane, Tigard, Oregon 97224, said regarding **urban reserve #47**, that he objects to any connection between the proposed development and 137th. He said

137th is only about 18 feet wide, and when cars meet school buses on the road, one vehicle has to pull into the brush. He said connecting Fisher Road to 137th is not reasonable. He added that he lived in the area for 8 years and works about 2-1/2 miles from his house. He said the commute used to take 6 to 8 minutes; since the realignment of Schools Ferry Road and Beef Bend Road, the commute now takes 12-1/2 minutes. He said the development of area 47 will greatly impact 137th.

Derek Brown, 53 SW Yamhill Street, Portland, Oregon 97204, reiterated that his development company is committed to affordable housing on **site #47**. He said it is their intention to use Beef Bend Road and 131st as access roads to the development. He said 137th will be a county choice. He said with regard to the video of the flood, none of their property that they are proposing to build on is near the area videotaped.

Larry Derr, 53 SW Yamhill Street, Portland, Oregon 97204, touched on the key points before the Council. He said there is no EFU land in question in **area #47**; it is all exception land currently zoned for low-density development. He said if the property is not brought into the UGB it will still be developed as residential, but inefficiently. He said the development will have an inner-neighborhood designation, which will facilitate the type of affordable housing that Mr. Brown mentioned, and will easily meet or exceed the average density goals set throughout the region by Metro. He said with respect to Metro's Productivity Analysis, there are no natural feature development constraints on the property within the area proposed for development, as the floodplain is outside the urban reserve area. He said therefore the Productivity Index Analysis will generate a much higher number than the staff analysis. He said the same is true with the Serviceability Index, because sewer and water lines already go to the site to a large extent, and storm water can be handled through the facilities on the site and discharge directly to the river. He said when they last spoke to the Growth Management Committee, the governance issue was in the works. He said it has now been completed and the City Council of King City has unanimously voted to undertake the planning responsibility for the property. He said Jane Turner, City Manager, City of King City, sent a letter to Chair Kvistad addressing the urban reserve concept plan. He said the planning has a lot of the basic ground work and the data for the planning has been completed at the expense of the Browns, but the actual public planning will begin at the first of 1999. He said the public planning will probably only take a matter of several months, however, because it is a relatively simple site with one proposed use. He said the planning process will definitely occur with public input before any decisions are made on the exact mix of uses.

Kirk St. Clair, 16875 SW 137th, Tigard, Oregon 97224, said regarding **site #47**, 137th Avenue is a rural, local road and is listed as one of the developer's three-road accesses. He said it is a dead-end road and does not meet design standards for additional traffic according to Washington County. He said this is a gravel road with no base and a chip seal. He said according to a Washington County source, it cannot handle any additional traffic, let alone RV-sized vehicles. He said in terms of safety issues, poor visibility and heavy traffic cause lengthy delays and dangerous entrances onto Beef Bend Road, which is a non-improved intersection. He said walkers from an existing trailer park have caused serious traffic safety hazards because there is no shoulder and no gravel on either side of the 18 foot wide rural road. He said as a CDL driver, the access to Beef Bend Road is extremely dangerous, and he has personally had some very close calls on it. He said the access on 131st, even with an improved intersection and traffic signal, will not handle the traffic from the high density numbers in the proposed plan. He said it is a safety issue: there have been three fatality accidents within several thousand yards of 131st and Beef Bend Road since the first of the year, and there is an accident in that area at least every

week. He said the school fence adjoining 137th has gone down four times, and the brick wall on the opposite side gets hit once or twice a month.

General Testimony:

Don Logan, President, Washington County Farm Bureau, 20750 NW Dixie Mountain Road, Hillsboro, Oregon, 97124, said he was there to testify on behalf of the Farm Bureau members of Washington County. He said he represents an industry which has progressed in this county for over 100 years, their crops are shipped worldwide and create an income of about \$180 million farm-gate value. He said expansion of the UGB in any way should be kept small and prudent; any addition of large parcels such as the controversial St. Mary's property should not be considered at this time. He said he has heard that the Butternut Creek site is no good for farming and commonly called a stump farm. He said he can say from experience this could be productive farmland again. He said he has personally cleared about 100 acres of these stumps in his lifetime and this would be no exception. He asked the Metro Council to consider the following points seriously before making any final decisions: 1) keep the expansion to a minimum, using the small parcels available to the best advantage; 2) agriculture has lost about 100,000 acres, or 1/2 of the farmland in Washington County, and this pace cannot continue; 3) Hillsboro's job center is not to the south, but to the north, and any expansion should be considered to address these needs, not to create more traffic problems; 4) look at the alternatives, such as the less productive lands to the northeast, the available exception lands, and possible rezoning inside the UGB. He said in closing that this Farm Bureau is ready to help in any way to work towards a reasonable solution; it will not be easy and not everyone will be satisfied, but it is the duty of this Farm Bureau organization to preserve agriculture and its way of life in Washington County.

Presiding Officer Kvistad closed the public hearing.

3. ADJOURN

There being no further business to come before the Metro Council, Presiding Officer Kvistad adjourned the meeting at 9:30 p.m.

Prepared by,

Chris Billington
Clerk of the Council